Submission I001 (Adam Cohen, December 12, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #179 DETAIL

Status :	Action Pending
Record Date :	12/15/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/12/2017
Submission Method :	Project Email
First Name :	Adam
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Hi Lisa Marie,

Thank you for your message. Please note, like others, I did submit my comments (including the email below) to the email address listed for public comments on the link you sent.

I001-1 Unfortunately, we haven't received confirmation of receipt. Would it be possible for someone to confirm receipt of comments submitted to the email address listed on the website? We want to make sure that email address is actively being checked and receiving public comments being submitted.

Thank you,

Adam Cohen

Sent from my Windows 10 phone

From: Alley, Lisa@HSR <mailto:Lisa.Alley@hsr.ca.gov>
Sent: Tuesday, December 12, 2017 2:49 PM
To: Adam Cohen <mailto: > ; HSR fresno_bakersfield@HSR <mailto:fresno_bakersfield@hsr.ca.gov>
Cc: Holly King <mailto:holly@triplecrown.bz> ; Beatris Espericueta Sanders <mailto:bsanders@kerncfb.com> ; Troy Hightower <mailto:thightower@tdhintl.net> ; Michael Turnipseed <mailto:michael@kerntaxpayers.org> ; Paul Paris <mailto:paparis@ci.wasco.ca.us> ; Scott Hurlbert <mailto:shurlbert@shafter.com> ; Patricia Poire <mailto:ppoire@grimmway.com> ; MelissaP@paramountfarming.com <mailto:MelissaP@paramountfarming.com> ; jguinn@roll.com <mailto:jguinn@roll.com> ; Melissa.Poole@wonderful.com <mailto:Melissa.Poole@wonderful.com> ; Richard, Dan@HSR <mailto:Dan.Richard@hsr.ca.gov> ; HSR boardmembers@HSR <mailto:boardmembers@hsr.ca.gov>
Subject: RE: IMPORTANT - EIR Correction Requested Pertaining to Farmland

Adam,

Thanks for your email.

Please submit any comments that you have on the Draft Supplemental Environmental Impact Report/Environmental Impact Statement (Draft Supplemental EIR/EIS) via any of these channels: Submitting a Public Comment - http://www.hsr.ca.gov/Programs/Environmental_Planning/comment_fresno_bakersfield.html

Submission I001 (Adam Cohen, December 12, 2017) - Continued

Verbal and written comments received during the public comment period will be reviewed and will be addressed in the Final Supplemental EIR/EIS document.

Lisa Marie

Lisa Marie Alley

Chief of Communications

California High-Speed Rail

770 L Street, Suite 620

Sacramento, CA 95814

w: (916) 384-9026

c: (916) 212-8108

lisa.alley@hsr.ca.gov <mailto:lisa.alley@hsr.ca.gov>

www.hsr.ca.gov <http://www.hsr.ca.gov/>

<https://www.facebook.com/CaliforniaHighSpeedRail>
<https://twitter.com/cahsra> <http://www.youtube.com/CAHighSpeedRail>
<http://instagram.com/cahsra>

<http://saveourwater.com/>

From: Adam Cohen [mailto:]
Sent: Sunday, December 03, 2017 10:33 AM
To: HSR fresno_bakersfield@HSR; Alley, Lisa@HSR
Cc: Holly King; Beatris Espericueta Sanders; Troy Hightower; Michael Turnipseed; Paul Paris; Scott Hurlbert; Patricia Poire; MelissaP@paramountfarming.com; jguinn@roll.com; Melissa.Poole@wonderful.com; Richard, Dan@HSR; HSR boardmembers@HSR
Subject: IMPORTANT - EIR Correction Requested Pertaining to Farmland

Dear Lisa-Marie and Team Fresno-to-Bakersfield,

I001-2

This email is to follow-up to our phone conversation on Thursday November 9th, 2017 at approximately 4PM. The purpose of this email is to identify a clear and plain error regarding how the farmland in the May 2014 Project is incorrectly reported in the F-B LGA draft EIR.

As such, I am requesting immediate review and issue a corrective statement on this matter. The F-B LGA EIR states "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area and approximately 36 acres in the indirect study area are classified as Important Farmland" - or words to that effect.

However, a close review of Final Fresno to Bakersfield EIR (May 2014 Project) reveals that the above statement is clearly erroneous. The May 2014 Project states "Table 3.14-5 shows the potential permanent conversion of Important Farmlands with the combination of the project footprint and noneconomic remnants (by category) for the HST. Table 3.14-6 lists the total acres of protected farmlands (Williamson Act and Farmland Security Zone) affected by project alignment alternatives, including remnant parcels that would likely not be suitable for farming after the project is completed." - or words to that effect. These tables in the adopted May 2014 EIR states that the Bakersfield Hybrid Alternative permanently effects 0 acres of prime farmland, farmland of state importance, unique farmland, and farmland of local importance. Please refer to Table 3.14-5 and 3.14-6 at: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBake

Submission I001 (Adam Cohen, December 12, 2017) - Continued

I001-2

r_Vol_I_CH3_14_Agricultural_Lands.pdf

I've also included a screenshot of these tables below.

EIR/EIS Comment :
Official Comment Period :

The farmland numbers for the Hybrid Alignment cited in the F-B LGA draft EIR are in error and mistakenly report the Shafter Heavy Maintenance Facility, not the Hybrid Alignment. Please refer Table 3.14-7 in the Final Frenso to Bakersfield EIR. A screenshot has been provided.

As such, please correct the following statement “Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area” to say “Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 0 percent, or 0 acres, in the permanent project footprint of the direct impact study area.” Please also correct the comparative analysis, including but not limited to Section S.6.13 and Table S-2 in the Volume I Summary comparing the farmland impacts of both alignments.

Please also note, that I had identified this error at the May 2017 CHSRA Board Meeting in Bakersfield, CA and had requested that staff correct this then as well. My May 2017 comments can be viewed at: https://www.youtube.com/watch?v=-eGNvRMR-8M

I do intend on submitting more detailed comments identifying similar errors in the draft F-B LGA EIR. In the interim, however, I would like confirmation of this email, a response, and a correction. Thank you for your time and consideration on this matter.

Very respectfully,

Adam Cohen

?

Response to Submission I001 (Adam Cohen, December 12, 2017)

I001-1

Following inquiry by the commenter, comments submitted to the project email address received automated responses stating: “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”

I001-2

Refer to Standard Response FB-LGA-Response-AG-01: Updated Agricultural Lands Methodology, FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that, for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

Table 3.14-5 on page 3.14-34 of the Fresno to Bakersfield Section Final EIR/EIS shows the potential permanent conversion of Important Farmlands as a combination of the project footprint and non-economic remnants by alternative alignment. The totals for the Bakersfield Hybrid Alternative and BNSF Alternative in Table 3.14-5 cannot be compared to the total direct impact of Important Farmland for the May 2014 Project and F-B LGA considered in the Draft Supplemental EIR/EIS due to the difference in methodologies, as described above. Furthermore, and as stated above, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative acreage represented in Table 3.14-5 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to Figure 3.14-1 from the Draft Supplemental EIR/EIS, indicating the extent of both the May 2014 Project and F-B LGA alignments, including areas of predominantly agricultural land that both alignments traverse.

Submission I002 (Adam Cohen, December 3, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #180 DETAIL

Status :	Action Pending
Record Date :	12/15/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/3/2017
Submission Method :	Project Email
First Name :	Adam
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Dear Lisa-Marie and Team Fresno-to-Bakersfield,

I002-1 This email is to follow-up to our phone conversation on Thursday November 9th, 2017 at approximately 4PM. The purpose of this email is to identify a clear and plain error regarding how the farmland in the May 2014 Project is incorrectly reported in the F-B LGA draft EIR.

As such, I am requesting immediate review and issue a corrective statement on this matter. The F-B LGA EIR states "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area and approximately 36 acres in the indirect study area are classified as Important Farmland" - or words to that effect.

However, a close review of Final Fresno to Bakersfield EIR (May 2014 Project) reveals that the above statement is clearly erroneous. The May 2014 Project states "Table 3.14-5 shows the potential permanent conversion of Important Farmlands with the combination of the project footprint and noneconomic remnants (by category) for the HST. Table 3.14-6 lists the total acres of protected farmlands (Williamson Act and Farmland Security Zone) affected by project alignment alternatives, including remnant parcels that would likely not be suitable for farming after the project is completed." - or words to that effect. These tables in the adopted May 2014 EIR states that the Bakersfield Hybrid Alternative permanently effects 0 acres of prime farmland, farmland of state importance, unique farmland, and farmland of local importance. Please refer to Table 3.14-5 and 3.14-6 at: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_I_CH3_14_Agricultural_Lands.pdf

I002-1 I've also included a screenshot of these tables below.

The farmland numbers for the Hybrid Alignment cited in the F-B LGA draft EIR are in error and mistakenly report the Shafter Heavy Maintenance Facility, not the Hybrid Alignment. Please refer Table 3.14-7 in the Final Frenso to Bakersfield EIR. A screenshot has been provided.

As such, please correct the following statement “Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area” to say “Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 0 percent, or 0 acres, in the permanent project footprint of the direct impact study area.” Please also correct the comparative analysis, including but not limited to Section S.6.13 and Table S-2 in the Volume I Summary comparing the farmland impacts of both alignments.

Please also note, that I had identified this error at the May 2017 CHSRA Board Meeting in Bakersfield, CA and had requested that staff correct this then as well. My May 2017 comments can be viewed at: https://www.youtube.com/watch?v=-eGNvRMR-8M

I do intend on submitting more detailed comments identifying similar errors in the draft F-B LGA EIR. In the interim, however, I would like confirmation of this email, a response, and a correction. Thank you for your time and consideration on this matter.

Very respectfully,

Submission I002 (Adam Cohen, December 3, 2017) - Continued

Adam Cohen

<https://mailfoogae.appspot.com/t?sender=aYWRhbS5wLmNvaGVuODNAZ21haWwuY2
9t&type=zerocontent&guid=9286ad21-4b61-4478-838b-3d573cc3bd18> ?
EIR/EIS Comment :
Official Comment Period :

Response to Submission I002 (Adam Cohen, December 3, 2017)

I002-1

Refer to Standard Response FB-LGA-Response-AG-01: Updated Agricultural Lands Methodology, FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that, for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

Table 3.14-5 on page 3.14-34 of the Fresno to Bakersfield Section Final EIR/EIS shows the potential permanent conversion of Important Farmlands as a combination of the project footprint and non-economic remnants by alternative alignment. The totals for the Bakersfield Hybrid Alternative and BNSF Alternative in Table 3.14-5 cannot be compared to the total direct impact of Important Farmland for the May 2014 Project and F-B LGA considered in the Draft Supplemental EIR/EIS due to the difference in methodologies, as described above. Furthermore, and as stated above, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative acreage represented in Table 3.14-5 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to Figure 3.14-1 from the Draft Supplemental EIR/EIS, indicating the extent of both the May 2014 Project and F-B LGA alignments, including areas of predominantly agricultural land that both alignments traverse.

Submission I003 (Adam Cohen, December 19, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #196 DETAIL

Status :	Action Pending
Record Date :	12/19/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/19/2017
Submission Method :	Website
First Name :	Adam
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I003-1 Please separate/disaggregate impacts from the Shafter Heavy Maintenance Facility from the Hybrid alignment in the draft F-B LGA EIR. For example, the draft EIR//EIS includes farmland for the Shafter HMF facility in its calculations for comparing farmland impacts to F-B LGA. Given that the HMF is an optional facility to be decided later, these impacts should be broken out separately. HMF impacts in the May 2014 Project EIR are

I003-2 separated from the alignment impacts. If a Maintenance of Infrastructure Facility is being considered, please compare similar MOIF sized facilities between May 2014 Project and F-B LGA.

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I003 (Adam Cohen, December 19, 2017)

I003-1

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I003-2

The Draft Supplemental EIR/EIS evaluates a Maintenance of Infrastructure Facility (MOIF) for both the May 2014 Project and the F-B LGA, as described in Chapter 2 of the Draft Supplemental EIR/EIS. For both alternatives, the MOIF would be sized and outfitted to support the maintenance of infrastructure requirements for 75 miles of HSR system track in either direction. The footprint for the May 2014 Project MOIF is 38 acres, as shown on Drawing Number CB1466 of the Volume III Alignment Plans (Section B Alignment Plans, Part 2 of 2 [File 3 of 5]) for the Fresno to Bakersfield Section Final EIR/EIS, available on the Authority's website. The MOIF for the F-B LGA is 50.95 acres. The figures included in the Draft Supplemental EIR/EIS suggest that the May 2014 Project MOIF is larger; however, the May 2014 Project MOIF appears larger due to the realignment of Santa Fe Way, as shown on Drawing Number CR1905 in the Volume III Roadway and Grade Separation Plans (Section D, Part 2 of 2 [File 4 of 6]). Thus, as depicted in the figures included in the Draft Supplemental EIR/EIS, the environmental footprint in the vicinity of the May 2014 Project includes the MOIF, realigned road around the perimeter of the MOIF, and the property between them. Therefore, the Draft Supplemental EIR/EIS analyses included similarly sized MOIF facilities for the May 2014 Project and F-B LGA.

Submission I004 (Adam Cohen, December 19, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #197 DETAIL

Status :	Action Pending
Record Date :	12/19/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/19/2017
Submission Method :	Website
First Name :	Adam
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

I004-1 Please reference and incorporate the findings of this MPO report into the draft EIR/EIS.

http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I004 (Adam Cohen, December 19, 2017)

I004-1

The commenter requests that the Supplemental EIR/EIS reference a 2003 report prepared for KernCOG which analyzes three station locations for the high-speed rail in Bakersfield: an Airport Station located near Meadows Field Airport, a "Golden State Station" located along Golden State Avenue (the F Street Station), and a Truxtun Station. The report concludes that, while impacts of the F Street Station and the Truxtun Station are largely comparable (see Table 6-1 of the document), the Truxtun Station was "the most attractive site for the Bakersfield Region" at that time. The report also provides a list of unknowns, including UPRR and BNSF cooperation and the difficulties of displacements and acquisitions for each station location. The KernCOG Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis (2003) is incorporated into the document by this reference in this response to comment and has been incorporated into the Administrative Record for the Final Supplemental EIS.

The findings of this report were, at the time of the circulation of the Draft Supplemental EIR/EIS toward which the commenter's request is directed, fifteen years old. All three stations identified in the KernCOG report were analyzed by the Statewide Final EIR/EIS (2005). Though the Statewide EIR/EIS does not cite the KernCOG report, it came to similar conclusions, as it identified the Truxtun station location as the preferred Bakersfield station, adding that, at the time (2005), the City of Bakersfield (City), Kern County, Kern County COG, and the Kern County Transportation Foundation preferred this station option for HSR service in Kern County. This preferred station location was then carried forward in the Fresno to Bakersfield Section EIR/EIS (2014).

By June 2014, the City no longer preferred the Truxtun station location. At that time, the City filed a lawsuit challenging the certified Fresno to Bakersfield Section Final EIR/EIS pursuant to CEQA. The Authority and the City announced in December 2014 that they had settled the lawsuit and agreed to identify an initial conceptual alignment through Bakersfield with a station located at the intersection of F Street and Golden State Avenue (SR 204) that would address the City's concerns and meet the Authority's design requirements, for the Authority to study in later environmental review. The "locally generated alternative" (LGA) described and analyzed in the Draft Supplemental EIR/EIS evolved from this mutual cooperation and subsequent public input.

In the Draft Supplemental EIR/EIS, the Authority and FRA describe the environmental

I004-1

setting of the LGA, evaluate the potential significance of environmental impacts, and compare the LGA (referenced as the "F-B LGA" in the Draft Supplemental EIR/EIS), including station location and alignment, with the geographically comparable segment of the alignment and station location identified in the Fresno to Bakersfield Section Final EIR/EIS (referenced as the "May 2014 Project" in the Draft Supplemental EIR/EIS) and approved by the FRA in 2014. Impacts of both Truxtun and F Street stations and their respective rail alignments are thus comparatively analyzed and taken into account within the larger impact analysis of the Draft Supplemental EIR/EIS.

Submission I005 (Adam Cohen, January 16, 2018)

Subject: FW: Comments from American Institute of Architects & Matt Fesko
Attachments: AIA Letter.JPG; Fesko.JPG

From: Adam Cohen <>
Sent: Friday, January 12, 2018 12:03:54 PM
To: Perez-Arrieta, Stephanie (FRA)
Cc: lisa.nungesser@hsr.ca.gov
Subject: Comments from American Institute of Architects & Matt Fesko

Hi Stephanie,

I005-1 I would like to take the time to send you two comments for inclusion in the F-B LGA draft EIR/EIS. One is from the Golden Empire Chapter of the American Institute of Architects and the other is from Matt Fesko.

Local chapter of American Institute of Architects (AIA) issued the following policy statement (pertinent part is in the middle two paragraphs of the letter). This policy statement opposes the City of Bakersfield's development plans and encourages development closer to the core. This is relevant for inclusion in the F-B LGA EIR because the EIR states that F Street is more suitable for development because of the recommendations from the City of Bakersfield in the Station Area planning document.

I am also sending a comment from Matt Fesko for inclusion as well. He posted this on the Nextdoor Forum.

Warmest regards,

Adam

1

AIA Golden Empire

STAKEHOLDERS WORK GROUP

American Institute of Architects Golden Empire

Making Downtown Bakersfield HSR SAP Stakeholders Committee

March 30, 2017

To the Stakeholder's Committee & General Public;

The Golden Empire Chapter of the American Institute of Architects (AIA) wishes to express appreciation for being included in the conversation as Stakeholders for Making Downtown Bakersfield. Regardless of how long High Speed Rail takes to develop, or whether it comes to fruition, we believe it is important to plan wisely for Downtown Bakersfield either way.

Many of the items in the 0-10 year strategy would be helpful toward the growth of downtown and ensuring its viability into the future. Formation and expansion of a Downtown Business Improvement District, establishing Downtown Design Guidelines and ordinances that encourage development, both in infill and in proven developing districts like Mill Creek, will be critical to the success of this effort. In the 10-20 and 20-30 year strategies the steps to encourage development, especially mixed-use development, and establish funding mechanisms will be necessary to continue growth, as will expanding infrastructure for this development. We believe that studies such as this can aid us in planning for those infrastructure needs.

As with every group endeavor there are some concerns. The emphasis on the Golden State & "F" Street site and the development proposed around it could serve to draw away from the traditional core of downtown rather than compliment it. We realize that this site may be easier for the HSR authority but, in turn, may throw greater expense on the City in developing connecting transportation corridors along Chester Avenue and "F" Street. We do recommend that a similar effort made looking at the Truxtun Avenue/Amtrak location originally proposed so the stakeholders and public can make a true comparison.

The earlier massing concept shows 25 story towers and numerous 10 stories adjacent to the "F" Street Station Site. These may need to be reduced in height, and future taller towers directed back toward the downtown core in order to integrate with the existing downtown.

In many ways Bakersfield is not like other cities. We are very independent and not inclined to be squeezed into molds for other cities. This is a big vision for big projects, but we need to keep a place for the modest endeavors by architects, developers, and end users alike.

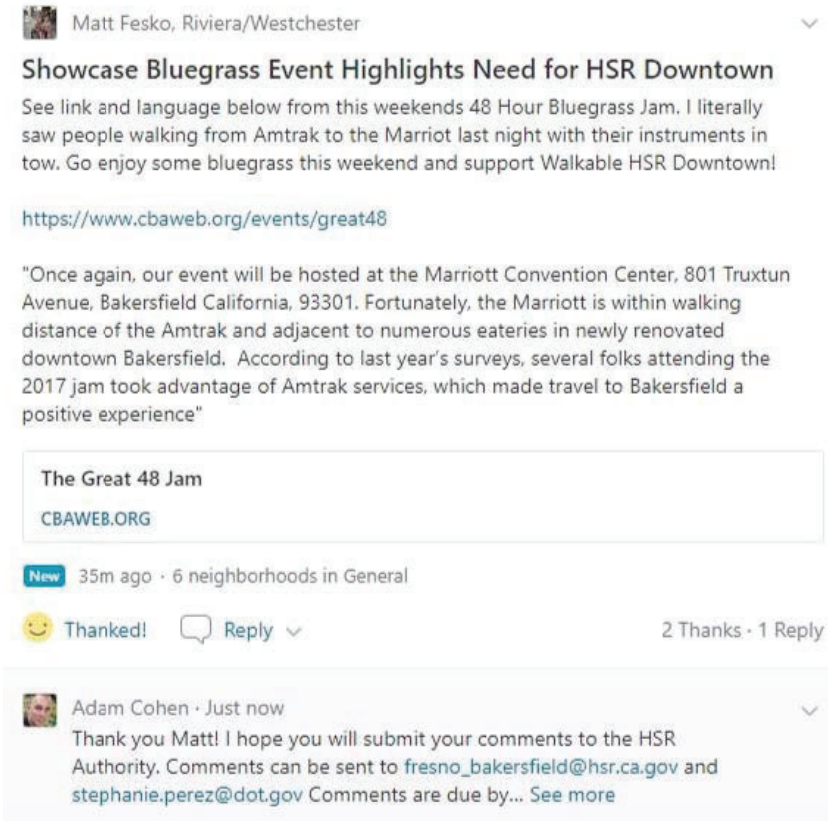
All in all this was a good effort by the stakeholders. Gunnar Hand & SOM, and the City staff who assisted them, are to be commended for trying to make some sense of our many viewpoints. This is not set in stone, but it is a start. Many decisions lie ahead if we are to chip out a well sculpted future for our city.

Respectfully,

Timothy R. Stormont, AIA
Mandy Freeland, AIA
Rob Trost, AIA
John Cohrs, AIA

American Institute of Architects Golden Empire
1201 24th Street, Suite B110-164, Bakersfield, CA 93301
www.aiage.org · info@aiage.org

Submission I005 (Adam Cohen, January 16, 2018) - Continued



Response to Submission I005 (Adam Cohen, January 16, 2018)

I005-1

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

The commenter refers to a policy statement issued by the American Institute of Architects Golden Empire, which is addressed to the Making Downtown Bakersfield High-Speed Rail Station Area Vision Plan Stakeholders Committee. The commenter states that the "middle two paragraphs of the letter" contain the information relevant to his comment.

The third paragraph of the letter expresses concerns that the F Street Station and proposed surrounding development could draw away from rather than complement the existing core of downtown Bakersfield, as well as a concern about costs involved in developing connectivity at that station. The letter recommends that a similar effort be made looking at the Truxtun Avenue Station.

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

I005-1

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 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.

A thorough consideration was given to the Truxtun Avenue Station in the Final EIR/EIS. Whether the City of Bakersfield develops a Station Area Plan for the Truxtun Avenue Station is outwith the purview of the Draft Supplemental EIR/EIS.

The fourth paragraphs of the letter states that the conceptual drawings presented by the City of Bakersfield as part of their Vision Plan shows 25-story towers and other 10-story buildings next to the F Street Station, and argues that these may need to be reduced in

Response to Submission I005 (Adam Cohen, January 16, 2018) - Continued

I005-1

height.

The City of Bakersfield renderings show conceptualized high-density development near the F-B LGA alignment and UPRR. The rendering is conceptual and does not accurately portray the exact location, size, and design of any planned future development in the area. Future or planned development would be required to undergo environmental clearance, at which time, it would be determined if such uses are compatible to HSR and UPRR operations. The Authority would work with the City of Bakersfield to ensure adjacent development is consistent with HSR safety and security standards. Safety and security standards would include, but would not be limited to, height limits on structures that are adjacent to or near the HSR alignment.

If future development were to occur on parcels near the F-B LGA, the City of Bakersfield would be required to coordinate with the HSR Authority to ensure that uses and building heights are compatible with the HSR. Revisions to the Draft Supplemental EIR/EIS are not needed based on this comment and response.

The commenter also refers to a post on social media site Nextdoor by Matt Fesko. The post explains that Fesko saw performers at the 48 Hour Bluegrass Jam walking to the Marriott Convention Center, where the Jam took place. The post then encourages readers to attend the event and to support “Walkable HSR Downtown.”

Submission I006 (Adam Cohen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #296 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 :	Adam
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Dear Stephanie, Mark, Lisa, Diana,

Happy New Year. I just wanted to forward you a copy of our letter and more than 600 signatures from community stakeholders that support the May 2014 Project and oppose the Locally Generated Alternative. If LGA is selected, the community would like a station in Old Town Kern and not at F Street and Golden State Avenue. Attached is a copy of our comment letter, supporting signatures, and additional comments from the community for inclusion. I006-1

Please confirm receipt at your earliest convenience. Please do not hesitate to reach out if you have any questions or if we can provide the authority with any additional information.

Warmest regards,

Adam Cohen

?

?

EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	296_Cohen_email_011618_Attachment.pdf (4 mb)

January 13, 2018

Dear Chairman Richard, Members of the Board, and Ms. Perez,

I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. Chairman Richard and members of the California High-Speed Rail Authority (CHSRA) Board, and the Federal Railroad Administration (FRA), thank you for soliciting public comments and your visible determination to address the critical issue of the Fresno to Bakersfield project section.

I represent over 600 local stakeholders comprised of residents, business owners, community associations, prospective riders, and others who have signed (electronically and handwritten) in opposition of the Bakersfield F Street Station Alignment and in support of the Truxtun Station. Attached to this letter is a copy of those signatures and individual comments that I have been asked to forward to the California High-Speed Rail Authority.

I006-2

> ***With respect to the draft EIR/EIS, our position can be summarized as follows: if high-speed rail is built in Kern County, we support the May 2014 Project with a station at Truxtun Avenue and oppose the Locally Generated Alignment and the station at F Street and Golden State Avenue. If the Locally Generated Alignment is ultimately selected, we 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).***

I006-3

To find a common-sense solution, all the CHSRA and FRA has to do is to look at each of the proposed stations (Please see Figure 1 embedded into this letter). The F Street Station prioritizes private automobile access and discourages active transportation modes to maximum extent possible. The F Street Station is surrounded by 7-story parking garages and is surrounded by a freeway interchange to the South and an approximately 30-foot tall T-Intersection and retaining wall to the North. The F Street lacks an intermodal connection to Amtrak feeder service and leaves virtually no room for in-fill transit oriented development in within the immediate station area.

In sharp contrast, the approved Truxtun Station has pedestrian access points on both sides of the BNSF corridor and is not surrounded by parking for freeway interchanges. The parking at the Truxtun Station is placed as far from the station entrance as possible and nearby surface lots offer opportunities for in-fill transit oriented development as the station area matures. Equally important, the Truxtun Station maintains 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. We know from all international best

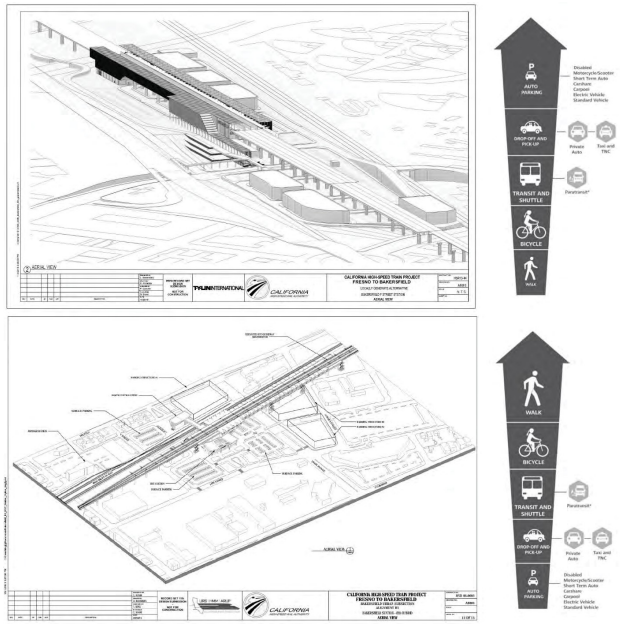
1

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-3

practices that there is a synergistic network effect when we 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. This multimodal rail connection linking the Hybrid alignment and high-speed rail station with the Bakersfield Amtrak must be preserved.

Figure 1: F Street Station (Above) and Truxtun Station (Lower) Areas Compared



I006-4

The CHSRA's High-Speed Train Station Area Development General Principles and Guidelines states that a preferred high-speed rail station and station area should include the following features:

- Higher density development in relation to the existing pattern of development in the surrounding area, along with minimum requirements for density.
- A mix of land uses (e.g., retail, office, hotels, entertainment, residential) and a mix of housing types to meet the needs of the local community. Different styles of TOD may be appropriate for different HST station areas.
- A grid street pattern and compact pedestrian-oriented design that promotes walking, bicycle, and transit access with streetscapes that include landscaping, small parks, pedestrian spaces, bus shelters, lighting, wayfinding signs, bike lanes, and bike racks. New buildings should incorporate high energy efficiency and building performance standards.
- Context-sensitive building design that considers the continuity of the building sizes and that coordinates the street-level and upper-level architectural detailing, roof forms, and the rhythm of windows and doors should be provided. New buildings should be designed to complement and mutually support public spaces, such as streets, plazas, other open space areas, and public parking structures. The Authority will work cooperatively with each local community to assure the design process accommodates both the operating requirements of the HST system and local conditions and character.
- Limits on the amount of parking for new development and a preference that parking be placed in structures. TOD areas typically have reduced parking requirements for retail, office, and residential uses due to their transit access and walkability. Sufficient train passenger parking would be essential to the system viability, but this should, as appropriate, be offered at market rates (not free) to encourage the use of access by transit and other modes, where available. Shared parking would be planned when the mix of uses would support it.

These guiding principles and best practices are far more descriptive of the Truxtun Station site. These CHSRA guidelines can be accessed at: https://www.hsr.ca.gov/docs/programs/station_communities/HST_Station_Area_Development_General_Principles_and_Guidelines.pdf

I006-5

It is also worth noting that an approved Terminal Impact Analysis Study by the Kern Council of Governments (KernCOG) comparing a Truxtun and Golden State Avenue Stations concluded that 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*" – or words to that effect. Additionally, The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk-

Submission I006 (Adam Cohen, January 16, 2018) - Continued

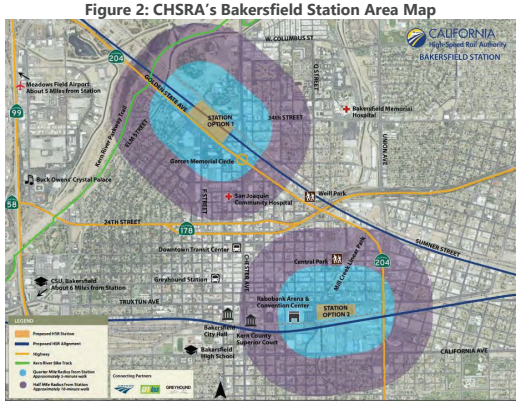
I006-5

and bike -ability. The Truxtun site, with access to the Truxtun and California corridors also provides convenient multimodal access to the Downtown and California Corridor office and financial districts. Together, these two districts account for approximately two thirds of Bakersfield metro's office space. This KernCOG study concludes that *"a Golden State Avenue Station would be perceived as very remote from the downtown core"* and that the "*Truxtun Station site offers the best opportunity for the station to serve as a catalyst for new downtown economic development … the Truxtun site is recommended as the most attractive site for the Bakersfield Region"* – or words to that effect. This study has been supplied to FRA and can also be viewed at: www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

I006-6

Additionally, our community is 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. Please see Figure 2 included with this letter.

Figure 2: CHSRA's Bakersfield Station Area Map



I006-7

Plainly stated, the impacts of vehicular and motorized traffic connecting between a 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 destinations including but not limited to the Bakersfield Convention Center and Rabobank Arena. Traffic between F

I006-7

Street and Rabobank Arena, the Convention Center, and Amtrak will add traffic congestion downtown and air emissions in the San Joaquin Valley.

I006-8

Our community is also 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 rail viaduct bisects this low-income and minority community. With that being said, if LGA is selected as the final alignment, our community would like 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 an intermodal connection. 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. A 35-acre location at the convergence of the BNSF and Union Pacific rail corridors is recommended for study for an Old Town Kern Intermodal High-Speed Rail/Amtrak Station. Please see Figure 3.

I006-9

Figure 3: Old Town Kern Intermodal Station Opportunity



I006-10

Additionally, we are very concerned about the methodology used to develop this draft EIR/EIS and numerous statements that mischaracterize both the Hybrid and LGA alignments. In particular, the F-B LGA draft EIR/EIS includes the Shafter Heavy Maintenance Facility (East) as well as a large oil field were included in the May 2014 Project (Hybrid alignment) footprint (See Figure 4 for an example). In doing so, this draft EIR/EIS incorrectly overstates

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-10 the impacts of the Hybrid alignment. Additionally, the draft EIR/EIS states that the LGA follows existing transportation corridors whereas the Hybrid does not. This is incorrect. The Hybrid alignment follows a longstanding BNSF railroad corridor. While the LGA follows the Union Pacific Corridor, it has to traverse approximately 6 miles of farmland to switch between railroad corridors. To state or infer repeatedly in the document that the Hybrid does not follow existing rail corridors whereas LGA does, is factually incorrect.

I006-11 **Figure 4: F-B LGA and May 2014 Project Footprints Used in the F-B LGA draft EIR/EIS**

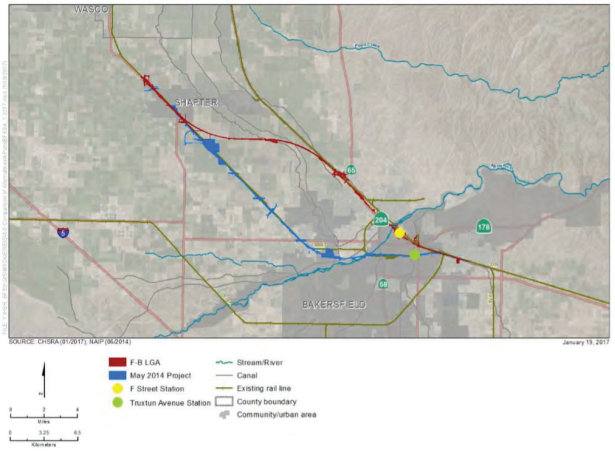


Figure 8-1 F-B LGA and May 2014 Project

The astonishing errors made by the document preparers associated with the project footprint that permeate throughout the draft EIR/EIS shocks the conscience. These major missteps can only be rectified by correcting the analysis and releasing a revised F-B LGA draft EIR/EIS using the correct May 2014 Project footprint for comparative analysis.

I006-12 Additionally, numerous technical appendices in the F-B LGA draft EIR/EIS state "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix

I006-12 [#] did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. To review the appendix in its entirety, please refer to the Authority's Final EIR/EIS: Fresno to Bakersfield website" – or words to that effect. These appendices redirect the reader to technical analysis that frequently lists multiple alignments from the May 2014 Fresno to Bakersfield Project Section but exclude any analysis specific to the locally generated alternative. As such, the draft F-B LGA EIR/EIS is incomplete and flawed on its face.

Finally, I am enclosing detailed line-by-line comments on the F-B draft EIR/EIS. These comments are organized by PDF section of the draft EIR/EIS. I would appreciate careful review and responses to this letter and all of the enclosed comments and questions. Should you require additional information or need me to clarify any statements made in this letter or enclosures, please do not hesitate to contact me at your earliest convenience. I can be reached at or .

I006-13 Indeed, by any objective measure, the Bakersfield F Street Station Alternative is contrary to high-speed rail best practices, bad for Kern County. and not locally preferred. Thank you for considering our community's preference for the May 2014 Project & Station, opposition to the F-B LGA alignment and station, and if F-B LGA is selected, preference for an Old Town Kern high-speed rail station.

You have our gratitude for supporting smart growth and intermodal passenger rail service.

Warmest regards,



Adam Cohen

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Signatures Of Support

Name	Location	Date
Citizens for Downtown Bakersfield	US	2016-04-22
Kevin Bush	Bakersfield, CA	2016-04-22
Lynn Bennett	Bakersfield, CA	2016-04-22
Eric Farb	Hanford, CA	2016-04-22
Eve-lyne Thomas	Bakersfield, CA	2016-04-22
Ali Rodriguez	Bakersfield, CA	2016-04-22
Susan Killme	Bakersfield, CA	2016-04-22
Christopher Ramirez	San Francisco, CA	2016-04-22
Sue Bryan	Bakersfield, CA	2016-04-23
Rebecca Cohen	Bakersfield, CA	2016-04-25
Erica Zeimet-Cameron	Bakersfield, CA	2016-05-06
Cynthia Bush	Bakersfield, CA	2016-05-06
Chuck Dickson	Bakersfield, CA	2016-05-06
Harry Wilson	Bakersfield, CA	2016-05-06
Laura Epps	Bakersfield, CA	2016-05-06

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MaryLou Ojeda	Bakersfield, CA	2016-05-06
Kathleen McNeil	Bakersfield, CA	2016-05-06
Jeff Smith	Bakersfield, CA	2016-05-06
Therese Foley	Bakersfield, CA	2016-05-06
Anne and Jerry Seydel	Bakersfield, CA	2016-05-07

Name	Location	Date
Karynn Whitchard	Bakersfield, CA	2016-05-07
Clint Bottoms	Bakersfield, CA	2016-05-07
Joanna Rucker	Bakersfield, CA	2016-05-07
M&O Real Estate Holdings LLC	Bakersfield, CA	2016-05-07
Kern Apartments	Bakersfield, CA	2016-05-07
Carolyn Cisneros Armstrong	Bakersfield, CA	2016-05-07
Steve Epps	Bakersfield, CA	2016-05-07
Jesse Quintanilla	Bakersfield, CA	2016-05-07
Norman Maynard	Bakersfield, CA	2016-05-07
Hellen Pierce	Bakersfield, CA	2016-05-07
William davidson	Bakersfield, CA	2016-05-07
Mathea Perkins	Bakersfield, CA	2016-05-07

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Leslie Walters	Bakersfield, CA	2016-05-07
Victor Gomez	Bakersfield, CA	2016-05-07
Terri Murrat	Bakersfield, CA	2016-05-07
Barbara Antongiovanni	Bakersfield, CA	2016-05-07
Suzanne Galindo	Bakersfield, CA	2016-05-07
Lynne Munoz	Bakersfield, CA	2016-05-07
Martha Quintanilla	Bakersfield, CA	2016-05-07
Dennis Black	Bakersfield, CA	2016-05-07
Stacy Arambula	Bakersfield, CA	2016-05-07
Timothy Sullivan	Bakersfield, CA	2016-05-07

Name	Location	Date
KRISTI SAECKER	Bakersfield, CA	2016-05-07
Sally Leyva	Bakersfield, CA	2016-05-07
Gayle Richardson	Bakersfield, CA	2016-05-07
Bret Black	Bakersfield, CA	2016-05-07
Karen Rodriquez	Bakersfield, CA	2016-05-07
Brad Gardner	Bakersfield, CA	2016-05-08
Sandie Wheeler	Bakersfield, CA	2016-05-08

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Nancy Coleman	Bakersfield, CA	2016-05-08
Victor Gonzales	Bakersfield, CA	2016-05-08
Kristen Shadle	Bakersfield, CA	2016-05-08
Patricia Irwin	Bakersfield, CA	2016-05-08
Adam Cohen	Bakersfield, CA	2016-05-08
Chris Grimm	Bakersfield, CA	2016-05-08
Judy McLauchlin	Bakersfield, CA	2016-05-08
Sewco Real Estate Holdings LLC	Bakersfield, CA	2016-05-08
Cynthia Quintanila	Bakersfield, CA	2016-05-08
Catherine Pedroza	Bakersfield, CA	2016-05-08
Martha Hernandez	Shafter, CA	2016-05-08
Elizabeth Saucedo	Bakersfield, CA	2016-05-09
Jesse Mendez	Bakersfield, CA	2016-05-09
Kevin Arambula	Bakersfield, CA	2016-05-09

Name	Location	Date
Enrique hernandez	Delano, CA	2016-05-09

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Jaquelyn Coyle	Bakersfield, CA	2016-05-09
Marsha Barnden	Bakersfield, CA	2016-05-09
Yadira Gonzalez	Bakersfield, CA	2016-05-09
Debra Hand	Bakersfield, CA	2016-05-09
jacob williams	Bakersfield, CA	2016-05-09
Josh cohen	Bakersfield, CA	2016-05-09
Bettina Belter	Bakersfield, CA	2016-05-09
Aimee Woodgate	Spring, TX	2016-05-10
Amanda Fortune	Bakersfield, CA	2016-05-10
Jennifer Martin	Bakersfield, CA	2016-05-10
Monica Hernandez	Bakersfield, CA	2016-05-10
Jade Lovett	Bakersfield, CA	2016-05-10
Mitchell Marquez	Bakersfield, CA	2016-05-10
Lisa Bellue	Bakersfield, CA	2016-05-11
Brandy Fonseca	Bakersfield, CA	2016-05-22
Domingo Quintanilla	Bakersfield, CA	2016-05-24
Alicia Garza	Bakersfield, CA	2016-05-24
Jolynn Vasquez	Bakersfield, CA	2016-05-29
carlene watson	Bakersfield, CA	2016-06-10
olivia Lopez	Bakersfield, CA	2016-06-10

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jessica Romero	Bakersfield, CA	2016-06-14

Name	Location	Date
Lisa Elliott	Bakersfield, CA	2016-06-15
Michael Shadle	Bakersfield, CA	2016-06-15
Kent Jackson	Bakersfield, CA	2016-06-23
Robert Dobrzanski	Bakersfield, CA	2016-06-23
Manuel Miranda	Bakersfield, CA	2016-06-23
Dolores GUILTINAN	Bakersfield, CA	2016-06-24
Kristina Black	Bakersfield, CA	2016-06-27
Jewell Forrest	Bakersfield, CA	2016-07-17
Shayrn Wilson	Bakersfield, CA	2016-07-17
paul andre	Bakersfield, CA	2016-07-19
francine simmons	Bakersfield, CA	2016-07-24
Karin Magar	Bakersfield, CA	2016-07-24
Christina Woods	Bakersfield, CA	2016-07-24
Ron Colón	Bakersfield, CA	2016-07-26
Brianna Spofford	Bakersfield, CA	2016-07-26
Neil Weiting	Bakersfield, CA	2016-07-31
Deborah Moses	Bakersfield, CA	2016-08-14

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Regina Cunningham	Bakersfield, CA	2016-08-14
karen Liascos	Bakersfield, CA	2016-08-15
Timothy McNeely	Northridge, CA	2016-08-15
Caryn Herren	Bakersfield, CA	2016-08-15
Nancy Lowe	Bakersfield, CA	2016-08-15

Name	Location	Date
Wendee Villanueva	San Leandro, CA	2016-08-15
Medina Kay Giese	Bellefontine Neighbors, MO	2016-08-15
Kelley Hoffman	Bakersfield, CA	2016-08-15
Shawna Haddad	Bakersfield, CA	2016-08-20
Edna Wilson	Bakersfield, CA	2016-08-20
Steven Nicklaus	Bakersfield, CA	2016-08-20
Mary Jones	Bakersfield, CA	2016-08-23
Courtney Clerico	Bakersfield, CA	2016-08-24
katy hudson	Bakersfield, CA	2016-08-24
Jennifer Gragg	Bakersfield, CA	2016-08-24
LeaAnn Weisbruch	Dallas, TX	2016-08-24
Mona Freeborn	Bakersfield, CA	2016-08-24
Ken Grissett	Bakersfield, CA	2016-08-24

I006-14

Helen Kotowske	Bakersfield, CA	2016-08-24
Jennifer sanchez	Bakersfield, CA	2016-08-25
Pauletta Maxwell	Bakersfield, CA	2016-08-25
Daniel Leinker	Bakersfield, CA	2016-08-25
Ronna Davis	Bakersfield, CA	2016-08-25
Debbie Buchanan	Bakersfield, CA	2016-08-28
Brenda Wood	Bakersfield, CA	2016-08-29
Skyler Meighan	Bakersfield, CA	2016-08-29
Denise Legg	Bakersfield, CA	2016-08-30

Name	Location	Date
Ethel. Grimes	Bakersfield, CA	2016-08-30
Elizabeth Zylstra	Bakersfield, CA	2016-09-01
Joshua Nunez	Bakersfield, CA	2016-09-02
anna meeker	Bakersfield, CA	2016-09-02
Stephen Schrepfer	Bakersfield, CA	2016-09-03
Gloria Dianne Dumler	Bakersfield, CA	2016-09-03
Whitney Weddell	Bakersfield, CA	2016-09-04
Sean Collins	Bakersfield, CA	2016-09-05
Jim Mattern	Bakersfield, CA	2016-09-05

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

David Jones	Bakersfield, CA	2016-09-06
Julie Johnson	Fresno, CA	2016-09-09
Julie Riegel	Bakersfield, CA	2016-09-11
Sheree Stafford	Bakersfield, CA	2016-09-11
Toni Heim	Bakersfield, CA	2016-09-11
Rita Torres	Bakersfield, CA	2016-09-11
Dennis Black	Bakersfield, CA	2016-09-20
paul gipe	Bakersfield, CA	2016-11-12
Anthony Ansolabehere	Bakersfield, CA	2016-11-12
EV Perks	Bakersfield, CA	2016-11-12
Susan and John Karnes	Bakersfield, CA	2016-11-19
Lorraine Unger	Bakersfield, CA	2016-11-21
Ever Marquez	Bakersfield, CA	2016-11-22

Name	Location	Date
Randy Frank	Bakersfield, CA	2016-11-22
Amy Shillig	Bakersfield, CA	2016-11-22
Zoot Velasco	Bakersfield, CA	2016-11-22
Jesse Colocado	Bakersfield, CA	2016-11-23
Elliott Fowler	Bakersfield, CA	2016-11-23

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Monette Velasco	Bakersfield, CA	2016-12-16
Tara Chaidez	Bakersfield, CA	2017-01-05
Quetta Woodard	Bakersfield, CA	2017-01-06
Gaylyn Jaggars	Bakersfield, CA	2017-01-07
James Mccain	Bakersfield, CA	2017-01-07
Deborah Moses	Bakersfield, CA	2017-02-18
Joe Rodriquez	Bakersfield, CA	2017-02-18
Jaime Simmons	Bakersfield, CA	2017-02-18
Victoria Zdarko	Bakersfield, CA	2017-02-18
Rebecca Solberg	Taft, CA	2017-02-18
mike ladd	Bakersfield, CA	2017-02-18
mary tigner	Bakersfield, CA	2017-02-18
Hailey Watson	Bakersfield, CA	2017-02-18
Eva Felix	Bakersfield, CA	2017-02-18
Joel Stewart	Bakersfield, CA	2017-02-19
Diane Bevacqua	Bakersfield, CA	2017-02-19
Deborah Jones	Bakersfield, CA	2017-02-19

Name	Location	Date
Philip Williams	Bakersfield, CA	2017-02-19

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Anna Gonzales	Bakersfield, CA	2017-02-19
Angelica Diaz	Bakersfield, CA	2017-02-19
Charlene Razor	Bakersfield, CA	2017-02-19
Angela Glover	Bakersfield, CA	2017-02-19
Michael Hawkesworth	Bakersfield, CA	2017-02-19
John Stevens	Bakersfield, CA	2017-02-19
MARY JO NORRIS	Mexico	2017-02-20
Alex Tigner	Bakersfield, CA	2017-02-20
Gino Valpredo	Bakersfield, CA	2017-02-21
Nika Sill Morse	Bakersfield, CA	2017-02-22
judith ryan	Bakersfield, CA	2017-02-22
Jennifer Coppola	Bakersfield, CA	2017-02-27
Sandra Goins	Bakersfield, CA	2017-03-04
Daniel Leinker	Bakersfield, CA	2017-03-04
Patrick Fogarty	Bakersfield, CA	2017-03-05
Wesleigh Chapman	Bakersfield, CA	2017-03-11
Richard Magar	Bakersfield, CA	2017-03-11
Tana Hartley	Bakersfield, CA	2017-03-11
Brittnee Wilson	Bakersfield, CA	2017-03-11
John Marlow	Bakersfield, CA	2017-03-11

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Gene Torigiani	Bakersfield, CA	2017-03-11

Name	Location	Date
Yvonne Cavanagh	Bakersfield, CA	2017-03-11
Ashley Sierra	Arvin, CA	2017-03-11
Debra Watkins	Bakersfield, CA	2017-03-11
Lauren Stone	Bakersfield, CA	2017-03-12
Teresa Cowley	Kingsville, TX	2017-03-12
Kimberly Rasmussen	Bakersfield, CA	2017-03-12
Daniel Cruz	Bakersfield, CA	2017-03-19
Luann Allen	Bakersfield, CA	2017-03-26
Melissa Nixon	Bakersfield, CA	2017-03-27
Jennifer Jones Aleman	Bakersfield, CA	2017-03-29
Jane De Los Santos	Bakersfield, CA	2017-03-30
Ally Swen	Bakersfield, CA	2017-03-30
John Jamison	Bakersfield, CA	2017-03-30
Dana Phares	Bakersfield, CA	2017-03-31
Jennifer Farrow	Bakersfield, CA	2017-04-01
Kevin Bartell	Bakersfield, CA	2017-04-04
Shannon Elrich	Bakersfield, CA	2017-04-04

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Jeriaj Backer	Bakersfield, CA	2017-04-04
Karen Leitch	Bakersfield, CA	2017-04-12
Christopher Lowe	Bakersfield, CA	2017-04-12
Mark Herrick	Bakersfield, CA	2017-04-12
Vittoria Allendorf	Bakersfield, CA	2017-04-13

Name	Location	Date
John Sanders	Bakersfield, CA	2017-04-14
Jack Nisbett	Bakersfield, CA	2017-04-23
susan bonas	Bakersfield, CA	2017-04-24
Carmen Horta	Bakersfield, CA	2017-04-24
Yvonne Hoeke	Bakersfield, CA	2017-04-27
Christine Zavala	Prescott, AZ	2017-04-29
Jan Lemucchi	Bakersfield, CA	2017-05-02
Suzi leal	Bakersfield, CA	2017-05-02
Caryl Curless	Bakersfield, CA	2017-05-04
Jon Malamma	Bakersfield, CA	2017-05-15
Eva Billings	Bakersfield, CA	2017-05-16
Laurie Everidge	Bakersfield, CA	2017-05-16
Bernadette Root	Bakersfield, CA	2017-05-16

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Stephen Montgomery	Bakersfield, CA	2017-05-16
Joshua Farrow	Bakersfield, CA	2017-05-21
MICHAEL FREDDI	Los Osos, CA	2017-05-27
Bethany Rowlee	Bakersfield, CA	2017-05-28
Samuel Matar	Bakersfield, CA	2017-05-29
Jose Ortega	Bakersfield, CA	2017-05-30
Linda Schorr	Bakersfield, CA	2017-06-11
Judy Whitson	Fresno, CA	2017-06-16
Brenda Kettler	Bakersfield, CA	2017-11-10

Name	Location	Date
david taggart	Woodbridge, VA	2017-11-10
Roseanne Brandon	Bakersfield, CA	2017-11-10
Anna Santiago	Bakersfield, CA	2017-11-10
Brian Kirschenmann	Katy, TX	2017-11-10
Nellie Scarborough	Bakersfield, CA	2017-11-10
Drew Molhook	Bakersfield, CA	2017-11-10
Theresa Trigueiro	Carson, CA	2017-11-10
Caroline Clausen	Bakersfield, CA	2017-11-10
John Sanders	Roseville, CA	2017-11-10

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Debra Stansbury	Bakersfield, CA	2017-11-10
Claudia Roberts	Los Angeles, CA	2017-11-10
Zack Newman	Bakersfield, CA	2017-11-10
Charles Edgar	Camarillo, CA	2017-11-10
Kristen Bellue	Bakersfield, CA	2017-11-10
Macel Campos	Bakersfield, CA	2017-11-10
Casilda Lee	Bakersfield, CA	2017-11-11
Andrea Watson	Bakersfield, CA	2017-11-11
Jaclyn Allen	Bakersfield, CA	2017-11-11
Summer Ashby	Bakersfield, CA	2017-11-11
Terry McCormick	Bakersfield, CA	2017-11-11
Shawn Flores	Visalia, CA	2017-11-11
Adam Kahler	Bakersfield, CA	2017-11-11

Name	Location	Date
Sarah Castle	Bakersfield, CA	2017-11-11
Lia Mendez	Bakersfield, CA	2017-11-11
Andrea Cartwright	US	2017-11-11
Shelly Moore	Taft, CA	2017-11-11
Belinda Ponce	Wasco, CA	2017-11-11

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Jovanna Ruiz	Shafter, CA	2017-11-11
delilah ramirez	Bakersfield, CA	2017-11-11
Kevin Watson	Bakersfield, CA	2017-11-11
Kennedy Poe	Kensington, UK	2017-11-11
Monica Lindsey	California	2017-11-11
Alexandra Hall	Bakersfield, CA	2017-11-11
melissa guerra banales	Bakersfield, CA	2017-11-11
Sandra Penner	Bakersfield, CA	2017-11-11
Janie Ehret	Bakersfield, CA	2017-11-11
Amber Behm	Bakersfield, CA	2017-11-11
Ginger Boyd	Bakersfield, CA	2017-11-11
Lisa Porter	Bakersfield, CA	2017-11-11
Teri Scarbrough	US	2017-11-11
Stacey Manohara	Bakersfield, CA	2017-11-11
Melissa Barajas	Bakersfield, CA	2017-11-12
Debbie Buchanan	Bakersfield, CA	2017-11-12
Jessica Birrueta	Buttonwillow, CA	2017-11-12

Name	Location	Date
Carol Armstrong	Simi Valley, CA	2017-11-12

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Patty Snyder	Bakersfield, CA	2017-11-13
Manuel Garcia	Bakersfield, CA	2017-11-15
Patty Godwin	Bakersfield, CA	2017-11-19
Carol Sayer	Bakersfield, CA	2017-11-19
Mac Camp	Downey, CA	2017-11-19
Joanne Hamilton	Bakersfield, CA	2017-11-19
MARY SHELL	Bakersfield, CA	2017-11-19
Alisa Irey	Bakersfield, CA	2017-11-19
Terry Maxwell	US	2017-11-19
Angela Keown	Bakersfield, CA	2017-11-19
Russell Keown	Bakersfield, CA	2017-11-19
Shannon Doty	Bakersfield, CA	2017-11-19
Deborah Leary	Bakersfield, CA	2017-11-19
Carolyn Dethlefson	Bakersfield, CA	2017-11-19
Eddie Norria	Bakersfield, CA	2017-11-19
Dana Stine	Sacramento, CA	2017-11-19
Ricci Gretona	Bakersfield, CA	2017-11-19
Randal Thompson	Bakersfield, CA	2017-11-20
Dinah Curtis	Bakersfield, CA	2017-11-20
Tracy Bright	Taft, CA	2017-11-20

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Renee Chavez	Bakersfield, CA	2017-11-20

Name	Location	Date
John Pryor	Bakersfield, CA	2017-11-20
Janet Walbaum	Bakersfield, CA	2017-11-20
Diane Morton	Dana Point, CA	2017-11-20
Gary Hoetker	Bakersfield, CA	2017-11-20
Malcolm Bettley	Bakersfield, CA	2017-11-20
Shelley Gill	Paso Robles, CA	2017-11-20
Rosalie Thompson	California	2017-11-20
Fred Jauch	Bakersfield, CA	2017-11-20
Krystal Spruill	Bakersfield, CA	2017-11-20
Erika Monet	Bakersfield, CA	2017-11-20
Pat Mahan	Bakersfield, CA	2017-11-20
Shawna Neiss	Bakersfield, CA	2017-11-20
Andrea Luna	Bakersfield, CA	2017-11-20
Catherine Oddo Anspach	US	2017-11-20
Ashlyn Algra	Santa Barbara, CA	2017-11-20
Jennifer Crafton	Bakersfield, CA	2017-11-20
Kathy Wilcox	Bakersfield, CA	2017-11-20

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Kimberly Clayton	Bakersfield, CA	2017-11-20
Debbie Marroquin	Bakersfield, CA	2017-11-20
Floyd Haulman	Bakersfield, CA	2017-11-20
janet rossi	Bakersfield, CA	2017-11-20
Ashley Wetterholm	Bakersfield, CA	2017-11-20

Name	Location	Date
chase walbaum	Bakersfield, CA	2017-11-20
Dave Halle	Bakersfield, CA	2017-11-20
Liz Sacchini-Haskell	Bakersfield, CA	2017-11-20
Linda Freeman	Bakersfield, CA	2017-11-20
Shelley Brown	Bakersfield, CA	2017-11-20
Ronald Degiuli	Clovis, CA	2017-11-20
Melanie Sanghera	Bakersfield, CA	2017-11-20
Tracey Wheat	Bakersfield, CA	2017-11-20
Julie Escalante	Bakersfield, CA	2017-11-20
Lynn Deats	Bakersfield, CA	2017-11-20
Margaret Denis	California	2017-11-20
Sarah Smart	Bakersfield, CA	2017-11-20
Robert Castaneda	North Hollywood, CA	2017-11-21

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Terry Longanecker	Bakersfield, CA	2017-11-21
Jodi Gentry	Bakersfield, CA	2017-11-21
Harold Shell	San Ramon, CA	2017-11-21
Pamela Binns	Bakersfield, CA	2017-11-21
Cheryl Smith	Bakersfield, CA	2017-11-21
yates kaitlyn	Shafter, CA	2017-11-21
Mark Lomas	Bakersfield, CA	2017-11-22
Kimberley Eby	Bakersfield, CA	2017-11-22
Laura Hil	Bakersfield, CA	2017-11-22

Name	Location	Date
Denise Johnson	Bakersfield, CA	2017-11-22
Maegan Gouthier	Citrus Heights, CA	2017-11-22
Alyssa Carrillo	Elk Grove, CA	2017-11-23
Susan Teagarden	Bakersfield, CA	2017-11-23
phil strauser	Bakersfield, CA	2017-11-25
Dixie yoder	Bakersfield, CA	2017-11-25
Candace Freeman	Bakersfield, CA	2017-11-26
Denice Penilla	Bakersfield, CA	2017-11-27
Jennifer Massie	Bakersfield, CA	2017-11-27

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Shawn Cervantes	Santa Cruz, CA	2017-11-27
Terran Murphy	Bakersfield, CA	2017-11-27
Doug Snarr	San Francisco, CA	2017-11-27
Tami Whitnack	Bakersfield, CA	2017-11-27
Cydney Hart	Panorama City, CA	2017-11-27
Virginia Penilla Monreal	Bakersfield, CA	2017-11-27
Carrie Melton	Bakersfield, CA	2017-11-28
Allison Robesky	Bakersfield, CA	2017-11-28
Carrie Fanucchi	Bakersfield, CA	2017-11-29
Deborah Miller	California	2017-11-29
ronald jones	Fresno, CA	2017-12-02
Nicholas de jesus	North Hollywood, CA	2017-12-03
Kathy Archuleta	Los Angeles, CA	2017-12-03

Name	Location	Date
Robyn bay	Canada	2017-12-09
Leanne Morgan	Bakersfield, CA	2017-12-10
Armanso Soliz	Bakersfield, CA	2017-12-12
Scott Rice	Bakersfield, CA	2017-12-14
Chere Moore	Bakersfield, CA	2017-12-14

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Christopher Glanert	US	2017-12-14
Brittany Darby	US	2017-12-14
Jenny Sullivan	US	2017-12-14
Jatziry Morales	US	2017-12-14
Julian Johnson	US	2017-12-14
Isabella Rhoney	US	2017-12-14
Kathleen Alvarenga	US	2017-12-14
Angel Rosado	US	2017-12-14
Meribon Odilova	US	2017-12-14
sheila knight	US	2017-12-14
Emma Christina	US	2017-12-14
Maryan Said	US	2017-12-14
Reese Bradley	US	2017-12-14
Lilly Barton	US	2017-12-14
Sky Pease	US	2017-12-14
Austin Clark	US	2017-12-14
emily connor	US	2017-12-14

Name	Location	Date
Sgggs Akdbs	US	2017-12-14

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Lucia Bralley	US	2017-12-14
Halle T	US	2017-12-14
Jennifer Howard	US	2017-12-14
Laritsa Borno	US	2017-12-14
Samantha Goldup	US	2017-12-14
Kimberly Calderon Ramirez	US	2017-12-14
Alyssa Mccroskey	US	2017-12-14
Shae DaTerra	US	2017-12-14
Eva Martinez	US	2017-12-14
Maggie Edelblute	US	2017-12-14
Madisen Davis	US	2017-12-14
Brenden Emmel	US	2017-12-14
Crystal Snow	US	2017-12-14
Nicole Zurick	US	2017-12-14
Logan Krontz	US	2017-12-14
Darmarie Lopez	US	2017-12-14
Kayla Tharp	US	2017-12-14
Audrey Crane	Livonia, NY	2017-12-14
Laisha Lugones	US	2017-12-14
Blaine Haney	US	2017-12-14

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Jonathan Yates	Shafter, CA	2017-12-19

Name	Location	Date
Jeff Chrisman	Bakersfield, CA	2017-12-19
Curran Hughes	Shafter, CA	2017-12-19
Garrett Busch	Bakersfield, CA	2017-12-19
Rickey Bird	Bakersfield, CA	2017-12-19
Jean Erassarret	Bakersfield, CA	2017-12-19
Matthew Hester	US	2017-12-19
Tiffany Ederer	Bakersfield, CA	2017-12-19
Victoria Barton	Bakersfield, CA	2017-12-19
Dana Carney	Washington	2017-12-19
Jed Hwang jed.hwang@wonderful.com	Bakersfield, CA	2017-12-19
Susan Mashburn	Blue Springs, MO	2017-12-19
Melissa Franks	Bakersfield, CA	2017-12-19
Michael Franks	Bakersfield, CA	2017-12-20
Agustin Bagnas	Bakersfield, CA	2017-12-20

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Anthony Hilario	Pico Rivera, CA	2017-12-20
Maria L Leon	Mexico	2017-12-20
Christopher Le Baudour	Petaluma, CA	2017-12-20
Audrey Le Baudour	Santa Rosa, CA	2017-12-20
Lana Elfstrom	California	2017-12-20
Brooke Barron	US	2017-12-20
Barry Shuaib	Shafter, CA	2017-12-20

Name	Location	Date
virginia farber	Bakersfield, CA	2017-12-20
Tyler Fleenor	Bakersfield, CA	2017-12-21
Katie Jarek	Shafter, CA	2017-12-21
RICH KRIZO	Bakersfield, CA	2017-12-21
Ulises Bautista	US	2017-12-21
Terry Heintz	Bakersfield, CA	2017-12-21
Erin McArdle	Bakersfield, CA	2017-12-21
Brian Nein	Castle Rock, WA	2017-12-22
Michael Braun	Bakersfield, CA	2017-12-23
brianna smith	Bakersfield, CA	2017-12-23

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Aniyah Martinez	New Haven, CT	2017-12-23
ron baker	US	2017-12-23
Kevin Kelley	US	2017-12-23
Jacob Lopez	Bakersfield, CA	2017-12-23
David Whisler	Sacramento, CA	2017-12-23
Don Rivera	Bakersfield, CA	2017-12-23
Joshua Shackelford	Bakersfield, CA	2017-12-23
brian jokel	Bakersfield, CA	2017-12-24
Allison Sweaney	Bakersfield, CA	2017-12-24
Tim Stewart	Bakersfield, CA	2017-12-24
Margie Casado	Bakersfield, CA	2017-12-24
Walter Ray	Bakersfield, CA	2017-12-24

Name	Location	Date
Michele Magyar	Bakersfield, CA	2017-12-24
Ted Elder	Bakersfield, CA	2017-12-24
Rendy Kabinoff	Bakersfield, CA	2017-12-25
Stella Webby	Bakersfield, CA	2017-12-25
Kristie Onaindia	California	2017-12-25
Linda Griess	Bakersfield, CA	2017-12-28

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Lin Lin	Bakersfield, CA	2017-12-28
Shelly Simpson	Bakersfield, CA	2017-12-28
Jennifer Rhodes	Bakersfield, CA	2017-12-28
Martha Fowler	Bakersfield, CA	2017-12-28
Lutgarda Marasigan	Bakersfield, CA	2017-12-28
Janeil Martin	Bakersfield, CA	2017-12-28
Akashia Meitzenhemier	Bakersfield, CA	2017-12-28
Hugo Martinez	Bakersfield, CA	2017-12-28
Gabriella Grado	Bakersfield, CA	2017-12-28
Beatrice Boswell	Bakersfield, CA	2017-12-28
Tina Burke	Bakersfield, CA	2017-12-28
Marie Claire DeLuna	US	2017-12-28
Phillip Castle	US	2017-12-28
Sandi Crimmins	Roanoke, VA	2017-12-28
Jeidan Ellmers	US	2017-12-28
Skyler Hayes	US	2017-12-28

Name	Location	Date
Diego Tovar	US	2017-12-28
Rita Anderson	Pikeville, KY	2017-12-28

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Tina King	Blacksburg, VA	2017-12-28
Ruth Rusch	US	2017-12-28
William Cooper	Bakersfield, CA	2017-12-29
Ric Bradley	US	2017-12-29
Marjorie King	US	2017-12-29
Ben Clark	US	2017-12-29
Megan Wyllie	US	2017-12-29
Martha Gertz	US	2017-12-29
Khalid Elmatbagi	US	2017-12-29
Sianipar Djodjor	US	2017-12-29
Sandy Ragan	US	2017-12-29
ROBERT VOUGHT	US	2017-12-29
Nancy Ronk	Daleville, VA	2017-12-29
Mary K Smith	US	2017-12-29
Robert Morris	US	2017-12-29
Kathryn Johnson	US	2017-12-29
Chris Scholl	Neptune, NJ	2017-12-29
Mike Lupe	US	2017-12-29
Samantha Bowman	US	2017-12-29
Chris Gwyn	Buckingham, VA	2017-12-29

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Name	Location	Date
Déja Duff	US	2017-12-29
Timmy bullion	Moneta, VA	2017-12-29
Patricia Diaz	US	2017-12-29
Larry Fredeen	Bakersfield, CA	2017-12-29
Norbert Sandoval Sandoval	Los Angeles, CA	2017-12-29
Claire Clerou	Bakersfield, CA	2017-12-29
Cessna Zaga	Bakersfield, CA	2017-12-29
Richard Snook	Australia	2017-12-29
Harry Garvin Jr	Rancho Cucamonga, CA	2017-12-29
joseph Santana	Bakersfield, CA	2017-12-29
Jody Orr	Bakersfield, CA	2017-12-30
Pamela Dougherty	Goleta, CA	2017-12-30
Gordon Poston	US	2017-12-30
Cianne McGinnis	Bakersfield, CA	2017-12-30
Nick Ashley	Bakersfield, CA	2017-12-31
James Gabel	Bakersfield, CA	2018-01-02
Darlene Vangel	Los Angeles, CA	2018-01-04
Alex Morano	san luis obispo, CA	2018-01-04

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Alana Kelley	US	2018-01-04
Heather Cisneros	US	2018-01-04
Cristina Wilkerson	Bakersfield, CA	2018-01-04
Stephanie Tatge	US	2018-01-05

Name	Location	Date
Carrie Freeman	US	2018-01-05
Christina Radney	US	2018-01-05
Vicki Albitre	Bakersfield, CA	2018-01-05
Annemarie Butler	Bakersfield, US	2018-01-05
sarah charfauros	Baden, PA	2018-01-05
Stacey Melton	Fort Worth, TX	2018-01-05
Carisse Geronimo	US	2018-01-05
Florence Bailey	Ontario, CA	2018-01-06
Amanda Studebaker	Bakersfield, CA	2018-01-06
Jeff Jones	Bakersfield, CA	2018-01-13
Matt Jones	Los Angeles, CA	2018-01-13
Valerie Jones	Pittsburgh, PA	2018-01-13

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Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail

Print Name	Print Address/City	Signature
Mike R. Evans	2224 Elm St	
Sabrina Mckay	2410 Elm St	
Garrett Miller	2524 Elm St	
Barbara Worth	2506 Elm	
Karen Rodriguez	2418 Elm St.	
Chris Tovar	2400 Elm St.	
Anthony Tarango	3142 Audubon	
Sharon Klemmer	3118 Audubon	
Gordon Galindo	3101 Amber Ct.	
Suzanne Galindo	3101 Amber Ct.	
Barbara Jackson	3113 Amber Ct	
Elizabeth Choat	2725 Elm Street	
Alice Choat	2725 Elm Street	
Greg Krech	2801 Elm St	
Rebecca Krech	2801 Elm St	
Lawton Pettey	2819 Elm St.	
David Heredia	2912 Elm St	
Libby Ryle	2900 Elm St	
Wade Tavares	2824 Elm St	
Dolores A Richmond	2812 Elm St	Dolores A Richmond

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Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail

Print Name	Print Address/City	Signature
Vanessa Vanegas	2224 "A" St. Bak.	
Bob Cooni	2208 A St Bak	R A Cooni
Margaret Carlson	3047 Montalvo Dr 93309	Margaret A Carlson
William Moffitt	865?A Sra Rd, Bakersfield	

Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail

Print Name	Print Address/City	Signature
Jeremy Tobias	521 Starmount Lane Bakersfield, CA 93309	
Nils CARLSON	204 MONTAL Dr 93309	Nils A. Carlson, Jr.
Paul Thomas	9608 Staffordshire WA1	Paul Thomas
Linda Thomas	9608 Staffordshire WA1	Linda Thomas
Debra See	8653A Stafford Rd, Bakersfield 93306	Debra See

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Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail

Print Name	Print Address/City	Signature
Jennifer Hillis	3333 el encant of #13	
Cynthia Ortiz	3333 El Encanto #23	
ALEXIS OLIVAS	3333 EL ENCANTO #26	
Judith Holtz	3333 EL Encanto #1	J Holtz
Joyce COBB	3300 EL ENCANTO	
Christi Gueldner	3310 El Encanto	Christi Gueldner
Russell Gueldner	3310 El Encanto	R H
Bette Rogers	3332 EL ENCANTO	Bette Rogers
Raquel Acebedo	3336 El Encanto Ct.	Raquel Acebedo
Hoyt Kleve	3328 EL Encanto	Hoyt Kleve
Mary Klieve	3328 El Encanto	Mary Klieve

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Additional Comments

Lynn Bennett	Bakersfield, CA	2016-04-22	Opposed to high speed rail...period!
Eric Farb	Hanford, CA	2016-04-22	We need a sustainable water system before an unnecessary rail system.
Eve-lyne Thomas	Bakersfield, CA	2016-04-22	Elm St., north of 24th already has; to much traffic bye passing 24th, they also speed on our street and run into our cars, and the train noises go on all night long as it is. We don't need more traffic or train noises, it will damage this beautiful neighborhood and bring the cost and value of our homes down.
Ali Rodriguez	Bakersfield, CA	2016-04-22	Don't want traffic on Elm to increase and noise in our neighbor to go up.
Susan Gabin	Bakersfield, CA	2016-04-22	This will decrease our home value and bring MORE traffic in our quiet neighborhood.
Sue Bryan	Bakersfield, CA	2016-04-23	Westchester is one of the more beautiful older neighborhoods in Bakersfield.
Cynthia Bush	Bakersfield, CA	2016-05-06	Nothing positive with this it would bring more destruction and would lower he value of all residential property North and South of the 24th street mess.
Chuck Dickson	Bakersfield, CA	2016-05-06	Water is much more important to the California citizen!
Harry Wilson	Bakersfield, CA	2016-05-06	I'm trying to save the neighborhood!
Katie McNeil	Bakersfield, CA	2016-05-06	I want help protect the historical neighborhood of Westchester in Bakersfield, CA
Anne and Jerry Seydel	Bakersfield, CA	2016-05-07	Opposed to the rail depot at F and Goldenstate Hwy.
Clint Bottoms	Bakersfield, CA	2016-05-07	I am opposed to the high speed rail through Westchester.
Joanna Rucker	Bakersfield, CA	2016-05-07	Do not want all this garbage in my back yard put some where there are not homes like by Rabobank.
Kern Apartments	Bakersfield, CA	2016-05-07	The Westchester high speed rail will adversely impact our business and properties in the neighborhood.
Hellen Pierce	Bakersfield, CA	2016-05-07	I've lived here many years. I expect to die here. I do not want to see my neighborhood die .

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Victor Gomez	Bakersfield, CA	2016-05-07	This project is not for the downtown area.
terri murray	Bakersfield, CA	2016-05-07	I want to preserve this neighborhood!
Suzanne Galindo	Bakersfield, CA	2016-05-07	I'd like to keep my neighborhood free from the elements that might be attracted to the proposed station location. I believe the rail is a viable, worthy idea. But the location is not in the best interest

Name	Location	Date	Comment
			of Westchester or Bakersfield. A more industrial area should be reviewed for the proposed location.
Timothy Sullivan	Bakersfield, CA	2016-05-07	Stop F street station. Save Westchester!
Sally Leyva	Bakersfield, CA	2016-05-07	Sally Leyva
Bret Black	Bakersfield, CA	2016-05-07	I don't want to ruin this historic and rich neighborhood.
Sandie Wheeler	Bakersfield, CA	2016-05-08	Westchester neighborhood is a unique and older neighborhood in Bakersfield. The location of this rail station with put this neighborhood at further risk of vandalism, graffiti, loitering and homeless loitering. We in our neighborhood are seeing more and more of these problems and we are doing what we can to resolve and keep our neighborhood beautiful. There is no other in Bakersfidld like Westchester. THERE ARE QUIT A FEW BETTER ALTERNATIVES. PLEASE PLEASE CONSIDER OUR REQUEST.
Patricia Irwin	Bakersfield, CA	2016-05-08	It is not because I don't want to see modernization or advancement rather I feel our BOS makes rash unthought decisions when there are better alternate choices but they don't choose to look at other options opting for true 'Bakersfield fashion' of looking st things with blinders on. I also feel they are not upholding the integrity of our historic neighborhood snd they don't really care because they do not live here and don't value it as we who do .
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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Shawna Haddad	Bakersfield, CA	2016-08-20	Shawna S Haddad
Mary Jones	Bakersfield, CA	2016-08-23	I oppose high-speed rail in Westchester Bakersfield
Courtney Clerico	Bakersfield, CA	2016-08-24	I am a lifelong resident of Westchester and will be devastated if the high speed rail station is placed in my beloved neighborhood. This is NOT okay when there is so many other options!
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Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Jim Mattern	Bakersfield, CA	2016-09-05	don't want the high speed rail period!
David Jones	Bakersfield, CA	2016-09-06	I agree with Caltrans' evaluation of HSR station for Bakersfield.
Sheree Stafford	Bakersfield, CA	2016-09-11	Downtown traffic is already a nightmare!! And we must not destroy anymore of our historic properties!
Rita Torres	Bakersfield, CA	2016-09-11	I do not believe the impact to the downtown residents was taken into full consideration.
Anthony Ansolabehere	Bakersfield, CA	2016-11-12	The city proposed alignment has turned out to be far more disruptive.
Susan Karnes	Bakersfield, CA	2016-11-19	We are signing this petition to share our choice for the Bakersfield Station. We are in favor of the downtown station because of the opportunity to revitalize and benefit downtown by bringing travelers closer to existing hotels, restaurants, government and business agencies, as well as amenities and attractions. It is also the only route to interface with the HSR maintenance yard in Shafter. Finally it would have the least impact on increased traffic within downtown neighborhoods.
Zoot Velasco	Bakersfield, CA	2016-11-22	Truxton is the far better site!
Monette Velasco	Fullerton, CA	2016-12-16	Going to Truxtun Station will revitalize downtown Bakersfield, which SORELY needs it. It will provide a better location for people who

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			want to attend events. It will also be better for people who work there.
Tara Chaidez	Bakersfield, CA	2017-01-05	Keep it in the downtown area!
Quetta Woodard	Bakersfield, CA	2017-01-06	The less the b train impacts our community the better. We want to protect our very old and special businesses in Old Town.
Deborah Moses	Bakersfield, CA	2017-02-18	The plan that has already been approved is supported by existing infrastructure and would cause less upset to our historic community. The existing plan would also require fewer monetary respurces, leaving them available for other projects.
mary tigner	Bakersfield, CA	2017-02-18	Please take care of our vets and build new clinic on Golden State. The businesses of Old Town Kern deserve better than this 70 ft monstrosity.
Eva Felix	Bakersfield, CA	2017-02-18	There is NO room, need or funds for high speed rail in Kern county

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Joel Stewart	Santa Barbara, CA	2017-02-19	I feel a high speed bullet train to nowhere is a waste of taxpayers money. Money that would be better spent on infrastructure and reinforcing our dams.
Diane Bevacqua	Bakersfield, CA	2017-02-19	I oppose the adverse effects of high speed rail through our city
Michael Hawkesworth	Bakersfield, CA	2017-02-19	It makes NO SENSE to put a station this far from the actual Downtown area. This looks like crony politics. And the more research I do the more I realize special interests are involved.
John Stevens	Bakersfield, CA	2017-02-19	I'm of the opinion that it would ruin our beautiful neighborhood.
Alex Tigner	Bakersfield, CA	2017-02-20	I'm signing because this will make the neighborhood I work in and love even more unsafe.
Eve-lyne Thomas	Bakersfield, CA	2017-02-22	We already made some of our neighbors aware of this, so besides the door to door approach, and signing a petition what else can we do to try to stop this?
Sandra Goins	Bakersfield, CA	2017-03-04	Westchester is already being destroyed by the widening of 24th Street(Hwy 178).
Richard Magar	Bakersfield, CA	2017-03-11	This is the wrong location for this station. It has a negative impact on a desirable community. There are better alternatives available adjacent to existing rail facilities!
Luann Allen	Bakersfield, CA	2017-03-26	For the sake of home value, preservation of Kern history, noise, traffic, crime & safety.
Melissa Nixon	Bakersfield, CA	2017-03-27	It makes much more sense to put the HSR Station at the Truxtun location.
Sheila Houchin	Bakersfield, CA	2017-03-29	I live in Westchester and it will be detrimental to our neighborhood
Jennifer Aleman	Bakersfield, CA	2017-03-29	I am a home owner in Westchester Riviera.

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Dana Phares	Bakersfield, CA	2017-03-31	I live in the neighborhood
Mark Herrick	Bakersfield, CA	2017-04-12	The city of Bakersfield has a history of poor transportation planning. This is just another example of it. (Not to mention the issues with Westside Highway, Centennial Corridor and the 24th Street redevelopment!) The city is trying to force the the High Speed Rail station to be located at F Street and Golden State Ave., while completely ignoring their previous approval of the recommended location on Truxtun Ave. near the current Amtrak station. The city says they want to "reinvigorate" downtown Bakersfield, but they are destroying the surrounding residential communities in the process.
Jack Nisbett	Bakersfield, CA	2017-04-23	Multiple reasons

Submission I006 (Adam Cohen, January 16, 2018) - Continued

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susan bonas	Bakersfield, CA	2017-04-24	Susan Bonas
J. Rochelle Ladd ladd	bakersfield, CA	2017-04-28	The Truxtun location for the station is better in all respects. I live on 18th st. two blocks from the proposed truxtun route and I still believe it is better location than golden state and f street.
Christine Zavala	Prescott, AZ	2017-04-29	I LIVE IN BAKERSFIELD ON 33RD STREET. I HAVE NEVER USED THE GLEANERS BUT I HAVE SEEN THE POSITIVE IMPACT IT HAS FOR THOSE IN NEED. WE LIVE IN THE EAST SIDE OF BAKERSFIELD WHICH IS HOME TO A LOT OF POVERTY STRICKEN FAMILIES AND HOMELESS. IF YOU TAKE THE GLEANERS AWAY OR MOVE IT, IT WILL MAKE IT VERY DIFFICULT FOR THE PEOPLE THAT NEED IT THE MOST TO GET FOOD. PLEASE LEAVE IT WHERE IT'S AT. YOU WILL BE SAVING SOME LIVES.
Jan Lemucchi	Bakersfield, CA	2017-05-02	Help save Westchester and the Gleaners!
Suzi leal	Bakersfield, CA	2017-05-02	No way is this wanted in my living area what a mess ill be forced to move if this happens .NO.
Caryl Curless	Bakersfield, CA	2017-05-04	Gleaners are such a vital part of caring for the disadvantaged in Bakersfield. Making them move would be such a hardship for the organization.Please don't do one more thing to cause veterans turmoil or change. Please honor them by not destroying their building.
Laurie Everidge	Bakersfield, CA	2017-05-16	Tearing up the Westchester neighborhood has to stop. From what I have read people who should be looking out for their constituents are willing to throw this neighborhood under the rails to line their pockets. We have houses destroyed on 24th Street demolished to widen it at that end of the neighborhood and then they want to destroy the Northside of our neighborhood for their greed?!
Stephen Montgomery	Bakersfield, CA	2017-05-16	HSR should be located at the downtown Truxtun Ave. site, basic alignment along the BNSF with recent minor reroutes to address those few issues that would have degraded other occupancies, mainly Bakersfield High School and Mercy Hospital. Its proximity to other transportation options, shopping, lodging and dining it's a no brainer.

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Joshua Farrow	Bakersfield, CA	2017-05-21	I live in one of the Westchester homes that is nearest the proposed location for the new bullet train station. I may lose by home and at the very least would be severely impacted by the traffic, noise and increased crime. I am a family of six that chose Westchester as a place to raise a family because of how peaceful it is. It is a beautiful neighborhood and we are really hoping to continue raising our family here.
Samuel Matar	Carson, CA	2017-05-29	CA already has an immense financial burden because of an irresponsible state administration! WE DO NOT NEED HIGH SPEED RAIL!!!
Jose Ortega	Bakersfield, CA	2017-05-30	I have no problem with the HSR. It is something that California has always needed. Don't let people tell us that this is a bad idea.
Jose Ortega	Bakersfield, CA	2017-06-02	The HSR is way past due to California Transportation. I don't see any progress in the westchester area since Montgomery Wards left and the owners of the building have made no effort to bring something new to the area.
Linda Schorr	Bakersfield, CA	2017-06-11	The station placement for the High Speed Rail as described in the letter is very detrimental to Veterans' services, our downtown area, historical Old Town Kern, and long established Westchester neighborhood. Please open your meeting to residents who have constructive comments. This affects all of us!
Quetta Woodard	Bakersfield, CA	2017-07-24	The train should be kept out of our historic communities. It should be in the outskirts of community not directly in.
Nellie Scarborough	Bakersfield, CA	2017-11-10	The citizens do not want this here.
Drew Molhook	Bakersfield, CA	2017-11-10	I want westchester saved
Claudia Roberts	Los Angeles, CA	2017-11-10	Is NOTHING sacred?!!!
Jaclyn Allen	Bakersfield, CA	2017-11-11	I'm signing this because adding the station in this neighborhood will be detrimental to its well being.
Shawn Flores	Visalia, CA	2017-11-11	No train
Shelly Moore	Taft, CA	2017-11-11	Sad....high speed rail is a waste of this States money
Belinda Ponce	Wasco, CA	2017-11-11	I'm against the high speed train! Many people have to relocate for this stupid thing!
Patty Godwin	Bakersfield, CA	2017-11-19	Prefer Downtown station near Amtrak, Rabobank Arena, hotels and courts. Reject the proposed park and ride plan station that connects to nowhere. Save Westchester residential neighborhood. Yes downtown!

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Alisa Irey	Bakersfield, CA	2017-11-19	I value the historical significance of the area which wld be affected.
Diane Morton	Dana Point, CA	2017-11-20	My family is from Bakersfield and still lives there. This will totally change the complexion of the neighborhood and is inexcusable to take precedence over veterans!

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Erika Monet	Bakersfield, CA	2017-11-20	Connecting Bakersfield to high speed ruins the neighborhoods and invited higher incidents of crime. Farms will be downsized for more housing to offset the increased population. Keep rural for food.
Pat Mahan	Bakersfield, CA	2017-11-20	Patricia Mahan
janet rossi	Bakersfield, CA	2017-11-20	it seems it may create more traffic problems... and neighborhood problems... when there could be other routes that could possibly be better for the rail and for Bakersfield...
Denise Johnson	Bakersfield, CA	2017-11-22	Against the railway, the biggest waste of money!!
Shawn Cervantes	Santa Cruz, CA	2017-11-27	Having a Veterans clinic is much more important!
Virginia Penilla Monreal	Bakersfield, CA	2017-11-27	I want "Westcherter save"
Joanna Rucker	Bakersfield, CA	2017-12-03	I think this is dumb place to put the bullet train everything is downtown. This is so sad for the home owners.
John Jamison	Bakersfield, CA	2017-12-19	The F Street alignment makes no sense whatsoever.
Tiffany Ederer	Bakersfield, CA	2017-12-19	This is my home town!
Victoria Barton	Bakersfield, CA	2017-12-19	I live in Bakersfield and love the city the way it is I know we have to grow and change but not in this way
Richard Magar	Bakersfield, CA	2017-12-20	This is a terrible idea for the Westchester community. It makes no sense at all. The Truxtun location is by far a superior option for this project.
Agustin Bagnas	Bakersfield, CA	2017-12-20	We are losing pieces of our city's history in exchange for growth. Which isnt worth it.
Lana Elfstrom	California	2017-12-20	Downtown just makes sense.

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Ulises Bautista	US	2017-12-21	I live in westchester and it would be nice to have the station in truxtun Ave since it's already in place
Michele Magyar	Bakersfield, CA	2017-12-24	Find another place in town where there are no 217 year old buildings. Old Town Kern is full of nice restaurants.
Ted Elder	Bakersfield, CA	2017-12-24	The station must be placed where people can use it not on the outskirts.
Citizens for Downtown Bakersfield	US	2017-12-25	Please email comments to: Fresno_Bakersfield@hsr.ca.gov
Larry Fredeen	Bakersfield, CA	2017-12-29	Truxtun makes the most sense for the station.
Cianne McGinnis	Bakersfield, CA	2017-12-30	I think downtown is a much better location. Amtrak is there, Greyhound is there, so why not all of the transportation locations near the same location?

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Darlene Vangel	Los Angeles, CA	2018-01-04	F St. location is in a Moronic idea physically and economically. Truxtun location makes much better sense.
Alex Morano	san luis obispo, CA	2018-01-04	As a new bakersfield resident I believe that our downtown would greatly benefit from having access to this station.
Bethany Rowlee	Bakersfield, CA	2018-01-05	I see no logic in putting a station far away from all other transportation hubs. A location at Truxtun where access to the bus and train stations is mere steps away will serve a much better purpose than the other proposed option. A Truxtun station will provide much more efficiency and safety for travellers, and more economic prosperity for downtown.
Amanda Studebaker	Bakersfield, CA	2018-01-06	The Truxtun location would be more central, in a better part of town, and make more sense for the growth of the city. An F Street location makes no sense.

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Additional Comments

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Lynn Bennett	Bakersfield, CA	2016-04-22	Opposed to high speed rail...period!
Eric Farb	Hanford, CA	2016-04-22	We need a sustainable water system before an unnecessary rail system.
Eve-lyne Thomas	Bakersfield, CA	2016-04-22	Elm St., north of 24th already has; to much traffic bye passing 24th, they also speed on our street and run into our cars, and the train noises go on all night long as it is. We don't need more traffic or train noises, it will damage this beautiful neighborhood and bring the cost and value of our homes down.
Ali Rodriguez	Bakersfield, CA	2016-04-22	Don't want traffic on Elm to increase and noise in our neighbor to go up.
Susan Gabin	Bakersfield, CA	2016-04-22	This will decrease our home value and bring MORE traffic in our quiet neighborhood.
Sue Bryan	Bakersfield, CA	2016-04-23	Westchester is one of the more beautiful older neighborhoods in Bakersfield.
Cynthia Bush	Bakersfield, CA	2016-05-06	Nothing positive with this it would bring more destruction and would lower he value of all residential property North and South of the 24th street mess.
Chuck Dickson	Bakersfield, CA	2016-05-06	Water is much more important to the California citizen!
Harry Wilson	Bakersfield, CA	2016-05-06	I'm trying to save the neighborhood!
Katie McNeil	Bakersfield, CA	2016-05-06	I want help protect the historical neighborhood of Westchester in Bakersfield, CA
Anne and Jerry Seydel	Bakersfield, CA	2016-05-07	Opposed to the rail depot at F and Goldenstate Hwy.
Clint Bottoms	Bakersfield, CA	2016-05-07	I am opposed to the high speed rail through Westchester.
Joanna Rucker	Bakersfield, CA	2016-05-07	Do not want all this garbage in my back yard put some where there are not homes like by Rabobank.

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Kern Apartments	Bakersfield, CA	2016-05-07	The Westchester high speed rail will adversely impact our business and properties in the neighborhood.
Hellen Pierce	Bakersfield, CA	2016-05-07	I've lived here many years. I expect to die here. I do not want to see my neighborhood die .
Victor Gomez	Bakersfield, CA	2016-05-07	This project is not for the downtown area.
terri murray	Bakersfield, CA	2016-05-07	I want to preserve this neighborhood!
Suzanne Galindo	Bakersfield, CA	2016-05-07	I'd like to keep my neighborhood free from the elements that might be attracted to the proposed station location. I believe the rail is a viable, worthy idea. But the location is not in the best interest

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			of Westchester or Bakersfield. A more industrial area should be reviewed for the proposed location.
Timothy Sullivan	Bakersfield, CA	2016-05-07	Stop F street station. Save Westchester!
Sally Leyva	Bakersfield, CA	2016-05-07	Sally Leyva
Bret Black	Bakersfield, CA	2016-05-07	I don't want to ruin this historic and rich neighborhood.
Sandie Wheeler	Bakersfield, CA	2016-05-08	Westchester neighborhood is a unique and older neighborhood in Bakersfield. The location of this rail station with put this neighborhood at further risk of vandalism, graffiti, loitering and homeless loitering. We in our neighborhood are seeing more and more of these problems and we are doing what we can to resolve and keep our neighborhood beautiful. There is no other in Bakersfidld like Westchester. THERE ARE QUIT A FEW BETTER ALTERNATIVES. PLEASE PLEASE CONSIDER OUR REQUEST.
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Jim Mattern	Bakersfield, CA	2016-09-05	don't want the high speed rail period!
David Jones	Bakersfield, CA	2016-09-06	I agree with Caltrans' evaluation of HSR station for Bakersfield.
Sheree Stafford	Bakersfield, CA	2016-09-11	Downtown traffic is already a nightmare!! And we must not destroy anymore of our historic properties!
Rita Torres	Bakersfield, CA	2016-09-11	I do not believe the impact to the downtown residents was taken into full consideration.
Anthony Ansolabehere	Bakersfield, CA	2016-11-12	The city proposed alignment has turned out to be far more disruptive.
Susan Karnes	Bakersfield, CA	2016-11-19	We are signing this petition to share our choice for the Bakersfield Station. We are in favor of the downtown station because of the opportunity to revitalize and benefit downtown by bringing travelers closer to existing hotels, restaurants, government and business agencies, as well as amenities and attractions. It is also the only route to interface with the HSR maintenance yard in Shafter. Finally it would have the least impact on increased traffic within downtown neighborhoods.
Zoot Velasco	Bakersfield, CA	2016-11-22	Truxton is the far better site!

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Monette Velasco	Fullerton, CA	2016-12-16	Going to Truxtun Station will revitalize downtown Bakersfield, which SORELY needs it. It will provide a better location for people who

Name	Location	Date	Comment
			want to attend events. It will also be better for people who work there.
Tara Chaidez	Bakersfield, CA	2017-01-05	Keep it in the downtown area!
Quetta Woodard	Bakersfield, CA	2017-01-06	The less the b train impacts our community the better. We want to protect our very old and special businesses in Old Town.
Deborah Moses	Bakersfield, CA	2017-02-18	The plan that has already been approved is supported by existing infrastructure and would cause less upset to our historic community. The existing plan would also require fewer monetary respurces, leaving them available for other projects.
mary tigner	Bakersfield, CA	2017-02-18	Please take care of our vets and build new clinic on Golden State. The businesses of Old Town Kern deserve better than this 70 ft monstrosity.
Eva Felix	Bakersfield, CA	2017-02-18	There is NO room, need or funds for high speed rail in Kern county
Joel Stewart	Santa Barbara, CA	2017-02-19	I feel a high speed bullet train to nowhere is a waste of taxpayers money. Money that would be better spent on infrastructure and reinforcing our dams.
Diane Bevacqua	Bakersfield, CA	2017-02-19	I oppose the adverse effects of high speed rail through our city
Michael Hawkesworth	Bakersfield, CA	2017-02-19	It makes NO SENSE to put a station this far from the actual Downtown area. This looks like crony politics. And the more research I do the more I realize special interests are involved.
John Stevens	Bakersfield, CA	2017-02-19	I'm of the opinion that it would ruin our beautiful neighborhood.
Alex Tigner	Bakersfield, CA	2017-02-20	I'm signing because this will make the neighborhood I work in and love even more unsafe.
Eve-lyne Thomas	Bakersfield, CA	2017-02-22	We already made some of our neighbors aware of this, so besides the door to door approach, and signing a petition what else can we do to try to stop this?
Sandra Goins	Bakersfield, CA	2017-03-04	Westchester is already being destroyed by the widening of 24th Street(Hwy 178).

Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Richard Magar	Bakersfield, CA	2017-03-11	This is the wrong location for this station. It has a negative impact on a desirable community. There are better alternatives available adjacent to existing rail facilities!
Luann Allen	Bakersfield, CA	2017-03-26	For the sake of home value, preservation of Kern history, noise, traffic, crime & safety.
Melissa Nixon	Bakersfield, CA	2017-03-27	It makes much more sense to put the HSR Station at the Truxtun location.
Sheila Houchin	Bakersfield, CA	2017-03-29	I live in Westchester and it will be detrimental to our neighborhood
Jennifer Aleman	Bakersfield, CA	2017-03-29	I am a home owner in Westchester Riviera.

Name	Location	Date	Comment
Dana Phares	Bakersfield, CA	2017-03-31	I live in the neighborhood
Mark Herrick	Bakersfield, CA	2017-04-12	The city of Bakersfield has a history of poor transportation planning. This is just another example of it. (Not to mention the issues with Westside Highway, Centennial Corridor and the 24th Street redevelopment!) The city is trying to force the the High Speed Rail station to be located at F Street and Golden State Ave., while completely ignoring their previous approval of the recommended location on Truxtun Ave. near the current Amtrak station. The city says they want to "reinvigorate" downtown Bakersfield, but they are destroying the surrounding residential communities in the process.
Jack Nisbett	Bakersfield, CA	2017-04-23	Multiple reasons
susan bonas	Bakersfield, CA	2017-04-24	Susan Bonas
J. Rochelle Ladd ladd	bakersfield, CA	2017-04-28	The Truxtun location for the station is better in all respects. I live on 18th st. two blocks from the proposed truxtun route and I still believe it is better location than golden state and f street.
Christine Zavala	Prescott, AZ	2017-04-29	I LIVE IN BAKERSFIELD ON 33RD STREET. I HAVE NEVER USED THE GLEANERS BUT I HAVE SEEN THE POSITIVE IMPACT IT HAS FOR THOSE IN NEED. WE LIVE IN THE EAST SIDE OF BAKERSFIELD WHICH IS HOME TO A LOT OF POVERTY STRICKEN FAMILIES AND HOMELESS. IF YOU TAKE THE GLEANERS AWAY OR MOVE IT, IT

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			WILL MAKE IT VERY DIFFICULT FOR THE PEOPLE THAT NEED IT THE MOST TO GET FOOD. PLEASE LEAVE IT WHERE IT'S AT. YOU WILL BE SAVING SOME LIVES.
Jan Lemucchi	Bakersfield, CA	2017-05-02	Help save Westchester and the Gleaners!
Suzi leal	Bakersfield, CA	2017-05-02	No way is this wanted in my living area what a mess ill be forced to move if this happens .NO.
Caryl Curless	Bakersfield, CA	2017-05-04	Gleaners are such a vital part of caring for the disadvantaged in Bakersfield. Making them move would be such a hardship for the organization.Please don't do one more thing to cause veterans turmoil or change. Please honor them by not destroying their building.
Laurie Everidge	Bakersfield, CA	2017-05-16	Tearing up the Westchester neighborhood has to stop. From what I have read people who should be looking out for their constituents are willing to throw this neighborhood under the rails to line their pockets. We have houses destroyed on 24th Street demolished to widen it at that end of the neighborhood and then they want to destroy the Northside of our neighborhood for their greed?!
Stephen Montgomery	Bakersfield, CA	2017-05-16	HSR should be located at the downtown Truxtun Ave. site, basic alignment along the BNSF with recent minor reroutes to address those few issues that would have degraded other occupancies, mainly Bakersfield High School and Mercy Hospital. Its proximity to other transportation options, shopping, lodging and dining it's a no brainer.

Name	Location	Date	Comment
Joshua Farrow	Bakersfield, CA	2017-05-21	I live in one of the Westchester homes that is nearest the proposed location for the new bullet train station. I may lose by home and at the very least would be severely impacted by the traffic, noise and increased crime. I am a family of six that chose Westchester as a place to raise a family because of how peaceful it is. It is a beautiful neighborhood and we are really hoping to continue raising our family here.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Samuel Matar	Carson, CA	2017-05-29	CA already has an immense financial burden because of an irresponsible state administration! WE DO NOT NEED HIGH SPEED RAIL!!!
Jose Ortega	Bakersfield, CA	2017-05-30	I have no problem with the HSR. It is something that California has always needed. Don't let people tell us that this is a bad idea.
Jose Ortega	Bakersfield, CA	2017-06-02	The HSR is way past due to California Transportation. I don't see any progress in the westchester area since Montgomery Wards left and the owners of the building have made no effort to bring something new to the area.
Linda Schorr	Bakersfield, CA	2017-06-11	The station placement for the High Speed Rail as described in the letter is very detrimental to Veterans' services, our downtown area, historical Old Town Kern, and long established Westchester neighborhood. Please open your meeting to residents who have constructive comments. This affects all of us!
Quetta Woodard	Bakersfield, CA	2017-07-24	The train should be kept out of our historic communities. It should be in the outskirts of community not directly in.
Nellie Scarborough	Bakersfield, CA	2017-11-10	The citizens do not want this here.
Drew Molhook	Bakersfield, CA	2017-11-10	I want westchester saved
Claudia Roberts	Los Angeles, CA	2017-11-10	Is NOTHING sacred?!!!
Jaclyn Allen	Bakersfield, CA	2017-11-11	I'm signing this because adding the station in this neighborhood will be detrimental to its well being.
Shawn Flores	Visalia, CA	2017-11-11	No train
Shelly Moore	Taft, CA	2017-11-11	Sad....high speed rail is a waste of this States money
Belinda Ponce	Wasco, CA	2017-11-11	I'm against the high speed train! Many people have to relocate for this stupid thing!
Patty Godwin	Bakersfield, CA	2017-11-19	Prefer Downtown station near Amtrak, Rabobank Arena, hotels and courts. Reject the proposed park and ride plan station that connects to nowhere. Save Westchester residential neighborhood. Yes downtown!
Alisa Irey	Bakersfield, CA	2017-11-19	I value the historical significance of the area which wld be affected.

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Diane Morton	Dana Point, CA	2017-11-20	My family is from Bakersfield and still lives there. This will totally change the complexion of the neighborhood and is inexcusable to take precedence over veterans!

Name	Location	Date	Comment
Erika Monet	Bakersfield, CA	2017-11-20	Connecting Bakersfield to high speed ruins the neighborhoods and invited higher incidents of crime. Farms will be downsized for more housing to offset the increased population. Keep rural for food.
Pat Mahan	Bakersfield, CA	2017-11-20	Patricia Mahan
janet rossi	Bakersfield, CA	2017-11-20	it seems it may create more traffic problems... and neighborhood problems... when there could be other routes that could possibly be better for the rail and for Bakersfield...
Denise Johnson	Bakersfield, CA	2017-11-22	Against the railway, the biggest waste of money!!
Shawn Cervantes	Santa Cruz, CA	2017-11-27	Having a Veterans clinic is much more important!
Virginia Penilla Monreal	Bakersfield, CA	2017-11-27	I want "Westcherter save"
Joanna Rucker	Bakersfield, CA	2017-12-03	I think this is dumb place to put the bullet train everything is downtown. This is so sad for the home owners.
John Jamison	Bakersfield, CA	2017-12-19	The F Street alignment makes no sense whatsoever.
Tiffany Ederer	Bakersfield, CA	2017-12-19	This is my home town!
Victoria Barton	Bakersfield, CA	2017-12-19	I live in Bakersfield and love the city the way it is I know we have to grow and change but not in this way
Richard Magar	Bakersfield, CA	2017-12-20	This is a terrible idea for the Westchester community. It makes no sense at all. The Truxtun location is by far a superior option for this project.
Agustin Bagnas	Bakersfield, CA	2017-12-20	We are losing pieces of our city's history in exchange for growth. Which isnt worth it.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Lana Elfstrom	California	2017-12-20	Downtown just makes sense.
Ulises Bautista	US	2017-12-21	I live in westchester and it would be nice to have the station in truxtun Ave since it's already in place
Michele Magyar	Bakersfield, CA	2017-12-24	Find another place in town where there are no 217 year old buildings. Old Town Kern is full of nice restaurants.
Ted Elder	Bakersfield, CA	2017-12-24	The station must be placed where people can use it not on the outskirts.
Citizens for Downtown Bakersfield	US	2017-12-25	Please email comments to: Fresno_Bakersfield@hsr.ca.gov
Larry Fredeen	Bakersfield, CA	2017-12-29	Truxtun makes the most sense for the station.
Cianne McGinnis	Bakersfield, CA	2017-12-30	I think downtown is a much better location. Amtrak is there, Greyhound is there, so why not all of the transportation locations near the same location?

Name	Location	Date	Comment
Darlene Vangel	Los Angeles, CA	2018-01-04	F St. location is in a Moronic idea physically and economically. Truxtun location makes much better sense.
Alex Morano	san luis obispo, CA	2018-01-04	As a new bakersfield resident I believe that our downtown would greatly benefit from having access to this station.
Bethany Rowlee	Bakersfield, CA	2018-01-05	I see no logic in putting a station far away from all other transportation hubs. A location at Truxtun where access to the bus and train stations is mere steps away will serve a much better purpose than the other proposed option. A Truxtun station will provide much more efficiency and safety for travellers, and more economic prosperity for downtown.
Amanda Studebaker	Bakersfield, CA	2018-01-06	The Truxtun location would be more central, in a better part of town, and make more sense for the growth of the city. An F Street location makes no sense.

General Comments:

I006-15

The following documents were not reviewed or considered in the development of this EIR. Some of these studies have already compared a Golden State Avenue vs. a Truxtun Avenue Station. Please review and incorporate the findings of these documents into this EIR.

Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis Report (Author: Kern Council of Governments); Available at: http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

Metropolitan Bakersfield Transit Center Study (Author: Kern Council of Governments); Available at: http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf

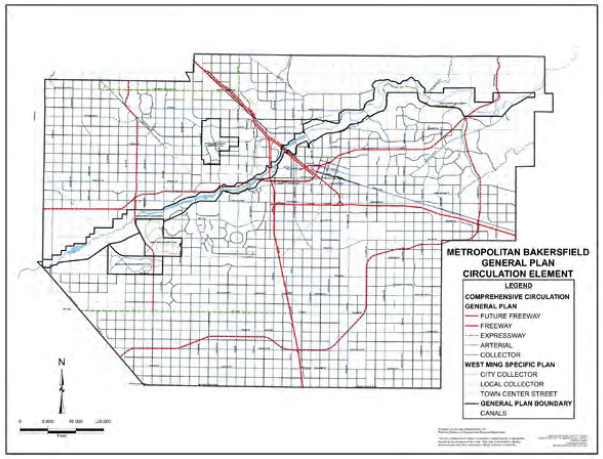
Making the Most of High-Speed Rail in California (Author: German Marshall Fund); Available at: http://www.gmfus.org/publications/making-most-high-speed-rail-california

Metropolitan Bakersfield General Plan Circulation Element (Author: City of Bakersfield and County of Kern); Available at: https://www.kerncounty.com/planning/pdfs/mbgp/mbgptoc.pdf

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In particular, this document fails to account for a planned grade separated freeway along Golden State Avenue, including rights-of-way impacts of building high-speed rail on this facility and the future traffic impacts if this facility can no longer be built because of rights-of-way limitations with F-B LGA. At a minimum, potential added costs associated with constructing this facility (or an equivalent replacement facility should be considered and incorporated).

Submission I006 (Adam Cohen, January 16, 2018) - Continued



Volume 1

Chapter 1:

I006-17 Page 1-11: "Bakersfield would provide links to a number of bus, light rail, and airport services for intercity travelers to other areas in the state." Please note here that the May 2014 project has a multi-modal connection with Amtrak whereas LGA does not.

I006-18 "Compared to automobile travel, an electric-powered HSR system would reduce carbon dioxide emissions; an HSR trip from Fresno to Bakersfield would save 170 pounds of carbon dioxide for each car making the same trip." Please conduct a study of modal shift and station access. A station at F Street at a highway interchange is not walkable and lacks a multi-modal connection. Please provide two separate estimates of CO2, one with first-and-last mile connections/feeder rail to the May 2014 project and a separate estimate based on LGA (as the CO2 reductions are not the same) particularly if one has to drive to the station and/or use a for-hire vehicle service (e.g., taxi/Uber) to connect between Amtrak and a station at F Street. Based on this, please also conduct an analysis of criteria pollutants that take into account variations of cold starts and warm soaks based on differences in station access between LGA and the May 2014 project.

I006-19 "The HSR system provides an opportunity to create transit centers in the central business districts, where mixed land uses (residential, commercial, and business uses) and urban densities are best suited." Please note that a station at F Street is not in the civic center, not within walking distance of major destinations and is disconnected from California and Truxtun Avenue office corridors, a major rider generator/destination for HSR riders.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Chapter 2:

I006-20 "The F-B LGA discussed in this chapter is a new alternative that was not previously evaluated in the Fresno to Bakersfield Section Final EIR/EIS (Authority and Federal Railroad Administration [FRA] 2014)." How is equal protection and due process being addressed? What if another stakeholder or public agency wants a new alternative not previously evaluated to be studied?

"While there were additional alternative alignments, stations, and maintenance of infrastructure facility (MOIF) locations that were discussed with the cities of Bakersfield and Shafter, Kern County, and various stakeholders, they were determined infeasible and were not evaluated further in the feasibility analysis." This conflicts with a prior written statement from the CHSRA. A group representing a few hundred stakeholders approached the CHSRA requesting that the LGA alignment be examined with an alternate multi-modal station in Old Town Kern (approximately at Baker and Sumner Streets) with a BNSF Amtrak extension and a secondary Amtrak platform at an Old Town Kern Station. The CHSRA told this stakeholder group that they could not look at an alternative station because the City of Bakersfield did not approve of studying this alternative station site. Again, we renew our request that this alternative station be studied.

I006-21 "As part of the feasibility analysis, the Authority screened alternatives based on HSR design criteria and environmental factors as well as input provided by the Cities of Bakersfield and Shafter, Kern County, and members of the public." The public read about this alternative alignment in the newspaper in December 2014. We repeatedly requested the ability to participate in the feasibility analysis and were denied this opportunity. Many months later we received public records showing that this analysis had been done internally by the CHSRA. Can you please identify what members of the public and what meeting were held to conduct the feasibility analysis? This is separate from Open Houses which were held after the analysis was complete and an alternative was presented to the public.

I006-22 "Based on the screening process, which included input from the Cities of Bakersfield and Shafter and the public, the Authority recommended the F-B LGA for further study (which is comprised of the A2, B1, C1, and D2 alternatives listed above)." Again, the public did not have opportunities to participate prior to the settlement being announced in December 2014 to study the LGA. Can you please describe at what point the public was permitted to participate in this screening process, to include but not limited to outreach materials and public meetings?

I006-23 Page 6. "The May 2014 Project Station would be built at the corner of Truxtun and Union Avenues/SR 204 (Figure 2-1)." Please add "adjacent to Amtrak"

I006-24 Page 6. If nearly 5,000 parking spaces were being added with the May 2014 project, how many parking spaces were being lost behind the convention center/arena? Isn't there a net gain in parking supply near the convention center and arena with the May 2014 project station? Could the parking loss behind the arena been mitigated through a shared parking memorandum of understanding where the arena could using HSR parking during off-peak (evening and weekend times)?

I006-25 Figure 2-1 – Can you please include a quantitative comparison of how many miles of May 2014 project and LGA track are at grade vs. elevated (in addition to the written descriptions previously)? While Chapter 2 states "10.52 miles on embankment or at-grade3 0.43 mile on bridges 0.31 mile on steel truss 1.97 mile on retained fill 9.90 miles on viaduct" It does not include a comparison to the May 2014 project.

I006-26 "The average height of the viaduct is 60 feet above existing ground" – Please include the maximum height of the viaduct as well.

I006-27 Table 2-1 – Please provide a side-by-side comparison with the May 2014 project.

I006-28 "In Bakersfield, in order to minimize impacts to buildings and residents along Sumner Street and Edison Highway, the F-B LGA alignment would be located on a viaduct within the existing roadway right-of-way." This does not minimize the impacts. This creates a dark street environment and creates large pillars which people can hide behind and do illicit activities. Please consider alignment refinements that include: 1) A Station option in Old Town Kern (perhaps over Sumner Street), moving the viaduct to the northside of Sumner Street, or running the viaduct above the Union Pacific tracks.

I006-29 "The proposed F-B LGA station evaluated in this Draft Supplemental EIR/EIS would be located at the intersection of F Street/SR 204." Please evaluate alternative stations in Old Town Kern and another near 7th Standard Road.

I006-30 "The currently proposed F-B LGA F Street Station would be located at the intersection of F Street/SR 204 and would be designed per the High-Speed Train Station Area Development: General Principals and Guidelines" – This is not true. The F-B LGA F Street Station is not designed per the High-Speed Train Station Area Development: General Principals and Guidelines. These General Principles and Guidelines state "To provide maximum opportunity for station area development in accordance with the purpose, need, and objectives for the HST system, the preferred HST station locations would be multi-modal transportation hubs and would typically be in traditional city centers" (second sentence). This describes the May 2014 project station at Truxtun Avenue next to Amtrak, not the station location at F Street. F Street lacks a multi-modal connection to Amtrak and is not walkable to Bakersfield's City Center (approximately 2 miles from F Street Station to the Civic Center versus ½ mile from Truxtun station). Furthermore these guidelines state "…the areas around the stations would include the following features: Higher density development in relation to the existing pattern of development in the surrounding area, along with minimum requirements for density. A mix of land uses (e.g., retail, office, hotels, entertainment, residential) and a mix of housing types to meet the needs of the local community. Different styles of TOD may be appropriate for different HST station areas. A grid street pattern and compact pedestrian-oriented design that promotes walking, bicycle, and transit access with streetscapes that include landscaping, small parks, pedestrian spaces, bus shelters, lighting, wayfinding signs, bike lanes, and bike racks. New buildings should incorporate high energy efficiency and building performance standards." The higher-density development, mixed-land uses, and grid street layout describes the Truxtun location and not the F Street location.

I006-31 "new interchange would eliminate the access ramp from Chester Avenue. Local traffic from Chester Avenue would be required to use F Street to access northbound SR 204." What are the traffic implications for F Street? How many additional AADT?

I006-32 Will the 32d & Chester access point serve the same users as the 34th and Chester access point? (Or will one be limited to HOV/or buses etc. Please add more detail on Page 31.

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I006-33 "Both the Golden State North and South Frontage Roads would be closed to accommodate the new F Street interchange ramps." What are the traffic implications on nearby streets.

I006-34 "The Amtrak station is located approximately 1 mile south of the proposed F Street Station site." This statement is incorrect. This is measured using a straight line. The fastest walking/driving distance is via CA-204 to either V or Q Streets (both approximately 1.8 miles). Please correct.

I006-35 "With the introduction of HSR service, it is expected that Amtrak San Joaquin rail service would function as a feeder service to the HSR system in the Fresno to Bakersfield area." How will HSR passengers connect between F St Station and Amtrak? It is too far to walk (~1.8 miles). What are the traffic implications and modal assumptions for this connection?

I006-36 Page 35 "Three HV towers are located near Sam Lynn Ball Park, two are located in the proposed F Street Station area, and two are parallel to Elm Street in the city of Bakersfield. The existing HV towers located east and west of the F-B LGA alignment are 110 feet tall and would need to be raised to clear the F-B LGA. At this HV transmission crossing, the existing pair of HV transmission steel lattice towers would be removed from the proposed F-B LGA F Street Station site. To clear the FB LGA F Street Station site, these towers would be relocated north within the Kern River Parkway area between the SR 204 and the UPRR right-of-way." What are the airspace implications of this for Bakersfield Meadows Field, including potential Class C airspace provisions as the city approaches a population of 1 million residents (forecast for 2040).

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I006-37 The Metro Bakersfield General Plan calls for CA-204 to be upgraded to a grade separated highway facility. What are the implications of F-B LGA on this future expansion, including rights-of-way and ability to construct?

I006-38 "The travel demand and ridership forecasts discussed in the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014) have been applied to the F-B LGA." This is an incorrect methodology. As noted by the Kern COG Transit Center study, residential and employment densities are different at Truxtun Avenue vs. F Street station locations. As such, there is differing induced demand at each of these locations. Please use the data from this report http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf to develop your ridership forecasts for each alignment/station location.

I006-39 "The analysis presented above is based on an assumed 188 train trips in the daytime and 37 trips at night for a total of 225 trains per day." How many of these trips will stop at Bakersfield versus passing through Bakersfield.

I006-40 "There is one proposed station in the F-B LGA." As stated previously, please study alternate station locations at 7th Standard Road and Old Town Kern.

Chapter 3: Introduction

Methodology:

I006-41 "Specifically, data sets for traffic, socioeconomics and communities, and agricultural lands have been updated for the May 2014 Project analyses to account for any changes that have occurred since circulation of the Fresno to Bakersfield Section Final EIR/EIS and to reflect the most current conditions in the project area in order to provide an accurate and equivalent comparison with the F-B LGA." The data set used by the CHSRA to evaluate farmland for the May 2014 project is incorrect. The CHSRA previously provided GIS files which include the entire Shafter Heavy Maintenance facility (an optional facility). The farmland numbers (including this optional facility) match the numbers calculated by the CHSRA. The farmland footprint of the heavy maintenance facility should be substracted so that only the May 2014 project alignment is compared to F-B LGA alignment.

I006-42 "Accordingly, updated traffic counts were taken for F-B LGA study area roadways and intersections, as well as for the May 2014 Project's Truxtun Avenue Station, to accurately reflect roadway modifications not yet developed or planned when the Fresno to Bakersfield Section Final EIR/EIS was approved." Do these traffic counts account for planned improvements under the TRIP program? In other words, there is a lot of current traffic disruption due to the construction of Centennial Corridor, Truxtun/Oak, and other key trip project locations where traffic is temporarily being re-routed until the new highway connection can be completed?

I006-43 "The Authority will not acquire temporary construction staging areas through the right-of-way acquisition process. It will be the responsibility of the Design-Build Contractor to negotiate with the property owners to secure access and temporary use of their property for staging or lay-down areas." – **This is a different methodology than what was used for the May 2014 project.** The May 2014 project states "The HST project would require acquisition of property necessary for project operation. When the remnant portion of an acquired parcel beyond the right-of-way is too small to sustain current use without other modifications, it would also be acquired. These remnant parcels would not be used for construction and would be sold after project construction. The HMF sites and other identified sites along the alignment would be considered for construction staging." **As such, these parcels were included in the farmland and cost calculations for the May 2014 project and subsequently excluded from the F-B LGA – making it an apples-to-oranges comparison. Please correct using the same methodology for construction staging.**

I006-44 The May 2014 project further states "To provide the Design-Builder with sufficient potential staging areas, this EIR/EIS includes an evaluation of the environmental impacts of various vacant parcels that are located adjacent to or near parts of the project that would require construction staging and lay-dawn areas such as bridges, elevated structures, etc. Including the impacts from potential construction staging areas results in a conservative analysis because the limits of impacts for each site is identified by parcel boundaries not the actual amount of acres that maybe necessary for staging or storage of materials." **Please conduct the same analysis for the F-B LGA as was previously done for the May 2014 project.**

I006-45 Broadly, the F-B LGA does not present findings consistently with the May 2014 for a side-by-side comparison. This is evidenced by the differing methodologies described in the two EIRs. For example, the May 2014 project states: "The Environmental Consequences section includes discussion of construction period and project impacts. The analyses assessed whether these impacts would have no

Submission I006 (Adam Cohen, January 16, 2018) - Continued

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effect, an adverse effect, or a beneficial effect on environmental resources. These terms have the following meanings:

• No Effect – The HST alternative would not alter the environmental status quo.

• Adverse Effect – The HST alternative would negatively affect the environmental resource value or quality as it exists prior to the project. These effects are qualified as negligible, moderate, or substantial intensity under NEPA and less than significant or significant under CEQA.

• Beneficial Effect – The HST alternative would result in improvement of the environmental resource value or quality as it exists prior to the project."

This discussion and definitions are noticeable absent from the F-B LGA EIR. Please apply the same level of detail in both environmental documents.

I006-46

"Legal Authority to Implement Offsite Mitigation" – Please provide an example as was done in the May 2014 project.

Chapter 3.2 Transportation

I006-47

"The Authority and FRA considered an updated version of the San Joaquin Corridor Strategic Plan (Caltrans 2008), the Kern Council of Governments (KernCOG), Regional Transportation Plan (2014a), which contains the Kern County Congestion Management Plan, in the preparation of this analysis." Please note this is inconsistent with the May 2014 project as numerous other planning documents previously incorporated were excluded for F-B LGA. Missing documents include:

Kern County General Plan (Kern County Planning Department 2009)

Metropolitan Bakersfield General Plan (City of Bakersfield and Kern County 2007)

Please also review and incorporate the following planning documents

Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis Report (Author: Kern Council of Governments); Available at: http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

Metropolitan Bakersfield Transit Center Study (Author: Kern Council of Governments); Available at: http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf

Making the Most of High-Speed Rail in California (Author: German Marshall Fund); Available at: http://www.gmfus.org/publications/making-most-high-speed-rail-california

Metropolitan Bakersfield General Plan Circulation Element (Author: City of Bakersfield and County of Kern); Available at: https://www.kerncounty.com/planning/pdfs/mbgp/mbgptoc.pdf

I006-48

"The F-B LGA has the greatest potential to have long-term impacts on traffic at and near the proposed station, which would attract and concentrate traffic that is entering or exiting the station parking lots and drop-off areas. Therefore, the primary study area for traffic analysis consists of the potentially affected intersections and roadways surrounding the proposed station site. The study area for analysis for the proposed F Street Station includes the extent of the roadway networks and intersections that may experience change in traffic volume of more than 50 peak hour vehicular trips as a result of the project. As a conservative approach, additional intersections and roadway segments were included in the analysis where the project adds fewer than 50 trips and the project may have significant impacts based on recommendations from City staff. Therefore, the study area was defined based on the 50-peak hour project trips threshold and in consultation with representatives at the public works and transportation planning agencies for Kern County, the City of Bakersfield, and the California Department of Transportation (Caltrans, District 6). The study area for impacts extends as far away from the project locations as meaningful traffic changes are detectable without undue speculation. The methodological tools being applied for analysis and evaluating impacts are the same as described in the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014a)."

This is an inconsistent methodology. The methodology for the May 2014 project states:

"Information on roadway modifications, crossings, and closures as a result of the proposed HST alternatives is presented in Appendix 2-A, Road Crossings. Information on railroad modifications, crossings, and closures as a result of the proposed HST alternatives is presented in Appendix 2-B, Railroad Crossings. The sections below present data-collecting efforts, the evaluation of those impacts,

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I006-48 and the results of that evaluation. Both regional and local transportation authorities supplied planned projects and traffic data for existing and forecasted scenarios."

Whereas the May 2014 considered traffic impacts along the entire alignment, the F-B LGA only emphasizes and closely examines traffic impacts in the station vicinity. Please re-complete using comparable methodologies and levels of detail for both alignments.

I006-49 "Therefore, the study area was defined based on the 50-peak hour project trips threshold and in consultation with representatives at the public works and transportation planning agencies for Kern County, the City of Bakersfield, and the California Department of Transportation (Caltrans, District 6)." This is also different than the methodology used for the May 2014 project. Please re-complete with the same methodology.

I006-50 Traffic Operation Standards – Please include Table 3.2-2, Table 3.2-3, and Table 3.2-4 (and related discussion) from the May 2014 project in the F-B LGA EIR. The public should be able to read as a standalone document with the same level of detail and explanation.

I006-51 Please re-order sub-sections 3.2.2.3 et seq. to match the same organizational structure as the May 2014 project.

I006-52 "Daily and peak hour traffic from the proposed station alternative were obtained from Section 3.2.3.3 of the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014a, pages 3.2-8 and 3.2-9). Table 3.2-2 summarizes the project trip generation for the Bakersfield Station area. The relatively close distance between the Truxtun Avenue Station and the F Street Station would not result in different trip generation numbers. The HSR Station trip generation is not affected by the location of the F-B LGA's proposed F Street Station; therefore, analysis of vehicle trip generation was conducted at the Bakersfield Station area level."

This is wholly incorrect. The modal connections to/from the Truxtun Station are different to/from the F Street Station. Whereas the Truxtun Station has a side-by-side modal connection to Amtrak feeder service and is approximately ½ mile from the majority of downtown destinations (including an arena, convention center, multiple hotels, the County Administrative Office, City Hall and numerous courthouses; the F -Street Station is approximately 1.5-2 miles from these destinations. As such passengers connecting on rail as well as passengers connecting to/from these destinations to the F Street Station would be required to take a motorized form of transportation (i.e., a private vehicle, taxi, Uber, etc.) whereas they could have walked to the Truxtun Station. Please re-complete this analysis using taking into account differences in distances of the HSR stations to these traffic generators. The CHSRA is encouraged to consult the ITE Trip Generational Manual (10th Edition) as well as other professional resources for conducting this analysis. Finally, the public should have the ability to comment on this revised analysis. The CHSRA is also encouraged to consult the data in this report…

Metropolitan Bakersfield Transit Center Study (Author: Kern Council of Governments); Available at: http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf

Which provides employment and residential densities (existing and forecast) both within ¼ and ½ mile of each of the proposed station sites (LGA and May 2014 Project).

I006-53 "The F-B LGA would not generate any new trips that would contribute to the regional circulation network with the exception of the MOIF and the HSR station." **This does not take into account new guidance under SB-743 which requires an analysis of VMT. How would the F-B LGA impact VMT (e.g., vehicles changing their routing due to road closures etc.)**

I006-54 May 2014 Project Station Study Area – **This analysis needs to be updated taking into account the connecting of CA-58 and Westside Parkway via Centennial Corridor. This is a major East-West capacity enhancement with an exit at Union Avenue that would notably reduce the impacts of traffic to/from the Truxtun Avenue station on surface streets.**

I006-55 "There are no existing bike facilities in the immediate vicinity of the Truxtun Avenue Station site. The nearest existing or planned bike lanes are on Chester Avenue, P and Q streets, and Twentyfirst Street (Kern COG 2014a). Pedestrian sidewalks are present on Truxtun, Union, and California avenues in the vicinity of the proposed station site." **This statement is incorrect and should be updated. First, there is a linear park that provides active transportation access to the station vicinity (Mill Creek Linear Park). Additionally, it should be noted that there is sufficient rights-of-way to adding striped bikelanes with no capital improvement needed along California Avenue (to the South Entrance of the Truxtun Station site).**

I006-56 "Several new freeway corridors are included in the Metropolitan Bakersfield General Plan; however, these projects are not funded and may still require adoption of the corridors (City of Bakersfield and Kern County 2015). The planned freeway and road improvements, (both the Truxtun Avenue station and the F Street station), which may potentially cross the F-B LGA, are the Hageman Road Flyover (EA 08-484500), the Rosedale Highway Off Ramp (EA 06-48462), the 24th Street Improvements (EA 06-493900 and EA 06-484700), and the Centennial Corridor Project." **This is not a correct statement. Some of these projects have been funded and are under construction. Consider separating this section into two paragraphs (one that is planned and unfunded) and those that are planned and funded/under construction.**

I006-57 "Figure 3.2-10 illustrates state routes and other regionally important roadways in the vicinity of the F-B LGA." Figure 3.2-10 is incorrect and needs to be updated. It excludes other regionally significant roads including Westside Parkway (complete) and Centennial Corridor (under construction). The analysis in this section should be updated to account for these facilities.

I006-58 Figure 3.2-11 does not match the regionally significant roads in 3.2-10. Additionally, Figure 3.2-11 should illustrate Centennial Corridor (under construction) and incorporate the addition of this facility into the analysis.

I006-59 There are additional intersections that need to be studied in addition to those identified in Figure 3.2-12. The California Avenue Corridor accounts for 2.8 million square feet of office and is a major traffic generator/destination for HSR riders. This accounts for approximately 34% of Bakersfield metros 8.3 million square feet of office space. There must be an analysis included of the impacts of HSR on these riders accessing the F Street Station (note Centennial Corridor lacks an Eastbound 58 to Northbound 99 connection – so 100% of this traffic will be on local streets.

I006-60 Give this, please also complete the intersection analysis for both stations at the following intersections:

Brundage @ Oak St

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I006-60 Brundage @ Chester

Mohawk St and Truxtun Ave

Mohawk St and California Ave

Mohawk St and CA-58 (Rosedale Hwy)

Mohawk St and Hageman Rd

I006-61 Please analyze the Mohawk corridor with the Hageman flyover improvement and without.

I006-62 Please also note, that F Street does not connect South of 16th St. Please also analyze the following intersections for the F Street Station (to account for North/South travel)

Brundage @ H Street

H Street @ 4th/Palm St

H Street @ California Ave

H Street @ Truxtun Ave

H Street @ 18th St

H Street @ 21st St

H Street @ CA-178 (both 23rd and 24th St)

F Street @ 26th St

F Street @ 27th St

F Street @ 28th St

F Street @ 29th St

F Street @ 30th St

F Street @ CA-204 (a no build alternative in place of the interchange)

I006-63 Please also include the impacts on San Joaquin Hospital and Memorial Hospital, including the impacts on ambulance times and the ability for patients to access healthcare due to increases in traffic around the F St Station vicinity.

I006-64 Please also analyze the following intersections

Chester @ 26th St

Chester @ 27th St

Chester @ 28th St

Chester @ 29th St

I006-65 Please also analyze the M Street corridor from North/South traffic to/from the F-B LGA Station, including the following intersections:

M St @ CA-178 (23rd and 24th St)

M St @ 21st St

M St @ 19th St

M St @ 18th St

M St @ 17th St

M St @ Truxtun Avenue

I006-66 To address additional traffic between Amtrak and the F Street Station, please also analyze the following intersections for traffic:

Truxtun @ M St

Truxtun @ L St

Truxtun @ Q St

Truxtun @ S St

Q St @ 18th St

Q St @ 19th St

Q St @ 24th St

I006-67 Figure 3.2-14 is not legible. Can this be reproduced in a more readable format (its all blurry).

Figure 3.2-12 through Figure 3.2-14 – the intersection numbers are not legible. Can you please make these larger or have a key that identifies these? Can you please make these more legible so I can comment?

Figure 3.2-15 – The numbers inside the circles are not legible. Can you please make these more legible so I can comment?

I006-68 Non-Motorized Facilities – Please include a an analysis of pedestrian and bicycle stress to/from each of the compared station sites.

I006-69 "As stated in Fresno to Bakersfield Section Final EIR/EIS, between 2009 and 2035, vehicle miles traveled (VMT) are projected to increase by 75 percent in Kern County (Authority and FRA 2014a, page 1-13)." The CHSRA should conduct a local analysis for Bakersfield metro that compares VMT impacts in 2035 with a station at Truxtun versus a station at F Street.

I006-70 "….within the proposed HSR service area, Bakersfield Airport currently serves San Francisco and Los Angeles international airports with a limited number of flights each day. In the next 20 years, total aircraft operations are estimated to increase 20 percent." This statement is incorrect. Current service from Meadows Field is to San Francisco, Denver and Phoenix (not Los Angeles).

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I006-71 "The change from vehicles to HSR would reduce regional and interregional daily automobile trips and corresponding vehicle delay and congestion and provide traffic safety benefits in areas where the F-B LGA would provide grade separation of existing at-grade rail crossings." This may not be entirely correct due to the position of F-B LGA Station relatively to regional employment centers and traffic generators/destinations (e.g., arena, convention center, proximity to the civic center, and California Corridor). Please model and compare the two including but not limited to differences in first/last mile modal shift (i.e., one site is more walkable and bikeable than another, closer to destinations, etc.)

I006-72 "The F-B LGA would not generate any new trips that would contribute to the regional circulation network with the exception of the MOIF and the HSR station." This is completely incorrect. F-B LGA generates new trips between the station and the civic center (e.g., arena, courthouses, and other destinations are close proximity to the Truxtun station. Additionally, F-B LGA definitely creates new trips between feeder rail service (Amtrak) and a F-B LGA station.

I006-73 "However, due to the proposed alignment, modifications would be required to the existing circulation system that includes roadway closures, realignment, redesign of existing interchanges, addition of new traffic signals and roadway widening." Please add "addition of new interchanges – as the intersection of F Street and Golden State Avenue is an addition not really a redesign.

I006-74 "As such, the modifications to the existing circulation system as a result of the proposed project would result in improved traffic operations at most locations within the F-B LGA alignment study area as is illustrated in detail in the F-B LGA TATR" – Again, the CHSRA needs to study impacts of first-and-last mile connections between downtown/Amtrak and the F-B LGA Station.

I006-75 Kern County "There would be two study intersections under future plus project that would experience significant impacts." Please specify which intersections for reader clarity (e.g., a footnote or parenthetical note)

Bakersfield "There would be two study intersections under future plus project that would experience significant impacts." Please specify which intersections for reader clarity (e.g., a footnote or parenthetical note)

Bakersfield Station Area "One roadway segment under existing plus F-B LGA Station conditions would experience a significant impact." Please specify which roadway segment for reader clarity (e.g., a footnote or parenthetical note)

"There would be three study intersections under existing plus F-B LGA Station conditions that would experience significant impacts." Please specify which intersections for reader clarity (e.g., a footnote or parenthetical note)

I006-76 "There would be no significant impacts to freeway segments under existing plus F-B LGA Station conditions" – Please clarify. The City of Bakersfield claims that first/last mile vehicle traffic would use CA-204 via CA-99 for station access almost exclusively. Is this correct? What does the model say? Please add additional description of percentage of traffic leaving the station and which routes the vehicles take (i.e., 30% exit on 34th Street going east, for example).

I006-77 "One roadway segment under future plus F-B LGA Station conditions would experience a significant impact." Please specify which roadway segment for reader clarity (e.g., a footnote or parenthetical note)

I006-78 "The HSR project is consistent with the Kern County RTP, which calls for development of an integrated multimodal transportation system and expanded transit service, including further development of passenger rail and HSR service." F-B LGA is not consistent with the Kern County RTP as it lacks a multi-modal connection with Amtrak.

I006-79 "Impacts on Circulation and Emergency Access" – There needs to be a discussion of non-construction (long-term) impacts of HSR on multiple emergency facilities within blocks of the F-B LGA station. What are the impacts of F-B LGA station on emergency and ambulance response times to/from San Joaquin Community Hospital and Memorial Hospital.

I006-80 Page 3.2-55 "Error! Not a valid bookmark self-reference." I would like to reference this but I don't know what its referencing. Can you please include a correction in a revised draft EIR as I would like to reference the original source and comment.

I006-81 "Additionally, the F Street Station would have a direct significant impact on Roadway Segment 64 (30th Street, between F Street and H Street)." What impact does this have on hospital performance.

I006-82 "The currently proposed F-B LGA F Street Station would be located at the intersection of F Street/ SR 204 and would be approximately 46 acres. Out of the total site area, 11.75 acres would be organized into surface and structured parking. Surface parking would be designated on 7 acres with a planned parking capacity of 762 vehicles. Six seven-story parking structures would be located on the station site (on approximately 4.7 acres). The parking structures would include one basement level and a roof deck parking level, and would have total parking capacity for 4,438 vehicles. The total parking capacity (surface parking lots and parking structures) for the station site would accommodate parking for 5,200 vehicles. Therefore, adequate parking will be available on site and the effect on parking would be less than significant impact under CEQA." **What about opportunities for expanded parking if the estimated parking is to low. How many additional spaces could be added on surface lots at F-B LGA Station and the May 2014 Project station?**

I006-83 "The project is projected to add approximately 900 daily passengers to transit service in the Bakersfield area, including approximately 135 peak-hour passengers. Under existing conditions, approximately 17 transit routes serve the Bakersfield Station area, and the addition of approximately 135 passengers on existing transit routes in the Bakersfield Station area averages about 8 additional passengers per route, assuming equal distribution." **Please conduct an origin destination analysis rather than assuming an equal distribution. How many passengers are connecting to/from feeder rail service (Amtrak)? Please also include the impacts on the GET administrative and fleet yard (currently located at the F-B LGA station site, including but not limited to impacts (construction and long-term) and costs to relocate.**

I006-84 "An estimated 500 passengers would access the Bakersfield Station on foot or by bicycle each day and bike storage would be provided in the secondary entrance building of the F Street Station and additional bike storage would be accommodated in each of the F Street Station parking structures." **This number seems very high given the location of downtown destinations and origin/destination pairs. Please include a discussion of the methodology and a comparison of how many passengers would access the Truxtun Station by bicycle or foot. Please also include a separate modal share by percentage of passengers accessing the F-B LGA station (i.e., X% by bicycle, X% by private vehicle, X% by foot, etc.)**

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I006-85 Mitigation Measures – Please include the addition of a light-rail system to/from F-B LGA Station to downtown, Old Town, Amtrak, and the California Corridor as a mitigation measure to reduce private vehicle/taxi/Uber access to/from the F-B LGA Station.

All of the mitigation measures are about improving vehicle access/performance. Please add mitigation measures that emphasize public transit and active transportation access to/from the F-B LGA station.

Please add the following mitigation measure "Expand Mill Creek Linear Park South from California Avenue to Brundage to enhance grade-separated active transportation access to/from disadvantaged communities to a station at F-B LGA"

I006-86 "• TR-MM#9. F Street between 30th Street and 24th Street: Convert center two-way left-turn lane to a dedicated northbound through lane. • TR-MM#9. 30th Street between F Street and H Street: Eliminate on-street parking to convert 30th Street from 2-lane Collector to 4-Lane Collector." This has a significant impact on the business community. Please complete an analysis of the impacts on local businesses. How will drivers turn left from F Street onto 26th, 27th, 28th, and 30th streets.

I006-87 Westside Parkway (via Centennial Corridor) is a major east west route that will provide access to HSR at F Street. However, there is no northbound CA-99 or southbound CA-99 connection to/from Centennial Corridor to CA-99 North. As such, drivers accessing the F Street Station will be forced onto local roads rather than taking Westside Parkway to CA-99 to CA-204 (or the reverse). As a mitigation measure, please include 1) Exit Ramp from Centennial Corridor Eastbound to CA-99 Northbound; Exit Ramp CA-99 Southbound to Centennial Corridor Westbound; collector/distributors from Ming Avenue through CA-204 interchange; CA-99 to CA-204 Eastbound ramp (versus exiting airport drive); and CA-204 Westbound to CA-99 Southbound ramp (again versus exiting airport drive). This will improve LOS network-wide for accessing HSR at F Street.

I006-88 Please reconstruct Garces Circle by placing CA-204 below grade (to make F-B LGA Station more walkable to Chester Avenue) and please include a grade separation at CA-204 and M Street and Q Streets to mitigate traffic impacts on local streets.

3.3 Air Quality Global Climate Change

I006-89 3.3.1.2 State – Please add SB 743.

I006-90 "Local study areas are areas of potential major air emission activities along the project alignment, including areas near large construction activities and major traffic pattern changes. Local study areas are generally defined as areas along the alignment, within 1,000 feet of the proposed station, the maintenance of infrastructure facility (MOIF) and affected intersections." Please also include the air emission activities associated with first and last mile connections to/from F-B LGA Station and downtown as well as the connection to Amtrak and other first/last mile connections.

I006-91 "The LGA analysis utilized the methodology and results that were generated for the Fresno to Bakersfield Final EIR/EIS. As identified in the Fresno to Bakersfield Section Final EIR/EIS, an on-road vehicle emission analysis was conducted using average daily vehicle miles traveled (VMT) estimates and associated average daily speed estimates for each affected county." This methodology does not account for emissions generated by de-multi-modalizing (disconnecting Amtrak) from the HSR station at F Street. Please develop a methodology that accounts for these emissions.

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3.4. Noise Vibration

I006-92 Table 3.3-7 Distance Between Sensitive Receptors and the F Street Station – There are a number of sensitive receptors that were mistakenly omitted from this list, including San Joaquin Hospital (less than 1,000 feet from the SE corner of the F Street Station), Kern County Museum (an outdoor museum, less than 200 feet from the north/northeastern side of the F Street Station), and Memorial Hospital (less than ½ mile from the station). Nearby daycare centers include: Venables Family Day Care, Toddler Tech, KCOC Stella Hills Headstart, and Mercies Day Program. Please also include residential on Alder, Cedar, Pine, Beech, 30th, and Hubbard Streets; and residential on 32d, 33rd, 34th, 35th, 36th, K, L, M, and O Streets and Jewetta Avenue. Please also include Healing Arts Surgery Center, San Dimas Surgery Center, Riverwalk Surgical Associates, and Millennium Surgery Center. Please also include Golden Living Centers Rehabilitation Center, Stonemark, Pacific Terrace Apartments, Pacific Village, Northridge Apartments, Royal Palms, Villa De Orro Apartments, and the Jewetta Mobile Home Park. Please also include the Bakersfield Elks Lodge, the Veteran Affairs Center, The Universal Church, and the Church (unsure of the name) that is based inside of the former Montgomery Wards building.

I006-93 Please also include air quality emissions (and costs) associated with demolishing and relocating industrial parcels along F-B LGA including but not limited to the environmental remediation of brownfield sites and relocation of industrial businesses.

I006-94 "Although it is unknown at this time whether any of the buildings that will be demolished contains asbestos, the SJVAPCD's Compliance Division would be consulted before demolition of any structures begins." There are a lot of older industrial facilities impacted by the F-B LGA project. Please conduct this analysis prior to approving a final EIR. The public has a right to know and comment on these impacts. Please also include an analysis of what Prop-65 chemicals may be emitted during the construction and re-location process. Please develop a mitigation measure to protect the community from both of these hazards.

I006-95 Please include mitigation measures to address the increase in CO concentrations at F Street and 23rd, 24th, and 30th Streets.

I006-96 "There are no additional measures specific to the F-B LGA. All measures identified in the May 2014 Project would be applicable to the F-B LGA, and would reduce all impacts to a less than significant level under CEQA." Please include mitigation measures that address specific air quality and health impacts for relocating industrial properties along the F-B LGA alignment.

I006-97 "However, this screening distance was replaced with a screening distance of 2,500 feet because the FRA screening distance is based on the assumption of 50 trains per day, whereas the proposed F-B LGA project would operate at 225 trains per day." Please specify how many of these trains are stopping in Bakersfield versus passing thru.

I006-98 "Noise-sensitive land uses include residences, schools, parks, libraries, and hospitals. There are two schools located within the screening distance of 2,500 feet." **There are two hospitals within 2,500 feet that are both omitted. Please add San Joaquin Community Hospital and Memorial Hospital. In particular, San Joaquin Hospital is approximately 1,500 feet from the tracks. Additionally, Weill Park is located underneath the tracks (0 feet away) and Sam Lynn Ballpark and the Kern County Museum (an outdoor facility) are located within 1,500 feet of the tracks to the north. Please also add Weill Park,**

I006-98 **Kern County Museum, and Sam Lynn Ballpark. Please also note, the residences north of Hubbard Street and west of M Street are all excluded. Additionally, the residences south of 34th Street and north of 21st Street are within 2,500 feet and are all excluded. Please add all of these residences and the above facilities into the noise-sensitive analysis.**

"Noise levels were measured at the noise-sensitive land uses throughout the area, as indicated in Tables 3.4-B-1 and 3.4-B-2 in Appendix 3.4-B, Noise and Vibration Measurements, and the measured noise levels ranged from 48 A-weighted decibels (dBA) Ldn along a quiet residential street to 81 dBA Ldn near a major roadway." **Please redo this analysis incorporating the previously omitted noise sensitive land uses.**

I006-99 Please add a noise barrier through the Gossamer Grove community in Shafter (just north of 7th Standard Road)

I006-100 Table 3.4-25 Vibration Impacts – **Land Use Category 3 is missing Wiell Park (under the tracks) and Valley Oak Charter School (one of the buildings is taken out by the construction of the station). Please redo this analysis with these facilities.**

"The remaining receivers include 39 residences, 1 museum, 1 school, and 1 recreational area." **Wiell Park is missing. Please redo this analysis with Wiell Park.**

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3.5 Electromagnetic Fields and Electromagnetic Interference

I006-101

"affected environment and impact summary discussion included in this section for the May 2014 Project has been extrapolated from the available information contained within the Fresno to Bakersfield Section Final EIR/EIS." **Please describe in detail how this was done so the public can comment on the methodology and determine if any errors or omissions were made. I would like to be able to comment on this methodology prior to a final EIR.**

I006-102

"Based on the similarities in land use, power and communications infrastructure, and similar environment, it was concluded that the prevailing electromagnetic fields along the F-B LGA were effectively the same as at locations along the May 2014 Project alignment from Shafter to Bakersfield. There have been no changes to the methods for evaluating impacts. Therefore, the methods identified in Section 3.5.3 of the Fresno to Bakersfield Section Final EIR/EIS (pages 3.56 through 3.5-8) are still applicable." **The land uses, the number of hospital and medical imaging facilities near F-B LGA is not the same as the May 2014 Project. Additionally, the maximum speeds of the May 2014 project (through downtown Bakersfield) are lower than F-B LGA and therefore produce lower EMF. Please redo this analysis using the following methodological steps. Please also include a comparison based on the maximum speeds for the May 2014 Project (~150 MPH through downtown Bakersfield) and the maximum speeds for F-B LGA (~220 MPH through Central Bakersfield).**

"Maps, surveys, photographs, and database searches to identify land uses in the Fresno to Bakersfield Section that might be susceptible to the EMFs produced by a HST. Such uses include universities, medical institutions, high-tech businesses, and governmental facilities that use equipment that could be affected by new sources of EMFs. Baseline measurements of EMFs were made in accordance with technical guidance developed by the Authority and FRA at selected measurement locations to establish EMF levels representative of existing conditions along the Fresno to Bakersfield Section (Authority and FRA 2010). Using these targeted areas, the reconnaissance described above identified sensitive land uses. Appendix 3.5-A, Technical Study: Pre-Construction Electromagnetic Measurement Survey of 10 Locations along the Fresno to Bakersfield Section, describes the measurement sites and discusses the existing EMF levels that potentially could cause EMI at the measurement sites.

• A mathematical model of the HST traction electrical system was used to calculate the anticipated maximum 60-Hz magnetic fields that a single HST train would produce. The model incorporates conservative assumptions for the potential EMF impacts of the HST. For example, the projected maximum magnetic fields would exist only for a short time and only in certain locations as the train moves along the track or changes its speed and acceleration. The magnetic field levels decline rapidly as lateral distance from the tracks increases. For most locations and most times, "exposure" to EMFs would not be as great as predicted by the model, which gives peak levels. The EMF model uses a 220-mph speed assumption. The worst-case conditions for magnetic fields would be short term, because train current is not always at a peak level, depending on train speed and acceleration, and because currents split between two tracks, between contact wire and negative feeder, and between front and rear power stations as the train travels down the line. The model identifies how the projected maximum EMF levels vary with lateral distance from the centerline of the tracks. The Draft Environmental Impact Report/Environmental Impact Statement Assessment of California High - Speed Train Alignment E lectromagnetic Field Footprint (Footprint Report) (Authority 2010b) describes the modeling methodology and discusses the modeling results for a singletrain HST.

I006-102

• For the identified sensitive land uses from the field reconnaissance, maximum EMF levels emitted by the HST system were predicted and compared to the measured, existing ambient conditions. Because magnetic fields are expected to be the dominant EMF effect from HST operation,1 these calculation results serve as the basis for the EMF impact analysis. Impacts were identified based on the difference between the predicted EMF levels and the existing conditions. Where the predicted magnetic fields are comparable to or lower than the typical levels, no adverse impact would occur, and these locations were screened out. Where the predicted magnetic fields are higher than typical levels for exposure, then the potential for EMI is used to evaluate whether adverse impacts could be expected."

I006-103

"Since the Fresno to Bakersfield Section Final EIR/EIS does not evaluate the May 2014 Project as a discrete subsection of the Fresno to Bakersfield Project (as it did for example for the Allensworth Bypass), it does not provide conclusions using intensity thresholds for the May 2014 Project. Therefore, intensity thresholds are not used for the F-B LGA. Instead, the evaluation of impacts under NEPA in this Draft Supplemental EIR/EIS focuses on a comprehensive discussion of the project's potential impacts in terms of context, intensity, and duration and provides agency decision makers and the public with a comparison between the May 2014 Project and the F-B LGA." **This is not an acceptable methodology, please re-complete the May 2014 Project (with the Bakersfield subsection broken out) using intensity thresholds and compare directly to F-B LGA using the same methodology. In other words, it's wholly unacceptable to say that because the EIR segment from Poplar Avenue to Oswell wasn't a discrete segment in the first EIR that you cannot do this analysis now for comparison.**

I006-104

"The primary difference between the May 2014 Project and the F-B LGA would be that the F-B LGA would be closer to a larger commercial aviation airport (Meadows Field Airport [BFL]), and the San Joaquin Community Hospital medical facilities would be more distant from the F-B LGA than the Mercy Hospital facilities are from the May 2014 Project." Please include an analysis that includes San Joaquin Community Hospital's expansion plans, including master planning and real estate acquisitions (ongoing) that are intended to expand the hospital's footprint. The impact on these facilities (and the inability to use these facilities and/or change the hospital's master plan) must be considered both as an environmental and fiscal impact to the F-B LGA project. Please also include medical imaging facilities and offices that support the hospital as well as part of this analysis.

I006-105

"Figure 3.5-1 Proximity of the San Joaquin Community Hospital to the F-B LGA" – This Figure and associated methodology is incorrect. The current hospital property extends to the corner of 29th and K Street (they may also own property on the SW Corner of Garces Circle). In other words, if the hospital wanted to expand and build a medical facility on this parcel, they may be unable to do so. Please do not measure to the constructed hospital building but rather the entire hospital property to account for long-term space allocation and capital improvements. On this figure, please also add distances to other nearby medical and imaging facilities.

I006-106

"For the F-B LGA, sensitive locations are greater than 1,000 feet from the proposed alignment. This distance precludes the potential from HSR-produced EMF/EMI, and thus requires no F-B LGA specific mitigation." Please re-check these distances and impacts from F-B LGA to the San Joaquin Hospital buildings on the east side of Chester (near 27th and 28th St) including but not limited to a cancer treatment facility.

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3.6 Public Utilities and Energy

I006-107 Figure 3.6-2 Natural Gas Transmission Pipelines – Please add an additional figure that identifies the width/capacity of each of the natural gas lines.

I006-108 F-B LGA runs parallel to multiple natural gas lines for an extended period. What measures will be taken to protect HSR infrastructure from natural gas leaks/explosions, particularly since the risk to the system is much higher when the tracks parallel this infrastructure versus crossing it.

I006-109 Figure 3.6-4. Please add KGET-17 and CBS-29, as both broadcasting facilities are omitted from this map.

I006-110 The GET facility currently relies upon large natural gas lines and refueling infrastructure currently located on the F-B LGA Station Site. Where will this be located and have those costs (including the construction of a new natural gas fueling station been factored into the costs estimates of F-B LGA?

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3.7 Biological Resources and Wetlands

I006-111 "Since the Fresno to Bakersfield Section Final EIR/EIS does not evaluate the May 2014 Project as a discrete subsection of the Fresno to Bakersfield Project (as it did for example for the Allensworth Bypass), it does not provide conclusions using intensity thresholds for the May 2014 Project." **Please repeat the May 2014 analysis to develop discrete subsection impacts and conduct an intensity analysis between the May 2014 project and F-B LGA.**

I006-112 The EIR provides a summary of analysis for the May 2014 project in section 3.7.4.1. In Section 3.7.4.2 however its unclear if this is intended to be a summary of analysis or a section of mitigation measures for F-B LGA. Can you please edit to have consistent organizational structure and sub-headings?

I006-113 Please analyze the impacts of having the F-B LGA Station in close proximity, including but not limited to the impacts of station noise, traffic (noise and emissions), and garbage impacts on the Kern River habitat. In other words, what are the impacts of locating a station in close proximity to this habitat versus running tracks above it and placing the station away from the habitat in its entirety.

I006-114 "During project design and construction, the Authority and FRA would implement measures to reduce impacts on air quality and hydrology based on applicable design standards." To minimize the impacts on air quality, please add a grade separation at CA-204 and M Street, CA-204 and Q Street, and CA-204 (Golden State Avenue) and Union Avenue.

I006-115 "The overall effect of the HSR project on biological resources would be dependent on the intensity of the project's effects, the context in which these effects occur, and the measures implemented to mitigate the impacts of the project." **For this reason, please redo this section using an intensity analysis directly comparing the May 2014 Project and F-B LGA.**

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.8 Hydrology and Water Resources

I006-116 "Since the Fresno to Bakersfield Section Final EIR/EIS does not evaluate the May 2014 Project as a discrete subsection of the Fresno to Bakersfield Project (as it did for example for the Allensworth Bypass), affected environment and impact summary discussion included in this section for the May 2014 Project has been extrapolated from the available information contained within the Fresno to Bakersfield Section Final EIR/EIS." Please explain in more detail what you mean by "extrapolated" in terms of methodological approach.

I006-117 "Construction of the Project (such as grading, excavating, constructing the high-speed rail bed) began in 2015 and is anticipated to be completed within six to nine years with laying the trackway and electrification." This statement is under the section titled "Fresno to Bakersfield Locally Generated Alternative" – This is very confusing for the public. Please clarify if you mean construction of F-B LGA began in 2015, or construction of the Fresno to Bakersfield high-speed rail project began in 2015.

I006-118 Please note in the executive summary and comparison tables that the May 2014 project would generate 72 acres of new impervious surfaces and the F-B LGA would generate 147 acres of new impervious surfaces.

I006-119 Please note in the executive summary and comparison tables that the May 2014 project would disturb approximately 570 acres and that the F-B LGA would disturb 921 acres.

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3.9 Geology, Soils, Seismicity, and Paleontological Resources

I006-120 "Geology, Soils, and Seismicity The following Avoidance and Minimization Measures would be applicable to the May 2014 Project as well as the F-B LGA, as relevant to geology, soils, and seismicity." Okay but none of these avoidance or mitigation measures are specific to high-speed rail. For example, are there lessons learned or best practices from other seismically active regions with high-speed rail that could be applicable to California (i.e., Japan)?

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3.10 Hazardous Materials and Wastes

I006-121 Figure 3.10-2 – Please included planned educational facilities that will be built as part of the Gossamer Grove community (currently under construction).

I006-122 "Potential Building Material Hazardous Substances" Please add a table that inventories how many buildings within 150 feet of each alignment (May 2014 Project and F-B LGA) have structures constructed prior to 1971, and prior to the 1980s, respectively. While not perfect, this will provide an indicator of what structures are likely to have lead and asbestos, respectively.

I006-123 Please include an estimate of the number of contaminated sites within F-B LGA that may require cleanup or remediation. Please provide a cost estimate range (from low to high) of what the cleanup and remediation costs are for F-B LGA compared to the May 2014 project.

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3.11 Safety and Security

I006-124 "Emergency medical services are provided by the local fire departments, emergency medical service agencies, and independent ambulance services. Seven hospitals provide emergency medical services to the F-B LGA study area: • Bakersfield Memorial Hospital • Bakersfield Heart Hospital • Healthsouth Bakersfield Rehabilitation Hospital • Kern Medical Center • Mercy Hospital • Mercy Southwest Hospital • San Joaquin Community Hospital" Mercy Southwest Hospital is depicted outside of the 2-mile buffer? Can you please clarify?

I006-125 "Meadows Field Airport does not contain an international terminal" – This statement is incorrect. Meadows Field does contain an international terminal. Please refer to: Burger, James. Did the County Waste Millions on International Terminal. *The Bakersfield Californian*. April 29, 2008.

I006-126 "The stature of industrial facilities may pose a safety hazard because of the proximity of large industrial process machinery and/or tank storage, including silos, distillation columns, and multistory buildings (all considered tall structures) that are several hundred feet in height. Tall structures pose a safety hazard because of their potential to topple onto HSR facilities due to accidents, severe weather, or terrorist acts. Such tall structures along the F-B LGA (from north to south) …. " The City of Bakersfield as part of its station area vision plan has proposed multiple 35 story high-rises within 10 feet of the F-B LGA tracks at Garces Circle. Can you please clarify if this development would be prohibited or poses a safety/security risk to the HSR system?

I006-127 "Impact S&S #5 – Motor Vehicle, Pedestrian, and Bicycle Accidents Associated with HSR Operations" – Please conduct a safety study that includes increases in pedestrian and vehicle traffic due to HSR at Garces Circle.

I006-128 Increased Response Times for Fire, Rescue, and Emergency Services – Please conduct a study of increased response times to/from Memorial and San Joaquin Community Hospitals due to increased traffic around the station area, including but not limited to Garces Circle.

I006-129 "The F-B LGA design would include embankments as tall as 60 feet through Shafter and **viaducts as tall as 65 feet above ground through Bakersfield** (Figure 2-1, provided in Chapter 2, F-B LGA Description, of this Draft Supplemental EIR/EIS)." The Bold Statement is incorrect. Please refer to Volume 3, Section A, PDF Page 64 of 84. As you will see, along Golden State Avenue between CA-178 and Union Avenue, the FB-LGA Track Profiles rises to approximately 73 feet. Please correct.

I006-130 "The Part 77 Horizontal Surface of Meadows Field Airport begins 150 feet above the airport elevation of 507 feet above mean sea level, at 657 feet above mean sea level. The average elevation of the F-B LGA in this area is approximately 495 feet above mean sea level (which includes an average ground level elevation of 450 feet plus 60 feet for the F-B LGA retained fill structure), approximately 162 feet below the Meadows Field Airport's horizontal surface. The F-B LGA would therefore not penetrate the airport's Part 77 airspace surfaces." Please explain how this will be impacted with a future Class C airspace upgrade as well as a planned north-south runway.

I006-131 "Railroad, and public transit facilities are a compatible use in Zone C of Meadows Field Airport; therefore, the F-B LGA would be an allowable use in Zone C." Please conduct an analysis of the electro magnetic impacts of F-B LGA tracks on aircraft landing systems on the approach path into Meadows Field.

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-132 For Mitigation Measures S&S MM#2 and #3, please include a cost estimate for purchasing the property underneath the F-B LGA Viaduct and please confirm its inclusion in the overall cost estimates for F-B LGA.

3.12 Socioeconomics and Communities

I006-133 "This methodology to assess the economic effects on the agricultural industry provides an indication of impacts across the region and allows for the comparison of the HSR project alternatives. Some individual agricultural operations would be affected more than others, and this cost to agricultural operations would be considered on a case-by-case basis during the land acquisition phase of the project. In order to perform a direct comparison between the May 2014 Project and the F-B LGA, displacement data for the May 2014 Project was updated to account for any changes that have occurred since the analysis performed for the Fresno to Bakersfield Section Community Impact Assessment Technical Report (Authority and FRA 2012). This updated information is provided in Section 5 of the F-B LGA: Community Impact Assessment Technical Report (Authority and FRA 2017) and the side-by-side comparison using 2015/2016 data is provided in Technical Appendix 8-A." The farmland data in this EIR overestimtes incorrectly the farmland impacted by the May 2014 Project by including the Shafter Heavy Maintenance Facility as agriculture land removed by the May 2014 Project Alignment (even though the Heavy Maintenance Facility is separate from the actual alignment). Please recalculate the analysis of the May 2014 project excluding the Shafter Heavy Maintenance Facility.

I006-134 Employment – Please include an estimate of the number of jobs lost associated with commercial facilities impacted by F-B LGA who may not chose to relocate (i.e., shut down, retire, or not relocate).

I006-135 "Overall, property and sales tax revenues are expected to increase as a result of the project. Short-term reductions in property tax revenues caused by private property being acquired for a public transportation purpose, and related sales tax revenue reductions associated with relocating businesses will cause a tax revenue reduction. These revenue losses, however, are expected to be more than offset by both short-term increases in sales tax revenues from construction spending and long-term increases in the regional property and sales tax bases resulting from increased property values and new economic development through improved connectivity of the region to the rest of the state." The compares the F-B LGA to a no-build alternative but does not compare it to the May 2014 Project. Please re-complete this analysis comparing F-B LGA directly to the May 2014 Project.

I006-136 "Figure 3.12-2 Fresno to Bakersfield Locally Generated Alternative and Alternative Alignments" – Please remove other alignments that have already been deemed unfeasible. The only alignments that should be on the map are F-B LGA and the May 2014 Project.

I006-137 "Given that a pre-existing division already exists along the F-B LGA alignment in Bakersfield, the F-B LGA would not introduce a new division through these neighborhoods." This is not true. F-B LGA creates an elevated viaduct that bisects the Old Town Kern neighborhood along Sumner Street. Please adjust to reflect the impact on Old Town Kern. As such, F-B LGA does contribute to the division of existing neighborhoods in Bakersfield along CA-99, CA-204, and Sumner Street by widening existing barriers and creating an elevated viaduct where none presently exists.

I006-138 "Population characteristics data are not available for the study area itself, which, as stated above, is the area within 0.5 mile of the alignment and station footprints." Why can't census block level data be used in conjunction with GIS to determine population characteristics within the alignment and station footprints?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-139 "The F-B LGA was designed in part to avoid as much division as feasible, and therefore travels along existing rail and highway corridors. As the F-B LGA would not traverse city neighborhoods, unlike the May 2014 Project, analysis does not require segmentation." As stated previously, F-B LGA widens existing transportation barriers and creates a new one in Old Town Kern. Please delete the above footnote. Please also note, Figure 4-2 and Figure 4-3 shows F-B LGA departing from existing rail corridors. Please delete "travels along existing rail corridors" throughout the document.

I006-140 "Between 2000 and 2013, the number of housing units in Kern County increased by 23.5 percent, slightly more than the region's 20.1 percent increase." 20.1 percent increase in what? People? Households? Please be more specific.

I006-141 "The community of Oildale experienced an 11.7 percent increase in its housing stock, substantially less than Kern County (23.5 percent) and the region (20.1 percent)." – Ok but this community has reached build out whereas much of Bakersfield is developing greenfields for housing.

I006-142 "The City of Bakersfield is the largest city and main commercial center in Kern County and is located at the southern end of the San Joaquin Valley, equidistant from Fresno to the north and Los Angeles to the south. Bakersfield offers a wide array of community facilities and amenities compared with the smaller communities in the region. The study area includes the Central, Northeast, and Northwest districts of the City of Bakersfield. Bakersfield offers a wide array of outdoor recreation and cultural amenities. The city has a convention center, a symphony orchestra, a planetarium, an art museum, a natural history museum, the California Living Museum (Bakersfield Zoo), the Metropolitan Recreation Center, Lori Brock Children's Museum, and the Kern County Museum, which includes Pioneer Village and the Historic Reference Library. The city also has its own professional baseball, football, basketball, and hockey teams, as well as three public golf courses and numerous private country clubs. The city is home to the 40-acre Kern County Soccer Park, with 24 playing fields. The city maintains 53 local parks offering a variety of recreational resources, as well as miles of biking and hiking trails, including a portion of the Kern River Parkway. Other local points of interest include Old Town, with a concentration of Basque restaurants, the Buck Owens Crystal Palace, the Majestic Fox Theater, and other theater and music venues. A community facility of particular note in the City of Bakersfield is the Mercado Latino Tianguis (Mercado), a shopping complex in the city's Northeast District that re-creates the feel of a Mexican village market. This facility is not a single business entity; rather, it rents stall space to approximately 105 small businesses and microbusinesses that cater to Kern County's Hispanic population. Public safety facilities in the city limits include four police stations and County Sheriff facilities that include a station, jail, and crime lab. In addition, two federal law enforcement agencies have offices in the study area—the Federal Bureau of Investigation and the Federal Bureau of Alcohol, Tobacco and Firearms. Bakersfield's 26 fire stations are spread throughout the city, with one located in the study area, approximately 0.4 miles from the proposed alignment. Other public service buildings and facilities located in the study area in Bakersfield include U.S. Department of Veterans Affairs, Kern County Government Office, Kern County Parks and Recreation Department, and the State of California Government Office. The City of Bakersfield has 71 licensed healthcare facilities (10 hospitals, 23 hospices, 10 longterm care, and 28 clinics) (California Health and Human Services Agency 2015). Healthcare facilities located in the study area in Bakersfield include the San Joaquin Community Hospital, Bakersfield Healthcare Center, Pegasus Dialysis LLC, East Bakersfield Dental Clinic, Bakersfield Health Services, All Kids Dental Surgery Center, Old Town Kern Community Health Center, and Adventist Health Home Care Services of Bakersfield. The Bakersfield City School District and the Kern High School District are the largest in the Bakersfield area, with 41

I006-142 elementary and middle schools in the Bakersfield City School District serving 29,684 students in the 2013–14 academic year and 24 high schools in the Kern High School District, 19 of which are located in Bakersfield, serving 37,100 students during the same period (Education Data Partnership 2015a). Several other school districts serve the area, including Rosedale Unified (5,384 students), Fruitvale Elementary (3,313 students), Fairfax Elementary (2,405 students), and Edison Elementary (1,108 students) (Education Data Partnership 2015a). Bakersfield schools in the study area include Horace Mann Elementary School, Vista East High School, Mount Vernon Elementary School, Sierra Middle School, Virginia Avenue Elementary School, Bethel Apostolic Academy, Bethel Christian School, Stella Hills Elementary School, Pioneer Drive Elementary School, Ramon Garza Elementary School, Downtown Elementary School, Blanton Education Center, Legacy Christian Academy, Owens Intermediate School, International South Sikaran Academy, Bakersfield Adult School, Valley Oaks Charter School, Williams Elementary School, and San Lauren Elementary School. Seven city-owned parks are located in the study area for the F-B LGA in Bakersfield, two of which the F-B LGA would cross over: the Kern River Parkway and Weill Park (see Section 3.15, Parks, Recreation and Open Space, of this Draft Supplemental EIR/EIS). The Kern River Parkway is a 1,033-acre, 32-mile linear community park with bike paths, pedestrian, and equestrian facilities. Other recreational facilities include a fishing pond, fitness parcourse, horseshoe pit, skate park, and picnic tables. The park facility at the proposed alignment crossing consists of an asphalt bike path located on top of an earthen levee and a pedestrian footpath. The parkway connects several city parks along the Kern River. The F-B LGA would also cross over Weill Park, a 1.6-acre park with grass areas and trees. The three remaining parks that are in the study area include Joshua Park, providing a grass area; Central Park, offering a volleyball court, picnic tables, and a tot lot; and Uplands of the Kern River Parkway, a 14-acre park with overlook platforms, an equestrian trail, and natural walking paths (City of Bakersfield 2015b)." **Please re-draft this section and remove facilities and cultural resources that are not located within the ½ mile study area.**

I006-143 "The Truxtun Avenue station would encourage area growth including commuter and traveler oriented business and services." This is a key finding. Please note this in the executive summary.

I006-144 "Table 3.12-18 Community Facilities Affected by the Fresno to Bakersfield Locally Generated Alternative" – Please add the Kern County Museum and Sam Lynn Ballpark

I006-145 "the F-B LGA would not contribute to further community division or disruptions of patterns of community interactions" and "Given that these communities are already divided by existing transportation corridors, construction and operation of the F-B LGA would not result in the disruption or division of existing communities or bring about changes in community character that could alter social interactions or affect community cohesion" – This is not correct. The addition of an elevated viaduct and the displacement of parcels between the Union Pacific Railroad and CA-204 further contributes to community divisions.

I006-146 "Where the alignment follows an existing transportation corridor, it would not divide an existing community because the project would not introduce a new barrier." This is not true. Current transportation corridors are at-grade. F-B LGA adds an elevated viaduct creating a vertical barrier that does not currently exist.

I006-147 "The F-B LGA would not, therefore, block passage on any of the streets that cross the F-B LGA through the city, and existing connections and linkages between neighborhoods would be maintained." Please

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-147 check this statement against planned street closures and correct accordingly, such as 24th Street and CA-204.

I006-148 "In the rural areas of Shafter that are east of Cherry Avenue and in the rural unincorporated areas of Kern County between Shafter and Bakersfield, the F-B LGA would run through existing farmland elevated on embankment. Although some individual farming operations would be affected, there would be no other displacements of homes, businesses, or community facilities through this section of the F-B LGA." Please address the impacts of F-B LGA on the Gossamer Grove community currently entitled and under construction in this area.

I006-149 "In total along the entire F-B LGA, an estimated 86 residential units and 262 residents would be displaced (Table 3.12-20). The displaced residential units would include 13 single-family homes, 55 multi-family units, and 18 mobile homes. These displacements would occur throughout the study area, and include 3 units and 12 residents in the City of Shafter, 23 units and 62 residents in the community of Oildale, 29 units and 90 residents in the City of Bakersfield, and 31 units and 98 residents in the remaining portions of unincorporated Kern County." Please include a discussion of the displacements associated with entitled and planned properties within the Gossamer Grove Community and the impact of F-B LGA on the Gossamer Grove Master Plan.

I006-150 "The F-B LGA would result in a considerable number of relocations, totaling 378 businesses and 3,109 employees, most of which would be located in the incorporated and unincorporated areas of the Bakersfield metropolitan area. Although there is sufficient replacement space for businesses in these communities, it represents the majority of all commercial and industrial relocations along the entire Fresno to Bakersfield Section of the HSR project. Given the high number of relocations and the need for property improvements to accommodate some of these relocations, the impact of on business operations would be substantial." Please conduct an economic analysis of this impact. Please also estimate the cost of relocations and include this in the F-B LGA overall project cost estimate.

3.13 Station Planning, Land Use, and Development

I006-151 "The development of the HSR project involves collaboration with the City of Bakersfield on updates to the Metropolitan Bakersfield General Plan, the development of the Station Area Vision Plan, and changes to land use planning processes in order to establish opportunities for enhanced transit-oriented development (TOD) around the station." Please delete the reference to the "Station Area Vision Plan" as this document has not been environmentally cleared through CEQA.

I006-152 "Please refer to pages 3.12-2 and 3.12-3 of Section 3.13.2.2 of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of the project's compliance with the California Land Conservation Act, the Sustainable Communities and Climate Protection Act, and the California State Planning and Zoning Law regarding land use." It is insufficient to state that the project is in compliance with these laws and regulations. Please analyze whether F-B LGA is in compliance with these.

I006-153 "In addition to these plans, the State of California is preparing the 2018 California State Rail Plan that will present a vision and strategies for California's passenger rail network of the future that will guide implementation of an integrated passenger rail network." F-B LGA is inconsistent with the 2018 California State Rail Plan. The California Rail plan states "Integrating rail systems with multimodal transportation and land use planning that minimizes sprawl offers residents, workers, and tourists more travel choices and better access to jobs, retail, entertainment, recreational facilities, and open spaces. A connected statewide network will improve the quality of life for all, and help mitigate concerns regarding access, particularly for those people living in transit-dependent households, which are often vulnerable communities" and "Support development of safe, reliable, efficient, and interconnected multimodal travel options" and CTP 2040 Goals of "Improve Multimodal Mobility and Accessibility for All People" and "Preserve the Multimodal Transportation System." By de-multimodalizing HSR from Amtrak in Bakersfield, please specify how F-B LGA is consistent with the state rail plan and CTP 2040?

I006-154 "The study area for the Bakersfield HSR Station Area Vision Plan includes the proposed location of the F Street Station evaluated in this Supplemental EIR/EIS and the Truxtun Avenue Station evaluated in pages 3.13-30 through 3.13-32 of the Fresno to Bakersfield Section Final EIR/EIS." Please note, this study did not include Truxtun Avenue Station in spite of repeated requests that the City of Bakersfield do so. As you will see from the attached plan, the City of Bakersfield refuses to note a conceptual high-speed rail station at Truxtun Avenue; they only depict F Street on their final vision plan documents. http://www.bakersfieldcity.us/civicax/filebank/blobdload.aspx?BlobID=30579

As such, it is requested that you remove references to this document as the City of Bakersfield only planned for one station, not both.

I006-155 "The alignment would require the conversion of the Bakersfield Homeless Shelter." This state is said twice and is only listed as an impact under the May 2014 Project, however, F-B LGA also requires the conversion of the Bakersfield Homeless Shelter. Please either delete all references to the Bakersfield Homeless Shelter or specifically add the following statements to F-B LGA section:

"The F-B LGA alignment would require the conversion of the Bakersfield Homeless Shelter" and "With the F-B LGA alignment, the conversion of residential, commercial, and industrial land, including the Bakersfield Homeless Shelter, would substantially change the pattern and intensity of the use of the land"

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I006-156 "Approximately 11.2 miles of the proposed alignment would be located adjacent to or on existing railroad property." Please specify how many miles of the proposed May 2014 project alignment would be located adjacent to or on railroad property."

"The 24.16-mile alignment would traverse commercial and industrial land in Shafter, and would generally run adjacent to the BNSF railroad through agricultural land as it runs southerly towards Bakersfield." Please specify how many wiles would be located adjacent to or on existing railroad property.

I006-157 "Approximately 9.6 miles of the F-B LGA would cross land that is primarily in agricultural production or related land uses (e.g., agricultural product processing and storage facilities)." In addition to distance, please add the acreage here as well (perhaps as a parenthetical note).

I006-159 "The F-B LGA through Shafter traverses urban and agricultural environments. Through Shafter, the alignment would be located adjacent to the BNSF Railway (BNSF). Existing land uses along the alignment include transportation facilities, industrial, agriculture, parks, community facilities, and commercial.

I006-158 Some residential uses are located nearby. The alignment diverges from the BNSF south of East Los Angeles Street as it curves to the east." Please note that the F-B LGA bisects the Gossamer Grove residential community.

I006-160 "Calloway Canal, the Friant-Kern Canal, and the Beardsley Canal. North of Saco, the F-B LGA begins to run adjacent to State Route (SR) 99, and land uses shift to agriculture, oil-related light industrial, and commercial, including two entitled but undeveloped sites: the Gossamer Grove Specific Plan Area, a residential master planned community; and Saco Ranch, a commercial and office project (Cox 2015)." Please correct. In 2015, Gossamer Grove was entitled and undeveloped, however in 2017, Gossmaer Grove is partially developed. Please specify that Gossamer Grove is entitled, partially developed, and under construction.

I006-161 "The alignment crosses SR 99 in the Olive Drive area and traverses vacant and underutilized land, industrial uses, and residential properties. The alignment crosses over the Kern River Parkway, a native riparian area that extends over 30 miles through Bakersfield along the Kern River (City of Bakersfield 2015d)." Please specify what percentage of a one-mile radius around the station is located in the Kern River floodplain.

I006-162 "Table 3.13-1 Planned Development in the F-B LGA Station Site Study Area" – Please add the Golden Empire Transit District facility, as this is currently entitled within the F-B LGA Station Area.

I006-163 Page 3.13-10 "In Bakersfield, the conversion of residential, commercial, and industrial land, including the Bakersfield Homeless Shelter, would substantially change the pattern and intensity of the use of the land and would be incompatible with adjacent land uses as well as existing plans and policies." Please delete the reference to the Bakersfield Homeless Center or add this same note explicitly to the section on F-B LGA.

I006-164 "**The determination of incompatibility in the Fresno to Bakersfield Section Final EIR/EIS was based on input from the City of Bakersfield, which noted that the Preferred Alternative alignment identified in the Fresno to Bakersfield Section Final EIR/EIS would severely impact the City's facilities, freeway projects, and businesses, including its Municipal Services Corporation Yard, and Rabobank Arena parking, in addition to private residences, businesses, schools, churches, and medical facilities. Based on this, the land use effect of the Truxtun Avenue Station would be significant under CEQA**." I cannot locate this in any public comments from the City of Bakersfield to the CHSRA during the May 2014 Revised Draft and Final EIRs. Please delete the bold section and replace with the following language from the actual EIR "*The Bakersfield Hybrid Alternative would convert slightly less commercial and industrial land than the BNSF Alternative. In Bakersfield's Central District, the Bakersfield Hybrid Alternative would avoid the impacts on Bakersfield High School associated with the BNSF Alternative. In the Northeast District, the Bakersfield Hybrid Alternative would cause less conversion of existing residential land use than the BNSF and Bakersfield South alternatives in the neighborhood southeast of the downtown area roughly between East Truxtun and East California avenues, and from Union Avenue to Oswell Street. However, land use conversion under the Bakersfield Hybrid Alternative would include the Bakersfield Homeless Shelter. This alternative would convert far fewer lands designated as Other in Tables 3.13-1 and 3.13-2, including rights-of-way, transportation, and vacant lands than the BNSF Alternative, but it would convert more land overall than the BNSF Alternative. Conversion of this land would substantially change the pattern and intensity of the use of the land and would be incompatible with adjacent land uses and existing plans and policies.*"

I006-165 "Bakersfield ridership and parking demand would result in changes in demand for parking in the transition to the full HSR system. The Truxtun Avenue Station would provide up to 4,500 parking spaces after the station is completed, although the full 2035 parking demand is estimated to be 8,100 spaces (Authority and FRA 2014: page 3.13-49). It is unknown at this time how the additional parking spaces would be provided. The 4,500 spaces would be provided in three or four parking structures. Construction of any new parking garages in most commercial zones would result in land use changes, but would not be incompatible because current zoning allows parking structures." Please add an additional statement suggesting that further study be conducted to respond to changes in transportation technologies. Recommended language "The growth of ridehailing services (i.e., Uber) since 2014 and future forecast impacts of automated vehicles create uncertainty about future parking demand in 2035. More detailed study is needed to determine if 8,100 parking spaces will still be required upon full build out at this station site."

I006-166 "Table 3.13-2 Permanent Land Use Impacts (acres)" – Please add a category for entitled and under development residential single-family. Please confirm that this table includes acreage required for the interchange at F Street and Golden State Avenue (or recalculate and update as appropriate)

I006-167 "Approximately 9.6 miles of the F-B LGA cross lands largely designated and zoned for agricultural use, and 11.6 miles is adjacent to railroad ROW." Please specify how many miles of the May 2014 project is adjacent to railroad ROW.

I006-168 "Because the land uses adjacent to the station site are either transportation-related or a community facility, the station would not cause a substantial change in pattern or intensity of adjacent land use that would be incompatible with existing land uses." This is not correct. There is a very large residential, including single family community within 1/8-1/4 mile of the F Street Station Site. Please add the following statement "The close proximity of the station to the Westchester Rivera residential neighborhood could cause a substantial change in pattern or intensity of development in that neighborhood. The station could cause an adverse effect on existing low-density residential development that could change the nature or character of that neighborhood. Therefore the impact would be more than significant under CEQA for this community.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-169 "Additional parking areas will be identified in the future in the downtown Bakersfield area to accommodate both passengers and visitors to the station area, and to encourage land uses that would support other development types." Please specify or recommend sites for additional parking, given the land constraints surrounding the station, such as the Kern River, Kern Museum, and San Joaquin Community Hospital.

I006-170 "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 HSR station through policies and strategies promoting infill development, and business attraction." Please delete the reference to this study as it has not gone through a pending EIR process and fails to acknowledge two proposed high-speed rail stations.

I006-171 "The Bakersfield F Street Station would induce desired residential" This is a significant impact on the Westchester neighborhood

I006-172 "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." Actually, this study deemed F Street as not suitable for a high-speed rail station. Please include this notable finding in this paragraph.

I006-173 "It also identifies the need for connectivity of various existing and future transit service connections. The proposed F Street Station is approximately 1.5 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 objectives consistent with the voter-approved Proposition 1A." For clarity for the public, please say "Whereas the May 2014 project would include a direct intermodal connection with Amtrak, the proposed F Street Station is approximately 1.5 miles away at opposite peripheral ends of downtown."

I006-174 "Based on information provided by City of Bakersfield staff (Kitchen 2017), the Station Area Vision Plan is anticipated to contain recommendations for transit improvements including …" This Station Area Vision Plan has not cleared CEQA in spite of a pending Notice of Preparation for more than a year. Please delete all references to the Station Area vision Plan until a final CEQA EIR is complete.

I006-175 Figure 3.13-3 Station Connectivity—Bakersfield F Street Station – Please add a red dotted line depicting the walking times and distances to/from the F Street Station to/from the Downtown Transit Center; and to/from the F Street Station to/from the Bakersfield Amtrak Station.

I006-176 "The proposed Bakersfield F Street Station would be compatible with local zoning for higherdensity development " Please explain in this section that part of the station area surround F Street is located in the glide slope buffer of Bakersfield Meadows Field and subject to height limitations. Please discuss how these height limitations could limit the future density and intensity of development around the Bakersfield F Street Station site.

I006-177 "Ultimately, the City of Bakersfield would be responsible for implementing the guidelines to focus growth in the station area. The City's future HSR Station Area Vision Plan and subsequent environmental review, while partially funded by the Authority, are not a part of this analysis." If the Station Area Vision Plan is not part of this analysis, why is the document repeatedly referenced, discussed, and cited?

I006-178 "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." This is an incorrect statement given that approximately 20-25% of the station area is located in a floodplain. Please add the following statement "Approximately 23 percent of the F Street Station study area is located in a flood plain with development restrictions. Therefore, compared to the Truxtun Avenue Station, the F Street Station presents less opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing."

I006-179 "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." Please note, this statement directly conflicts with multiple high-speed rail and economic studies comparing the Truxtun Avenue and a Golden State Avenue Station. In pertinent part, the Kern COG Terminal Impact Analysis Report states **"The Truxtun Station is located within walking distance of the downtown area including two hotels, the convention center, many government office buildings and Bakersfield's new Ice Center and new McMurtrey Aquatic Center … The proximity of governmental offices and the convention center to the Truxtun site could provide synergy to a HSR station development and provide an undetermined boast to area economic development. The Truxtun site also appears less impacted by planned freeway development. Conversely, the development of an elevated freeway between Golden State Avenue and the UP tracks would leave little attractive area in the corridor for HSR station economic benefits, except north of the tracks. This site influence area would not be perceived as downtown by many residents and visitors"** Please quote this report in the EIR.

Please refer to and cite the KernCOG Terminal Impact Analysis Report which compared a Truxtun Avenue Station and Golden State Avenue Station. This report can be accessed at: http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

I006-180 Given the disconnect between the F-B LGA Station and the Amtrak Station, please analyze an additional station in Old Town Kern over Sumner Street that has a modal connection to Amtrak along the BNSF in Old Town Kern (i.e., a second Amtrak Station similar to Oakland's two Capital Corridor Stations).

I006-181 Additionally, please add the following mitigation measure: "Construction of a light rail line that connects the California Avenue Corridor, Amtrak, and Civic Center to a high-speed rail station at F Street and Golden State Avenue."

Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.14 Agricultural Land

I006-182 Figures 3.14-1 and 3.14-2 and 3.14-3 and 3.14-4 – These figures have an orange/brown line depicting community/urban area, however, the islands noted on this map are highly urbanized and part of the urban area. Please correct the boundary to correctly depict the urbanized areas. On these figures, please note (perhaps through a dotted line) where the alignments are along existing transportation corridors (i.e., other railroad rights-of-way).

I006-183 "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area and approximately 36 acres in the indirect study area are classified as Important Farmland." Please correct this in accordance with the Final May 2014 Project EIR. In the May 2014 Project Final EIR, "Table 3.14-5 shows the potential permanent conversion of Important Farmlands with the combination of the project footprint and noneconomic remnants (by category) for the HST. Table 3.14-6 lists the total acres of protected farmlands (Williamson Act and Farmland Security Zone) affected by project alignment alternatives, including remnant parcels that would likely not be suitable for farming after the project is completed." This table in the adopted May 2014 EIR states that the Bakersfield Hybrid Alternative permanently effects 0 acres of prime farmland, farmland of state importance, unique farmland, and farmland of local importance. Please refer to: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_I_CH3_14_Agricultural_Lands.pdf

Table 3.14-5
Maximum Amount of Important Farmlands Permanently Affected by Each Alternative Alignment in Comparison to the Corresponding Segment of the BNSF Alternative (acres)[a, b]

County/ Alternative Alignment	County/ Important Farmland Classification				
	Prime Farmland	Farmland of Statewide Importance	Unique Farmland	Farmland of Local Importance	Total
Allensworth Bypass Alternative	0	0	0	0	0
Wasco-Shafter Bypass Alternative	0	0	0	0	0
Bakersfield South Alternative	0	0	0	0	0
Bakersfield Hybrid Alternative	0	0	0	0	0
Kings County					
BNSF Alternative	300	555	116	0	971
Comparison of Other Alternatives to Corresponding Segment of BNSF Alternative					
Hanford West Bypass 1 Alternative	-47	-205	3	0	-249
Hanford West Bypass 1 Modified Alternative	19	-211	58	0	-134
Hanford West Bypass 2 Alternative	-46	-200	10	0	-236
Hanford West Bypass 2 Modified Alternative	40	-156	47	0	-69
Corcoran Elevated Alternative	0	-19	0	0	-19
Corcoran Bypass Alternative	0	68	2	0	90
Allensworth Bypass Alternative	0	0	0	0	0
Wasco-Shafter Bypass Alternative	0	0	0	0	0
Bakersfield South Alternative	0	0	0	0	0
Bakersfield Hybrid Alternative	0	0	0	0	0

I006-183 A screenshot is included for your reference.

Table 3.14-6
Protected Farmland Permanently Converted by Each Alignment in Comparison to the Corresponding Segment of the BNSF Alternative (acres)[a]

Alternative	Williamson Act Land Acres[a]	Williamson Act Parcels[b]	FSZ Land Acres[a]	FSZ Parcels[b]
BNSF Alternative	2,096	639	358	96
Comparison of Other Alternatives to Corresponding Segment of BNSF Alternative				
Hanford West Bypass 1 Alternative	-196	157	-232	-38
Hanford West Bypass 1 Modified Alternative	-189	225	-225	-44
Hanford West Bypass 2 Alternative	-253	150	-181	-12
Hanford West Bypass 2 Modified Alternative	-147	247	-174	-15
Corcoran Elevated Alternative	-114	-31	15	4
Corcoran Bypass Alternative	-113	-17	57	22
Allensworth Bypass Alternative	-10	38	-8	1
Wasco–Shafter Bypass Alternative	-13	-20	0	0
Bakersfield South Alternative	0	0	0	0
Bakersfield Hybrid Alternative	0	0	0	0

[a] Acreages are rounded to the nearest whole number. The acreages listed do not include farmland under nonrenewable Williamson Act contracts.
FSZ = Farmland Security Zone

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-184

The farmland numbers for the Hybrid Alignment cited in the F-B LGA draft EIR are in error and mistakenly report the Shafter Heavy Maintenance Facility, not the Hybrid Alignment. Please refer Table 3.14-7 in the Final Frenso to Bakersfield EIR. A screenshot has been provided.

Table 3.14-7
Important Farmlands within Potential Heavy Maintenance Facility Alternative Sites (acres)[a]

HMF Alternative Sites	Important Farmlands				
	Prime Farmland	Farmland of Statewide Importance	Unique Farmland	Farmland of Local Importance	Total
Fresno Works–Fresno (590 acres)	382	0	0	8	390
Kings County–Hanford (510 acres)	80	304	101	0	485
Kern COG–Wasco (420 acres)	409	0	0	0	409
Kern COG–Shafter East (490 acres)	489	0	0	0	489
Kern COG–Shafter West (480 acres)	455	0	0	0	455

Note:
[a] Acreages are rounded to the nearest whole number.
Acronyms:
COG = Council of Governments
HMF = heavy maintenance facility

As such, please correct the following statement "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 50 percent, or 485 acres, in the permanent project footprint of the direct impact study area" to say "Agricultural lands adjacent to the May 2014 Project are located mostly in unincorporated Kern County between Shafter to the north and Bakersfield to the south. Approximately 0 percent, or 0 acres, in the permanent project footprint of the direct impact study area"

Please also correct the comparative analysis, including but not limited to Section S.6.13 and Table S-2 in the Volume I Summary comparing the farmland impacts of both alignments. Please also correct other tables where this incorrect information appears, including but not limited to Table 3.14-4 Direct and Indirect Effects to Important Farmland from the May 2014 Project and Table 3.14-6 Important Farmland Permanently Affected by the May 2014 Project.

3.15 Parks, Recreation, and Open Space

I006-185

"Table 3.15-4 Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Study Area for the Bakersfield Station Location" – Please add Sam Lynn Ball Park

I006-186

Table 3.15-1 Parks, Recreation, and Open Space Resources within 1,000 feet of the F-B LGA Centerline – Why does Kern River Parkway say 96.9 acres in this table and only 56.4 acres Table 3.15-4?

I006-187

F-B LGA crosses through the center of Wiell Park. Please include visual/aesthetic impacts and shade effects as permanent impacts. Please include an under viaduct lighting plan as a mitigation measure for F-B LGA where it crosses Weill Park and the Kern River Parkway.

I006-188

Is Wiell Park entirely within the 300 foot buffer? Please specify.

I006-189

"The F-B LGA would pass over Weill Park on an elevated guideway of 75 feet (visual effects are addressed below, under Impact PK#4). Weill Park consists of open grass areas and trees." Please specify how many trees would need to be removed in the park.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.16 Aesthetics and Visual Resources

I006-190 Given the height and proximity of F-B LGA to the Bakersfield bluffs, please add a Bakersfield Bluffs landscape unit analysis of the visual impacts of the homes looking south and west towards F-B LGA.

I006-191 Given the height of the viaduct relative to other downtown structures, please add a Downtown Bakersfield landscape unit of analysis of the visual impacts looking northward towards F-B LGA, including but not limited to the CA-178 overcrossing.

I006-192 Please add a viewpoint from the residences at 24th and R Street looking Northeast.

Please add a viewpoint from the residences of 26th and K Street looking North.

I006-193 Figure 3.16-30 KVP 8 Existing and Simulated Views from SR 204 South Frontage Road, Looking North toward Bakersfield F Street Station Site – Please add the sound walls and catenary wires to this rendering. Please also note, existing and simulated are taken from different locations. Existing is from across CA-204 (access road near Smart and Final) where as the simulated is taken from near Garces Circle. Please redo KVP 8 with comparable angles/distances from the site for an equivalent before and after comparison.

I006-194 Figure 3.16-29 KVP 7 Existing and Simulated Views of Kern River Parkway Bike Trail toward Alignment – Please add the sound walls to this rendering.

I006-195 "Figure 3.16-31 KVP 9 Existing and Simulated Views from Garces Circle in Central Bakersfield Looking North" – Please add the sound walls to this rendering.

I006-196 Please add a simulated view on 24th Street looking East.

3.17 Cultural Resources

I006-197 The addition of an elevated viaduct over Sumner Street introduces visual, atmospheric, and audible elements that diminish the integrity of Noriega's, Narducci's Café, Pyrenees Café, and the Southern Pacific Railroad Depot's significant historic features.

I006-198 Table 3.17-2 Local Agency Consultation and Outreach Efforts and Table 3.17-3 Historical Societies and Museums Consulted – It seems odd that all outreach efforts received no response. Please consider holding a Town Hall in the affected neighborhoods so both the public and local agencies can provide input on modifications to APEs. Please also explain how outreach was conducted and include a record of the outreach materials/correspondence in a technical appendix.

I006-199 Please provide an analysis of a below grade option for F-B LGA along Golden State Avenue and Sumner Street.

I006-200 "Participants of these meetings did not express concerns for historic resources that may be affected by the F-B LGA." Please delete this sentence. I attended both of these public meetings and expressed concern about the elevated viaduct over Sumner Street at both open houses, including a third one in Oildale.

I006-201 "The proposed project would not cause an indirect adverse effect on this historic property from the visual introduction of an elevated rail line in front of the buildings. The rail would be on viaduct within Sumner Street in front (north) of Noriega's, and would be visible from the windows and main entrance on the northern façade;" – Please delete this. Although Criterion 1, the addition of an elevated viaduct over Sumner Street is a character defining feature that introduces visual, atmospheric, and audible elements that diminish the integrity of Noriega's, Narducci's Café, Pyrenees Café, and the Southern Pacific Railroad Depot's significant historic features.

I006-202 Please include the structures of the Kern Count Museum/Pioneer Village in the Historic and Cultural APE analysis.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

3.18 Regional Growth

I006-203 "Estimate Transportation Benefits. Using results from the California Statewide High-Speed Rail Travel Demand Model, benefits such as reduced travel times and costs of the HSR system for air, highway, and conventional rail trips were estimated using travel demand model results." – Please compare F-B LGA to the May 2014 Project based on differences in travel times associated with first/last mile connections to each station site. It should not be assumed that these are the same for both stations.

I006-204 "the F-B LGA, like the May 2014 Project, would encourage compact, efficient land use in the region by providing an economic driver for higher-density infill development around downtown HSR stations, including the F Street Station. This higher-density development would increase opportunities for transit-oriented design, which could reduce greenhouse gas emissions related to transportation." Please include a comparison of available land development around the F-B LGA station compared to the May 2014 project station, including but not limited to the impacts of the Kern River floodplain and height restrictions associated with the Bakersfield Meadows Field approach and glide slopes on runway approaches south from downtown towards Meadows Field. Please also discuss the impacts of co-locating the station adjacent to Amtrak vs. 1.5-2 miles from Amtrak.

I006-205 "The anticipated densification pattern projected to occur in the vicinity of HSR stations, including the F Street Station, would help reduce land use consumption as the population grows and support opportunities for transit-oriented development, which could reduce greenhouse gas emissions related to transportation." Please justify the following statement and support through data "which could reduce greenhouse gas emissions related to transportation" given the F-B LGA's farther proximity from downtown destinations and a modal connection to Amtrak – or delete this statement altogether. Compared to the May 2014 project, all indications suggest that F-B LGA increases emissions (compared to the May 2014 project) by increasing VMT, adding motorized vehicle trips, and creating gaps in the transportation network by removing a multi-modal connection with Amtrak.

3.19 Cumulative Impacts

I006-206 "The F-B LGA would encourage compact, efficient land use in the region by providing an economic driver for higher-density infill development around the downtown HSR station." Please delete this statement as it is inconsistent with the KernCOG Terminal Impact Analysis Study. This study compared a station on Golden State Avenue to a station at Truxtun Avenue and concluded that a Truxtun Avenue Station supported higher-density development than the Golden State Avenue Station.

I006-207 "The F-B LGA has the greatest potential to have long-term impacts on traffic at and near the proposed F Street Station, which would attract and concentrate traffic that is entering or exiting the station parking lots and drop-off areas." Please add a statement about the increased potential for VMT and motorized vehicle trips to connect to/from F-B LGA Station to/from Amtrak, Rabobank Arena, and the Convention Center.

I006-208 "Overall, the F-B LGA would decrease GHG emissions by reducing vehicle and aircraft trips and also would result in a net reduction in carbon dioxide emissions as described in Section 3.3, Air Quality, of this Draft Supplemental EIR/EIS." Please conduct an intensity analysis comparing the air quality and GHG emissions associated with varying modal choices for first-and-last mile connections at F-B LGA and the May 2014 project station locations compared.

I006-209 "In order to meet the Senate Bill 375 targets for reduced GHG emissions from automobiles and light trucks, future regional transportation plans may encourage more compact development patterns." Please explain and reconcile how separating F-B LGA station from Amtrak (versus intermodal rail hub in the May 2014 project) will impact GHG emissions from automobiles and light trucks.

I006-210 Please remove all references to the Bakersfield HSR Station Area Plan as this is not an approved CEQA plan.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

4 SECTION 4(F)/6(F) EVALUATION

I006-211 "The parks, recreation, and open space properties evaluated for Section 4(f) use for the May 2014 Project include: Town Square, Stringham Park, Kirschenmann Park, Austin Creek Park, Kern River Parkway, Jastro Park, McMurtrey Aquatic Center, Bakersfield Amtrak Station Playground, Mill Creek Linear Park, Centennial Plaza, and Central Park."

Mill Creek Linear Park and Central park are the same facilities listed twice.

I006-212 Figure 4-1 – The gray area denoting "community/urban area" excludes urbanized areas of unincorporated Kern County (e.g., Oildale and areas known as "county islands") that are part of the metropolitan area. Please redo this figure and the associated analysis taking into account the actual and correct urban area.

I006-213 Table 4-2 – Mill Creek Linear Park is omitted from this table, however, Mill Creek Linear Park is north of Central Park and extends from 21st to 24th Street. Please correct Table 4-2 and add Mill Creek Linear Park. Both Central Park and Mill Creek Linear Park were included in the May 2014 Project description but erroneously excluded for F-B LGA. Please correct and include in the F-B LGA analysis (including but not limited to tables, narrative, and summary analysis in other sections).

I006-214 Figure 4-6 – Mill Creek Linear Park (between 21st and 24th Street) is within 1,000 feet of the project centerline. Please include as part of your analysis in section 4.3.2.1.

I006-215 Volume III, Section A, PDF Page 59 shows that the elevated viaduct at 70 feet above the Kern River Parkway. As such, please correct the following statement "The F-B LGA would cross above the Kern River Parkway on an elevated guideway at a height of approximately 45 feet in an area that contains a pathway available for bikes and pedestrians and features that serve floodway purposes" on Page 4-31. What is the reason for the discrepancy? Please explain the discrepancy and correct.

I006-216 "The F-B LGA would not acquire land from the Metropolitan Recreation Center and, therefore, would not result in a permanent or temporary use of this park." The Bakersfield Station Area Plan (cited in this EIR states that the Metropolitan Recreation Center will be developed as mixed-use (mostly non-recreational uses if the F-B LGA Station is placed in the vicinity of F St and Golden State Avenue. Can you please explain this discrepancy between cited material earlier in the EIR and the above quoted statement?

I006-217 Kern County Museum and Park – "As discussed in Section 3.4, Noise and Vibration, noise impacts due to operation of the HSR would result in a moderate increase in noise levels (from 48 dBA Leq to 60 dBA Leq) with implementation of a 14-foot-high sound wall. The portion of the park in the study area is characterized by multiple noise-generating uses, including highways and railroads in between the park and the project. The operation of the HSR would not substantially and adversely impact the normal use of the park because noise from the operations would be temporary (i.e., HSR noise would only be experienced when the trains pass through this area). Because of the existing levels of ambient noise, the types of uses accommodated, and considering the inclusion of the applicable mitigation measures (N&V-MM #3 in Section 3.4 of this Draft Supplemental EIR/EIS), the moderate increase in noise levels would not substantially impair the attributes that qualify the facility for protection under Section 4(f)." The preceding quoted section references noise and vibration impacts on the Kern County Museum and Park

I006-217 but does not discuss or explain vibration impacts. Can you please explain (in pertinent part in this section) the vibration impacts of F-B LGA on the Kern County Museum and Park?

I006-218 "Weill Park Use Assessment The F-B LGA would pass over Weill Park on an elevated guideway at a height of approximately 75 feet in an area that contains open grassy areas." – **Please confirm the 30 foot height difference between Weill Park and Kern River Parkway noted earlier** "Kern River Parkway Use Assessment The F-B LGA would cross above the Kern River Parkway on an elevated guideway at a height of approximately 45 feet in an area that contains a pathway available for bikes and pedestrians and features that serve floodway purposes."

I006-219 "Footings for the columns that would support the guideway would be constructed within Weill Park and would permanently impact 0.07 acre." Please explain the shading effects of the elevated viaduct on the park and include this as an impact? Consistent with the May 2014 project, please explain and include the permanent maintenance easement impacts of F-B LGA on Wiell Park.

I006-220 Also, for consistency with the May 2014 Project, please add the following language into F-B LGA regarding all viaduct crossing over F-B LGA parks, including but not limited to the Kern River Parkway and Wiell Park. In pertinent part, please state "Introduction of the HST guideway above the park would introduce a visual transportation element that did not previously exist. The minimum vertical clearance over the park would be approximately (Insert Correct Number) feet and the width of the guideway would range from (Insert Correct Range).

I006-221 "As discussed in Section 3.4 Noise and Vibration, noise impacts due to operation of the HSR would result in a minor increase in noise levels (from 62 dBA Leq to 65 dBA Leq) with implementation of a 14-foot-high sound wall. The park is characterized by multiple noise generating uses, including nearby industrial uses and roadways. The operation of the HSR would not substantially and adversely impact the normal use of the parkway because noise from the operations would be temporary (i.e., HSR noise would only be experienced when the trains pass through this area). Because of the existing levels of ambient noise, the types of uses accommodated, and considering the inclusion of the applicable mitigation measures, the moderate increase in noise levels would not substantially impair the attributes that qualify the facility for protection under Section 4(f)." – Please explain the vibration impacts on Wiell Park.

I006-222 "Based on the information gathered to date, FRA's preliminary finding is that the F-B LGA could result in a de minimis impact on Weill Park in Bakersfield." As a mitigation measure, please include the addition of a new park on each side of the alignment in the vicinity of Wiell Park.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

5 ENVIRONMENTAL JUSTICE

I006-223 "This section describes the regulatory setting and the affected environment used for the analysis of impacts to minority and low-income populations; the impacts that would result from implementation of the Fresno to Bakersfield Locally Generated Alternative (F-B LGA); and avoidance and minimization measures and mitigation measures applicable to the F-B LGA that would reduce these impacts. Demographic analysis of socioeconomics, communities, and environmental justice, including race, ethnicity, income, and housing characteristics, is provided in the Fresno to Bakersfield Draft Supplemental Community Impact Assessment Technical Report (F-B LGA CIA) (California High-Speed Rail Authority [Authority] and Federal Railroad Administration [FRA] 2017)."

Since moving alignments from the May 2014 Project to F-B LGA (if approved) could have adverse impacts on economic development around the May 2014 Project – please conduct an environmental justice analysis of the impacts of lost/foregone economic growth around the May 2014 Project Station Area if F-B LGA is selected.

I006-224 Section 3.0, Regulatory Setting, in the Fresno to Bakersfield Section CIA (Authority and FRA 2012) provides a discussion of applicable regional and local regulations related to socioeconomic, community and environmental justice issues applicable to the HSR project, including the F-B LGA. Such regulations include the Kern County General Plan (2009a and 2009b), Kern County Bicycle Master Plan (2010a), the Kern County Economic Development Strategy (2010b), the Kern Council of Governments' Regional Housing Needs Allocation Plan (2014), City of Shafter General Plan (2005), City of Shafter Municipal Code (2017), Metropolitan Bakersfield General Plan (2007), the Downtown Bakersfield Redevelopment Plan (in progress; 2017), and Southeast Bakersfield Redevelopment Plan (2010).

Please also include/incorporate the Kern Council of Governments Terminal Impact Analysis Study and Transit Center Study available at: http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf

I006-225 "Data sources include the 2000 and 2010 decennial U.S. Censuses and 2013 American Community Survey (ACS)." **Were the same decennial census data sets used to analyzed the May 2014 Project and F-B LGA? Please redo the analysis for the same census data set for both alignments.**

I006-226 Please also analyze F-B LGA in accordance with Cal Enviro Screen data.

I006-227 The resource study area for environmental justice is located within Kern County and is defined as the project corridor for the F-B LGA, which runs south from the north end of the City of Shafter to the southeast end of Bakersfield, and includes the census blocks and block groups that lie completely or partially within a 0.5-mile radius of the F-B LGA, proposed F Street station and maintenance of infrastructure facility (MOIF). **Please clarify if this is 0.5 mile of the F-B LGA alignment, as it is presently unclear as written.**

I006-228 "Within Kern County, the May 2014 Project directly affects two urban areas and one suburban area: the incorporated Cities of Shafter and Bakersfield, and the unincorporated community of Crome. Unincorporated portions of Kern County are also included in the resource study area. A total of 72,009 people reside within the environmental justice resource study area for the May 2014 Project. Of that

I006-228 population, 70.1 percent are minority and 24.2 percent are low-income." **Please specify why these numbers are notably higher than the numbers in the approved May 2014 project EIR contained in Table 3.12-6.**

I006-229 Figure 5-2 – Please confirm that the yellow, orange, brown shaded areas outside of 0.5 mile radius of the May 2014 project were not counted minority/low-income communities impacted by the May 2014 project.

I006-230 Please revise this chapter to state that under the current F-B LGA proposal, if approved, the station would be moved from a minority/low-income community near South of Truxtun Avenue near Union Avenue (May 2014 project) to a non-low-income minority community as part of F-B LGA at F St and Golden State Avenue.

I006-231 The May 2014 Project (Table 3.12-6) includes an analysis of the environmental justice impacts for Northeast Bakersfield to account for the impacts from Union Avenue to Oswell Street. Table 5-2 in the F-B LGA EIR does not include an analysis of the environmental justice impacts for northeast Bakersfield despite of a closer alignment. Please add the environmental justice impacts of F-B LGA on Northeast Bakersfield. In Table 5-2, please disaggregate the environmental justice impacts by the City of Shafter, Kern County, Bakersfield Central District, and the Bakersfield Northeast District for a direct comparison to Table 3.12-6 (and related sections) in the May 2014 Project EIR. I would like the ability to review this and comment on this data and analysis before the draft EIR becomes final.

I006-232 As noted above, the subsequent statement is incorrect "In the F-B LGA CIA (Authority and FRA 2017)), the City of Bakersfield was not divided into districts as was done for the Fresno to Bakersfield CIA (2012) because the F-B LGA does not traverse the City's neighborhoods" because F-B LGA traverses Central and Northeast Bakersfield along CA-204 and Sumner Street, respectively. Please refer to the following map for the correct City of Bakersfield city limits as of 2017:
http://www.bakersfieldcity.us/civicax/filebank/blobdload.aspx?BlobID=28713

I006-233 "The alignment would pass through the cities of Shafter and Bakersfield and unincorporated areas of Kern County, including the community of Oildale. Historically, these communities have grown on either side of the existing heavy rail corridors and on either side of the area's major highways, which currently act as natural dividers between neighborhoods." As noted by the above City Limit map, the above statement is incorrect as Oildale is in the unincorporated section of Kern County north of the Kern River. As such, F-B LGA does bisect Central Bakersfield rather than passing along a jurisdictional border.

I006-234 "As the F-B LGA continues across the central district and into the eastern portion of the northeast district, it follows SR 204 and then the existing railroad corridor that traverses the city. Because of the existing transportation features (i.e., SR 99, SR 204, and the Union Pacific Railroad corridor) dividing communities along this section, it is not necessary to organize the analysis by district." This statement is wholly inconsistent and a different methodology than was used for the May 2014 Project. The May 2014 Project ran predominantly along an existing transportation (BNSF railroad) corridor. In the May 2014 Project, analysis was conducted by district in spite of following along established transportation corridors. Please re-complete this analysis using the same methodology as the May 2014 Project and include an analysis by district. I would like the opportunity to comment on this methodology and findings before the EIR is finalized.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-235 "The F-B LGA would be located on the edges of neighborhoods that have been developed in the vicinity of the existing rail corridor and highways over the past decades." Please delete this statement as it is not correct as F-B LGA bisects downtown Bakersfield along CA-204 and Old Town Kern along Sumner Street.

I006-236 "Within the environmental justice resource study area, 30.8 percent of the population resides in the City of Bakersfield, 19.1 percent in the City of Shafter, 9.1 percent in the community of Oildale, and the remaining 42.2 percent in unincorporated areas of Kern County that are outside Shafter, Bakersfield, and Oildale" Oildale is an unincorporated area of Kern County. Please explain why an inconsistent methodology was used providing disaggregated data for Oildale (a district of unincorporated Kern County) but not district level data for the City of Bakersfield (and other municipalities).

I006-237 Footnote "The percentage of the population that qualifies as low-income is based on the number of people for whom poverty status was determined in 2013 in the area comprised of all Census block groups that fully or partially overlie the study area. This data was used because 2013 data was the most recently available at the time of this study and the block group level is the smallest geographic area for which income status is provided." Please explain if the analysis for the May 2014 project was redone using the same data set for a side-by-side comparison?

I006-238 "Since 2007, over 170 meetings were held regarding the Fresno to Bakersfield Section of the HSR project, including meetings to identify minority and low-income areas and with various community leaders to identify strategies for outreach to those communities and gain their input." **This outreach is not specific to F-B LGA Project. F-B LGA did not exist until December 2014. Please specify how many meetings for the HSR project including meetings to identify minority and low-income areas and with various community leaders to identify strategies for outreach to those communities and gain their input were specific to F-B LGA. Please delete the above statement as none of the above outreach was specific to the development of F-B LGA.**

I006-239 "More recently, since 2014, additional meetings targeted at minority and low-income populations have been held to inform the F-B LGA and the analysis of environmental impacts identified in this Draft Supplemental EIR/EIS." **Please revise to specify the exact number of meetings since December 2014 targeted low-income and minority populations to inform F-B LGA. Please revise "since 2014" to say "since December 2014" to not confuse outreach efforts associated with the May 2014 project.**

I006-240 **"**The purpose of the outreach was to receive input on minority and low-income populations regarding the project; to obtain their comments as part of the public record; to identify potential impacts and mitigation to avoid, minimize, or mitigate disproportionately high and adverse effects on these populations; to ensure the full and fair participation by minority and low-income populations in the planning process; and to prevent denial of, reduction in, or significant delay in the receipt of project benefits by minority and low-income populations." **How can outreach efforts conducted since 2007 (a 7-year period prior to the creation of the F-B LGA be used to receive input on minority/low-income populations regarding a project segment created on or about December 2014? How can this ensure full and fair participation by minority and low income populations in the planning process if the F-B LGA wasn't in existence when the meetings intended to target this population were conducted starting in 2014?**

"Conduct environmental justice-specific community meetings to inform community members about the HSR Project, solicit input about community-based concerns, and establish opportunities for participation

I006-240 by community members in potentially affected minority and low-income areas; " **The EIR states that this outreach effort began in 2007. Please explain how community based concerns and input were solicited beginning 7 years prior to the conceptual development of the F-B LGA project?**

"Develop modifications to avoid or minimize impacts on minority and low-income areas;" **The EIR states that this outreach effort began in 2007. Please explain how outreach to minimize impacts on minority or low-income areas for this project started 7 years prior to the conceptual development of the F-B LGA project?**

I006-241 **"**The Authority also gave presentations to both the Greater Bakersfield Chamber of Commerce and the Shafter Chamber of Commerce and conducted working group meetings with the Sumner Street Businesses." **The Executive Director of the Kern County Black Chamber of Commerce (and his guests) were denied entry and the ability to participate the presentation at the Greater Bakersfield Chamber of Commerce. Please remove this as an outreach effort. Why weren't the Kern County Black Chamber of Commerce and Hispanic Chamber of Commerce apart of these outreach efforts?**

I006-242 **"**Issues raised during outreach activities for the Fresno to Bakersfield Section EIR/EIS that were not raised during the outreach for the F-B LGA, include: concerns that the HSR would divide or further divide communities; lack of access to appropriate job training; concerns that the HSR will not benefit the Central Valley traveler; impacts to local churches, schools, and local landmarks/facilities; and concerns regarding the ability of low-income or unemployed community members to relocate if impacted." I personally attended the community meeting at Riverview Community Gymnasium where the above issues were raised. Please delete the above statement. An audio recording of this meeting can be made available to the authority on request.

I006-243 **"**No other specific environmental justice related comments have been raised during the public outreach conducted for the F-B LGA." **The above statement is not true. Multiple community members including but not limited to Kevin Bush, Troy Hightower, Adam Cohen and others emailed the authority expressing concern over outreach efforts, including but not limited to an error associated with an auto-reply email stating "Thank you for your support of the Fresno-Bakersfield Locally Generated Alignment" or words to that effect when comments submitted during public outreach actually were in opposition to F-B LGA by minority members. Please delete the above sentence and please note these other comments/concerns, including but not limited to procedural concerns regarding environmental justice and the public process for this specific environmental study in the F-B EIR.**

I006-244 **"**The communities around the proposed Truxtun Avenue Station contain many minority and low-income populations." **Please discuss/explain the impact of potentially moving the May 2014 Project Station from this community to F Street and Golden State Avenue. What impact will this have on low-income and minority community access to high-speed rail, including but not limited to being able to walk to high-speed rail.**

I006-245 **"**In addition, Bakersfield High School could be impacted, which is a facility used by the community as a whole, including minority and low-income populations." And "The May 2014 Project would displace the Industrial Arts building at Bakersfield High School, which is attended by predominantly minority and low-income students." This statement was associated with the Bakersfield South alignment of the May 2014 Project not the Hybrid Alignment (approved alignment) of the May 2014 project being compared as part of the F-B LGA EIR. Please delete the above statements as they are incorrect.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-246 **"**5.6.2.2 Operation Period Impacts The May 2014 Project would result in disproportionately high and adverse effects on minority and low-income populations." Not all categories of analysis of the May 2014 project result in disproportionately high and adverse effects. Please note the specific categories of study that this statement applies to.

I006-247 **"**The F-B LGA would primarily follow existing and long-established highway and railroad corridors that traverse the study area and divide existing neighborhoods. The F-B LGA primarily traverses areas zoned for industrial or commercial use, minimizing the impacts to residentially-zoned properties that include minority and low-income populations as compared to the May 2014 Project." Please state, for equivalence, that the May 2014 Project follows an existing long established BNSF railroad corridor.

I006-248 **Please revise Table 5-3 to account for comments, errors, and omissions identified in other sections of the EIR.**

I006-249 **"**Lesser impacts would occur under the F-B LGA as it would result in the displacement of 86 residences compared to the May 2014 Project, which would displace 384 residences**." Page 3.12-132 of the May 2014 Project (for the Hybrid Alignment) states "The Bakersfield Hybrid Alternative would displace about 231 residential units in Bakersfield. Of these, 62 would occur in the Northeast district and 71 (70 units at the CityPlace affordable housing apartment complex) would occur in the Central district, both of which contain high-density minority and low-income populations." Please correct the following statement in the F-B LGA EIR ""Lesser impacts would occur under the F-B LGA as it would result in the displacement of 86 residences compared to the May 2014 Project, which would displace 384 residences." With the correct information from the May 2014 Project (refer to Page 3.12-132).**

I006-250 **"**Lesser impacts would occur under the F-B LGA as it would result in permanent conversion of an estimated 844 acres of land currently in other uses to transportation-related uses compared to the 977 acres that would be converted by the May 2014 Project." **As noted as an error in a previous section, please remove the ~450 acres of the Shafter Heavy Maintenance Facility as an impact from the 977 acres incorrectly stated above.**

I006-251 **"**Additionally, unlike the May 2014 Project, the F-B LGA would primarily follow existing transportation corridors and would result largely in the conversion of industrial/commercial uses to transportation." **As stated previously, the May 2014 Project follows primarily an existing BNSF transportation corridor. As such, please delete the above quote. Please also add the conversion of agriculture to transportation uses as an impact of F-B LGA.**

I006-252 Lesser impacts would occur under the F-B LGA because fewer parks and schools are located in close proximity to project activities than under the May 2014 Project and mitigation would provide appropriate compensation for permanently acquired parklands. **Please also note and amend to account for the errors previously identified here in a prior section.**

I006-253 Comparable operational impacts would Visual high and adverse high and adverse occur under both alternatives, but the F-B LGA would be considered preferable based on reduced impacts to residential uses; impacts during construction would be the same for both alternatives. **Why are residential uses considered lower impact than commercial uses from an environmental justice perspective? Please include an analysis of the impacts of F-B LGA on minority and low-income owner/operated businesses and number of minority/low-income workers displaced and impacted. Please explain.**

I006-254 **"**As part of the outreach effort, the Authority conducted numerous stakeholder meetings in 2015 to discuss the F-B LGA and obtain feedback about community concerns, including three community open houses, one activity center, and a Stakeholder Working Group with an impacted group of businesses." Please specify whether the participants were minority or low-income businesses. How many?

I006-255 **"**Additionally, station construction and planned station area improvements at the F Street Station in Bakersfield would benefit the local minority and low-income populations by providing interregional connectivity with other metropolitan centers, inducing residential and commercial infill development and increasing property values in the surrounding area." How will the lack of an intermodal connection to Amtrak impact low-income and minority communities? What are the time and economic costs of making this connection? How will communities South of Truxtun Avenue and East of Union Avenue that could walk to the Truxtun Station be impacted by a station at F Street and Golden State Avenue? Will they be able to walk? How far will this be? What will be added time and economic costs for these communities to access the F-B LGA station? How may the F-B LGA Station relocation (from Truxtun Avenue) to F Street impact the communities south of Truxtun Avenue and East of Union Avenue, and how will these impacts be minimized and/or mitigated.

I006-256 "No new project mitigation measures apply solely to the F-B LGA." What mitigation measures will be implemented to mitigate or minimize the impacts of bisecting the Old Town Kern neighborhood along Sumner Street?

I006-257 "The minority and low-income populations in the study area would benefit from the transit improvements the F-B LGA would provide including improved mobility within the region, a reduction in traffic congestion on freeways, improvements in regional air quality, and the creation of new employment opportunities during project construction and operation." How will minority and low-income communities be impacted from the lack of an Amtrak/Bakersfield HSR intermodal connection? How is the removal of a planned intermodal Amtrak connection presently apart of the May 2014 project considered a transit improvement? Please explain.

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6 PROJECT COSTS AND OPERATIONS

Chapter 6 states "This chapter discusses the estimated costs for building, operating, and maintaining the Fresno to Bakersfield Locally Generated Alternative (F-B LGA) of the Fresno to Bakersfield Section of the California High-Speed Rail (HSR) System, based on a 15 percent level of design (Preliminary Engineering for Project Definition) used in preparing this Draft Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS). It also discusses the estimated costs for building, operating, and maintaining the comparable portion of the Fresno to Bakersfield Section Preferred Alternative (the "May 2014 Project"). The approach and details used to prepare the construction cost estimate are provided in the Hybrid-LGA Cost Estimate Comparison Report (California High-Speed Rail Authority [Authority] and Federal Railroad Administration [FRA] 2016), which is available upon request from the Authority." The following questions respond to this above referenced document.

Cost Estimate Questions (Operating Cost Memorandum):

I006-258 The F-B LGA draft EIR/EIS references a Cost Estimation Memorandum used as the methodological basis for developing cost comparisons between the May 2014 Project and the F-B LGA alignments. This Memorandum provided by Lisa Marie Alley upon request on or about January 9th 2018. For identification purposes, the File Name is titled "Hybrid-LGA Estimate Comp_Memo_10-26-17_Final.pdf" This memo is dated 10/26/2017 and is from Robert Harbuck to Melisa Bittancourt with the subject "Hybrid-LGA Cost Estimate Comparison."

Why wasn't this document made available to the public as an appendix in the draft EIR/EIS (and only available on request)? This wasn't publicly available for comment with the draft EIR/EIS. Why was this document not included or circulated with the draft EIR/EIS at the public locations where the draft EIR/EIS was supposed to be publicly available?

I006-259 Appendix E Line "40.08.442 Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks" – This cost is for transportation improvements associated with the Shafter HMF Facility and is not part of the May 2014 Project Alignment. What are the correct May 2014 project costs excluding the transportation improvements specific and only required as part of the HMF facility?vc

I006-260 Appendix E states "UNIT PRICE (3rd Quarter 2010) w/CP1 Experience Adjustment." These numbers, for example, 40.08 Highway/pedestrian overpass/grade separations use UNIT PRICE (3rd Quarter 2010) w/CP1 Experience Adjustment for the cost comparison contained in Appendix D. Were the Hybrid/May 2014 Project Cost Estimates Adjusted for UNIT PRICE (3rd Quarter 2010) w/CP1 Experience Adjustment across all of the same cost categories that were adjusted for F-B LGA?

I006-261 The attachment, PDF Page 37 of 39, states "RC commented that turnout costs were being doubled when referencing the unit price for UPE 10.14 – Track: Special track work (switches, turnouts, insulated joints). Cost estimators will revise as appropriate for a comparative estimate. RDP agreed to review the logic and correct. However if corrected in FB LGA, then it should be corrected in the original FB estimate" – Was this correction made in the original Fresno to Bakersfield (May 2014 Project) estimate?

I006-262 This document also states "RC noted City Cost Index is shown as Bakersfield. It was noted that the original estimate had used the Los Angeles City Index. The LGA estimate will follow a consistent approach as the original estimate." Were the same city cost indices (and same construction year indices) used for both F-B LGA and the May 2014 Project?

I006-263 This document states "The formula used to calculate the Maintenance of Traffic does not include the BNSF structures. Cost estimators concurred and will revise as appropriate for a comparative estimate." Was maintenance of traffic structures for the Union Pacific Railroad included for the F-B LGA alignment cost estimate?

I006-264 Why was the quantity for UPE 30.05.110 - Ballasted Track - Yard Track for the HA [hybrid alignment] estimate was revised from 2.00 miles to 3.37 miles?

I006-265 Line: 10.01 Track structure: Viaduct – Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for viaduct structures by $219,320,488? Are there design changes that could reduce the cost of the May 2014 Project Track Structure Viaduct (e.g., at-grade vs. elevated changes, birm vs. viaduct, etc.)?

I006-266 Please confirm and explain, as applicable, why the May 2014 Project has a Maintenance of Way Facility (MOWF) and F-B LGA alignment does not?

I006-267 Please confirm and explain, as applicable, why the May 2014 Project has a Ballasted Track - Yard Track and Ballasted Turnout, No. 15, and F-B LGA alignment does not?

I006-268 Please confirm and explain, as applicable, why the May 2014 Project has a Retaining Wall - 1 Wall (6' Avg. Height), and F-B LGA alignment does not?

I006-269 Line: 20.07 Automobile, bus, van accessways including roads – Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for Automobile, bus, van accessways including roads by $8,182,162?

I006-270 Line: 40.02 Site utilities, utility relocation - Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for Site utilities, utility relocation by $24,369,269?

I006-271 Line: 40.05 Site structures including retaining walls, sound walls - Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for Site structures including retaining walls, sound walls by $ 7,860,913?

I006-272 Line: 40.06 Temporary facilities and other indirect costs during construction - Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for Temporary facilities and other indirect costs during construction by $4,516,251?

I006-273 40.07 Purchase or lease of real estate - Can you please explain the cost variations between the Hybrid Alignment and F-B LGA? In other words, why is F-B LGA less expensive for Purchase or lease of real estate b $67,783,395?

I006-274 Where are the costs for the following 40.08 Highway/pedestrian overpass/grade separations: 1) 40.08.425A Roadway Overcrossing HSR - SR204/F St Interchange; 2) 40.08.425B Roadway Overcrossing HSR - 7th Standard Interchange; 3) 40.08.425C Roadway Overcrossing HSR - Poplar Ave.; 4) 40.08.425D Roadway Overcrossing HSR - Riverside St; 5) 40.08.435A Roadway Overcrossing HSR - Pedestrian Overcrossing - Carrier Canal; 6) 40.08.435B Roadway Overcrossing HSR - Pedestrian Overcrossing - F St; and 7) 40.08.440A Roadway Overcrossing HSR - 2 lane - 34th St? Are the costs for these transportation

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I006-274 projects included in F-B LGA? If not, please explain why the costs of these required infrastructure projects were excluded?

(the following comments refer to the information directly written in Chapter 6 "6 PROJECT COSTS AND OPERATIONS"

Table 6-1

I006-275 10 – tracks structures and track – please provide the distances of elevated and at-grade track and costs associated with each. Please include a per-mile and aggregate cost estimates for both types of track for F-B LGA and the May 2014 Project.

I006-276 20 - 20 Stations, Terminals, Intermodal – The stations are supposed to be comparable facilities. Please explain the $10 million cost difference between the May 2014 Project and F-B LGA.

I006-277 40 Site work, Right-of-Way, Land, Existing Improvements – F-B LGA impacts some very large and specialized commercial and industrial facilities, including a number of facilities identified with hazardous materials. Please explain the cost difference between the May2014 Project and F-B LGA.

I006-278 50 Communications & Signaling – Please explain the cost difference between the May2014 Project and F-B LGA.

I006-279 60 Electric Traction - Please explain the cost difference between the May2014 Project and F-B LGA.

I006-280 80 Professional Services (applies to Categories 10–60) - Please explain the cost difference between the May2014 Project and F-B LGA.

I006-281 90 Unallocated Contingency – Why is the unallocated contingency higher for the May 2014 Project than F-B LGA?

I006-282 Please included/explain the costs associated with constructing the interchange at F Street and Golden state Avenue. This is not solely a transportation facility but a minimum requirement for a viable station for F-B LGA at F Street and CA-204.

I006-283 Environmental mitigation costs are estimated at approximately 1 percent of the capital cost, given potential project impacts and typical mitigation costs in the region. – Please explain how this is an appropriate methodology given that one project impacts more residential uses (May 2014) and how the other project (F-B LGA) impacts more commercial/industrial uses according to the findings of this EIR?

I006-284 "HSR service during Phase 2 would extend to Sacramento and San Diego starting after" – Please update this statement per the most recent business plan.

I006-285 Footnote: "The May 2014 Project includes a curve that limits operating speed through the City of Bakersfield. This curve is needed to avoid specific critical community features as identified by the City. The F-B LGA does not require an operating speed limiting curve to avoid community features critical to the City of Bakersfield" Why wasn't this mitigation measure considered sufficient to address the City of Bakersfield's claimed impacts?

I006-286 Why are the costs in Table 6-4 approximately four times the costs in Table 6-5 for an approximately equivalent stations and track lengths? I can understand small variations but the large variations need to be explained and the methodology documented. For example, why is insurance more than 4 times more

I006-286 for the May 2014 Project than for F-B LGA? Why are administration costs four times more? Why are operating equipment and maintenance for times higher? Why is the station operations and maintenance cost more than three times greater for the May 2014 project than F-B LGA? The numbers do not make any sense without explanation.

I006-287 Please confirm that Tables 6-4 and 6-5 are written in the same inflation adjusted currency year.

I006-288 "The May 2014 Project and the F-B LGA have approximately the same number of trainset miles, stations, and route miles. Therefore, O&M costs for each of these alignments are considered to be the same. The costs associated with "Operation & Maintenance Equipment" for the May 2014 Project and the F-B LGA are apportioned on the basis of trainset miles operated within the May 2014 Project and the F-B LGA. The costs associated with "Maintenance of Infrastructure" of the May 2014 Project and the F-B LGA are apportioned as a ratio of 23 route miles to the 800 total route miles. The costs associated with "Stations" for the May 2014 Project and the F-B LGA are apportioned as a ratio based on 1 of the 24 stations being located in the May 2014 Project and the F-B LGA. The costs of "Administration" and "Contingency" are each calculated to be ten percent of the overall system costs." **If both projects have approximately the same number of trainset miles, stations, and route miles, why do the costs differ so significantly from infrastructure that is comparatively the same. Please double check your numbers and explain.**

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7 OTHER CEQA/NEPA CONSIDERATIONS

8 COMPARISON OF ALTERNATIVES AND IDENTIFICATION OF THE PREFERRED ALTERNATIVE

I006-289 As previously noted in other sections, Figure 8-1 incorrectly includes an oil field and the Shafter Heavy Maintenance Facility noted as part of the May 2014 project.

I006-290 "Comments received from the general public and local officials in Kern County rejected all alternatives with a station in downtown Bakersfield. The City of Bakersfield noted that the Preferred Alternative alignment identified in the Fresno to Bakersfield Section Final EIR/EIS would severely impact the City's ability to utilize existing City assets including its corporation yard, senior housing, and parking facilities at the Rabobank Arena, Theatre and Convention Center. The City also noted it would render unusable one of the City's premier health facilities and would affect the Bakersfield Commons project, a retail/commercial/residential development. The majority of individual and government official comments preferred an alternative that would bypass Bakersfield and locate a station on the outskirts of the city." **Please note, for the record in Chapter 8, that the City of Bakersfield previously approved a resolution in support of a downtown high-speed rail station at Truxtun Avenue. Also, why is a specific development parcel called out in this EIR (Bakersfield Commons)? Did the City of Shafter provide comments? Did Kern County provide comments? Why are comments only from the City of Bakersfield quoted and no other member of the public, public agency, or other stakeholder?**

I006-291 **"**As described in Section 9.4 of this Draft Supplemental EIR/EIS, a public hearing was scheduled during the 60-day formal comment period for the Draft Supplemental EIR/EIS on December 19, 2017 at the Bakersfield Marriot Hotel from 3:00 p.m. to 8:00 p.m." Please include a summary of the comments from this hearing in the final EIR.

I006-292 **"**Additionally, the F-B LGA is supported by the City of Bakersfield." Why is the City of Bakersfield given preference over the City of Shafter, County of Kern, members of the public, and other public agencies and stakeholders. Please explain.

I006-293 **Footnote:** In the Fresno to Bakersfield Section Final EIR/EIS, the proposed Shafter MOIF was collocated with the proposed heavy maintenance facility. For the purposes of this Draft Supplemental EIR/EIS, no heavy maintenance facility site has been considered for the F-B LGA; therefore, the acreage of the heavy maintenance facility analyzed in the Fresno to Bakersfield Section Final EIR/EIS has been omitted from the comparative analysis included in the analysis in this chapter and in the analysis of the May 2014 Project in Technical Appendix 8-A of this Draft Supplemental EIR/EIS. **But the acreage for the Shafter Heavy Maintenance Facility is shown in the project footprint and supporting documentation, including but not limited to Figure 8-1 and elsewhere throughout the EIR. Please explain.**

I006-294 **"**As shown in Table 8-A-39 of Appendix 8-A, Analysis of the Comparable Section (May 2014 Project), the F-B LGA would result in greater business relocations in the city of Shafter and community of Oildale when compared to the May 2014 Project. However, the F-B LGA would result in fewer business relocations in the city of Bakersfield and in unincorporated Kern County." Oildale is unincorporated Kern County. Please explain.

I006-295 **"**The F-B LGA, when compared to the May 2014 Project, would result in fewer permanent impacts to Important Farmlands. As shown in Table 8-3, the F-B LGA would permanently impact 372 acres of Important Farmlands compared to 485 acres under the May 2014 Project" **As noted in an earlier**

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I006-295 **section, please remove the Shafter Heavy Maintenance Facility from the acreage included in this comparison.**

10 EIR/EIS DISTRIBUTION

I006-296 10.5 Elected Officials In all the subsections below, the elected officials are listed in alphabetical order by surname.

Why was the F-B LGA EIR/EIS distributed to past and not current elected officials? For example, it was sent to Former Senator Boxer (not Senator Harris), former Assemblymember Shannon Grove (not Assemblymember Vince Fong), former Bakersfield Mayor Harvey Hall (not current Mayor Karen Goh) and many more. Please redistribute a revised draft EIR/EIS to a correct list of elected officials and extend public comment for them and members of the public to have the opportunity to comment.

11 LIST OF PREPARERS

I006-297 **Do any of the preparers have any financial or real property interests in Kern County, City of Shafter, or City of Bakersfield? Do any of the preparers have any contracts with Kern County, City of Shafter, or City of Bakersfield?**

12 REFERENCES AND SOURCES USED IN DOCUMENT PREPARATION

I006-298 Kitchen, Jacquelyn . 2017. Community Development Director, City of Bakersfield Community Development Department. Email communication with Melisa Bittancourt, Central Region Director of Projects, California High-Speed Rail., September 5, 2017.

Simmons, Zachary. 2016. Project Manager, U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA. Personal communication (field visit) regarding mapping seasonal wetland features for the preliminary jurisdictional determination of the BFSSA Alternative March 10, 2016.

Hartley, Deputy Chief Tyler. 2016. Bakersfield Fire Department. Email communication with Chris Graham, Environmental Planner, LSA Associates, Inc. September 9, 2016.

Miller, Deputy Chief Michael S. Kern County Fire Department. 2016. Email communication with Chris Graham, Environmental Planner, LSA Associates, October 11, 2016. Email attachment provided: Kern County Fire Department 7 to 15 Min Response Time Areas.

Cox, Hayward. 2015. Planner, City of Bakersfield Community Development Department, Planning Division. Telephone communication with Lilly Rudolph, Senior Planner, Rincon Consultants, Inc., November 11, 2015.

Griego, Cecelia. 2015. Associate Planner II, City of Bakersfield Community Development Department, Planning Division. Email communication with Lilly Rudolph, Senior Planner, Rincon Consultants, Inc., August 19, 2015.

Griego, Cecelia.. 2017. Principal Planner, City of Bakersfield Community Development Department, Planning Division. Email communication with Stuart Mori, California High-Speed Rail Authority, May 10, 2017.

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I006-298

Greynolds, Eddy. 2015. Deputy Director, Kern County Department of Agriculture & Measurement Standard. Personal and email communication with Christy Sabdo, Senior Environmental Planner, Rincon Consultants, Inc., September 18, 2015.

Hansen, Jerel, 2015. Senior Appraiser. Kern County Assessor's Office. Email communication with Christy Sabdo, Senior Environmental Planner, Rincon Consultants, Inc., September 28, 2015.

Sterling, Mark, and Chris Baker. 2010. School of Engineering, University of Birmingham, United Kingdom. Telephone communication with Mark Bennett, CH2M HILL, regarding slipstreams of high-speed trains, August 23, 2010

Thompson, Patty, 2015. Kern County Planning. Personal communication with Christy Sabdo, Senior Environmental Planner, Rincon Consultants, Inc., September 2015.

McCoy, Linda. 2015. Personal communication with Shelly Tiley. August 26, 2015.

Parsons Brinckerhoff. 2011. Communications Systems Site Requirements. TM 3.4.2. Prepared for USDOT Federal Railroad Administration and California High-Speed Rail Authority. Sacramento, CA, and Washington, DC: July 2010.

The above reference documents are not publicly available. Can you please include a copy as an appendix in the EIR and allow the public to comment as part of a revised draft EIR/EIS?

I006-299

Volume 2:

Appendix 1A – Business Plans

Please explain why the ridership forecasts used in the development of F-B LGA differ significantly from the 2016 Business Plan. Why were old/incorrect numbers used? Please refer to Exhibit 7.1 - http://hsr.ca.gov/docs/about/business_plans/2016_BusinessPlan.pdf

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Appendix 1B – Benefits

I006-300

"1-B-2 Environmental Benefits Described in Previous Documentation The Fresno to Bakersfield Section Final EIR/EIS includes information on project benefits. The benefits include reduced VMT, reduced energy use for transportation, and reduced air pollution from transportation sources, including reduced emissions of GHGs (see Section 3.2, Transportation, and Section 3.3, Air Quality and Global Climate Change of the Fresno to Bakersfield Section Final EIR/EIS). These benefits were derived based on the assumption in the Fresno to Bakersfield Section Final EIR/EIS that the entire 800-mile system (Full System–both Phase 1 and 2) would be operational and serving 69 million riders (equivalent to HSR fares set at 83 percent of airfares) to 98 million riders (equivalent to HSR fares set at 50 percent of airfares) annually in 2035. The following summarizes the conclusions of specific benefits that were disclosed in the Fresno to Bakersfield Section Final EIR/EIS." – **The benefits from the Fresno to Bakersfield May 2014 Project EIR are not directly analogous to the F-B LGA. Whereas the Truxtun Station is an intermodal rail mobility hub adjacent to the region's convention center, 10,000 seat arena, and other major regional destinations and traffic generators, the F-B LGA station is approximately 2 miles from the vast majority of these same regional destinations/traffic generators. How does this methodology and the F-B LGA draft EIR/EIS account for these differences, including but not limited to the lack of an intermodal rail connection and the lack of walkability to the Convention Center and 10,000 seat Rabobank Arena? How is this factored into the F-B LGA draft EIR/EIS traffic models? (Or was it not considered?)**

I006-301

"Benefits from a Reduction in Vehicle Miles Traveled The Fresno to Bakersfield Section Final EIR/EIS concluded that the HSR project would divert automobile trips to HSR trips, thus reducing local and regional VMT. The Fresno to Bakersfield Section Final EIR/EIS identified a statewide VMT reduction of approximately 21 to 31 million miles daily with the implementation of a HSR project as compared to the No Project Alternative in 2035. The diversion from automobile to HSR was estimated to lead to a 7 to 10 percent statewide reduction in VMT on the state highway system. The reduction in both automobile and air travel VMT would provide benefits in the form of reduced congestion on both the state's highway system as well as at airports. Within the Fresno, Kings, Tulare, and Kern counties project area, the VMT reduction was estimated at 5.4 to 8.0 million miles daily." **This assumption was based, in part, on the premise that the May 2014 Project Station would be co-located next to Amtrak and approximately ¼ mile walk from the region's Convention Center and Arena. What is the estimated VMT increase from vehicular traffic (e.g., Transportation Network Companies, Taxis, and other motorized modes) of high-speed rail riders connecting between a F-B LGA Station at F Street and Golden State Avenue to the following regional facilities: 1) Rabobank Arena; 2) Bakersfield Convention Center; 3) Amtrak; 4) Beale Memorial Library; 5) Marriott Hotel; 6) Hill House Best Western; 7) United States Federal Courthouse; and 8) Kern County Administrative Center and County Courthouse? What traffic can be anticipated to/from the Golden State Avenue/ F Street Station and the above mentioned facilities during the AM Peak, Noon Hour; PM Peak; and Evening time? What traffic can be anticipated to/from F-B LGA Station and the Convention Center and Rabobank Arena when each facility is in use; and when both facilities are simultaneously in-use at 50%, 75%, and 100% capacity utilization.**

I006-302

What is the increased air pollution and GHG emissions from new vehicular traffic (e.g., Transportation Network Companies, Taxis, and other motorized modes) of high-speed rail riders connecting between a F-B LGA Station at F Street and Golden State Avenue to the following regional facilities: 1) Rabobank Arena; 2) Bakersfield Convention Center; 3) Amtrak; 4) Beale Memorial Library; 5) Marriott Hotel; 6)

I006-302

Hill House Best Western; 7) United States Federal Courthouse; and 8) Kern County Administrative Center and County Courthouse? What new air pollution and GHG emissions can be anticipated to/from the Golden State Avenue/ F Street Station and the above mentioned facilities during the AM Peak, Noon Hour; PM Peak; and Evening time? What new air pollution and GHG emissions can be anticipated to/from F-B LGA Station and the Convention Center and Rabobank Arena when each facility is in use; and when both facilities are simultaneously in-use at 50%, 75%, and 100% capacity utilization.

I006-303

"The changes to the project to arrive at a locally preferred station location will continue to have a similar level of benefit when comparing the May 2014 Project and the F-B LGA. These changes do not affect the enhancements accrued regionally and statewide." **Does the removal of an intermodal rail connection from the prior May 2014 project really ensure the same level of benefit with F-B LGA? Is this true? Please delete this statement as the removal of an intermodal rail connection point does not have the same level of benefit.**

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 2-C Operations and Service Plans Summaries

I006-304

This methodology assumes a Phase 1 Service Plan completion in 2020, and a full build service completion in 2027. Please explain how the numbers/methodology in this appendix (http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2C_Operations_and_Service_Plan_Summary.pdf) were adjusted to account for revisions in project timeline schedule (both Phase 1 and full build out dates)? In other words, are operations and maintenance costs in F-B LGA draft EIR/EIS based upon Phase 1 service completion in 2020 or the actual planned service completion date? Please explain how this is an accurate methodological approach.

Appendix 2-D: Applicable Design Standards

I006-305

For the design standards in the following reference document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2D_Applicable_Design_Standards.pdf - Please specify the version of the applicable standard that was used for the May 2014 Project and the version of the standard that was used for the F-B LGA draft EIR/EIS. For example, which edition of the AASHTO Highway Drainage Guidelines was used for each EIR? Please specify the precise version for all applicable standards used in the May 2014 Project EIR/EIS and the F-B LGA draft EIR/EIS so the public can know if the same standard was used, and if not, why not.

I006-306

Standard: CENELEC - EN 50121-4 RAILWAY APPLICATIONS - ELECTROMAGNETIC COMPATIBILITY - PART 4: EMISSION AND IMMUNITY OF THE SIGNALLING AND TELECOMMUNICATIONS APPARATUS – **This standard updated in December 2016. Please confirm that the F-B LGA draft EIR/EIS was analyzed using the most current standard and that the analysis for the May 2014 project was re-completed using the standard. If not, please explain why the same standard was not used for both.**

I006-307

Have any of the listed design changes in the linked appendix contained at http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2D_Applicable_Design_Standards.pdf changed or have been updated since 2014? Are there any new design standards that have been implemented since 2014?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 2-E: SUMMARY OF REQUIREMENTS FOR OPERATIONS AND MAINTENANCE FACILITIES

I006-308

The reference document available at: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2E_Summary_Reqs_for_Ops_Maint_Facilities.pdf states "MOIF facilities are estimated to be approximately 28 acres in size, inclusive of roadways and parking." However, the F-B LGA draft EIR/EIS estimates the May 2014 Project MOIF size at approximately 450 acres. Please explain why the F-B LGA draft EIR/EIS estimates such a large MOIF site? Please confirm that that both F-B LGA and Hybrid alignments compared within the F-B LGA draft EIR/EIS use comparably sized maintenance of infrastructure sites. Please specify the sizes of these sites.

Table 1: This table states that the design standard for MOIF facilities is approximately 28 acres. Why is the May 2014 project MOIF facility sized at approximately 450 acres in multiple places throughout the F-B LGA draft EIR/EIS?

APPENDIX 2-F: INTERIM USE

This appendix links to the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and states it has "not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA." The linked document is available at: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2F_Interim_Use.pdf

I006-309

The purpose of this section is to "identify a potential interim service option (also called an interim use option or scenario) that could provide early service benefits to the traveling public by allowing for Amtrak San Joaquin intercity operation using the HST infrastructure on an interim basis if HST service is delayed." However, the information contained in the interim use section is not applicable to F-B LGA.

I006-310

The appendix states "The interim service, if it operates at all, would involve (for purposes of this analysis)1 five of the current six daily roundtrip Amtrak San Joaquin trains2 shifting to/from its current BNSF track just south of the Madera Amtrak station, running on the HST track infrastructure, then shifting back to/from the ICS track infrastructure north of Bakersfield generally at the location of the Shafter HMF site. This would be done via cross-over track at these locations that would be constructed within the construction footprint evaluated in the MF EIR/EIS and this FB EIR/EIS. See Figures 1 and 2 at the end of this Appendix. This approach would allow a passenger to travel from Sacramento to Bakersfield with a type of "express" San Joaquin service that would travel at higher speeds and have a single stop in Fresno between Madera and Bakersfield."

However, the Southern Tie In contained in the appendix is at the site of the Shafter Heavy Maintenance Facility near 7th Standard Road South of the F-B LGA departure from the BNSF corridor. Additionally, F-B LGA does not have an existing Amtrak station. How is the interim use plan specific to the May 2014 project applicable to F-B LGA? How will trains get from the track near Burbank Avenue to the Southern Tie-In near 7th Standard Road. If HST is delayed, what type of station will Amtrak use if at F St and Golden State Avenue? What are the economic implications on the EJ community where the existing Amtrak station is located if Amtrak service is moved to another site? What are the economic impacts on the local neighborhood of relocating Amtrak service to an alternate location for interim use?

I006-311

The appendix also states "Using this noise emission level, noise levels were modeled at 409 receptor sites between Fresno and Rosedale in the Bakersfield metropolitan area that are representative of the range of sensitive receptors present along the full ICS." However, F-B LGA does not go to Rosedale in Bakersfield metropolitan area. What were the noise levels modeled for the receptor sites along F-B LGA? How many receptor sites were included in the analysis for F-B LGA? Where is the analysis specific to F-B LGA?

I006-312

Table 2F-1. Are the emissions impacts identical between F-B LGA and the May 2014 Project for interim use given the locations of the stations, curves, and operational speeds on both tracks?

I006-313

"Impacts to land use would be no different than as disclosed in the Merced Fresno and Fresno Bakersfield EIR/EIS documents for the HST infrastructure. Nothing about operation of a diesel train on the HST infrastructure for an interim period, if it occurs at all, has greater impacts to land use." Please

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-313 explain what would happen if Amtrak service were moved to F-B LGA tracks for interim use. Please explain the impacts around the existing Amtrak station as well as the new F-B LGA station.

I006-314 Table 2F-6 and Table 2F-7 discusses the agriculture impacts for the May 2014 project. How many acres of farmland are impacted for interim use for F-B LGA? What are the impacts on agriculture? Is the CHSRA saying that the May 2014 Project and F-B LGA have identical impacts on agriculture for interim use?

I006-315 Table 2F-8 – What parks are impacted along F-B LGA for interim use? What about the Kern River Parkway, Weill Park, and others?

I006-316 This analysis is based five of six daily Amtrak trains currently operating. However, there are currently 7 daily Amtrak trains operating along the corridor. Please explain.

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" and directs the public to the following document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH2F_Interim_Use.pdf

I006-317 This interim use plan is designed around the May 2014 Project with an ICS track on or about the location of the May 2014 Project Shafter HMF Site. What is the interim use plan for F-B LGA? What station would be used for San Joaquin Amtrak trains? What would become of the existing station (if no longer used)? What would be the economic impacts (and how would such impacts be mitigated) if Bakersfield's existing Amtrak station was closed and San Joaquins service was relocated to a station at F St and Golden State Avenue? Please explain where trains would shift to/from HSR and conventional rail tracks for LGA? Would this occur at the proximity of the May 2014 Project Shafter HMF site or somewhere else? Please explain.

I006-318 Table 2F-3 – What are the ICS Impacts on Terrestrial Wildlife Habitat Types for the F-B LGA alignment?

Table 2F-4 – What are the ICS Impacts on Special-Status Plant Communities for the F-B LGA alignment?

Table 2F-5 – What are the ICS Impacts on Wetlands and Jurisdictional Waters for the F-B LGA alignment?

I006-319 Table 2F-6 – What are the ICS Construction and Operational Land Use Impacts for the F-B LGA alignment?

I006-320 Table 2F-7 – What are the ICS Impacts on Agricultural Lands for the F-B LGA alignment?

I006-321 Table 2F-8 – What are the ICS Impacts on Parks and Recreational Resources for the F-B LGA alignment?

I006-322 Table 2F-9 – What are the Visual Quality Changes and Impacts at Key Viewpoints Along ICS for the F-B LGA alignment?

I006-323 Table 2F-10 – What are the Significant Historic Resources Impacted by ICS Construction of the F-B LGA alignment?

I006-324 Figure 1 – Where is the F-B LGA alignment? Where are the tie-ins for the F-B LGA alignment?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 2G: Fresno to Bakersfield Mitigation Monitoring and Enforcement Plan

I006-325

MMRP Attachment A – F-B LGA EIR calls for the removal of parking on 30th Street, the removal of the center turn lane on F Street, and the addition of a freeway interchange at F St and Golden State Avenue. Where are these mitigation measures? Specifically for F St and Golden State Avenue, the mitigation detail states "Widen the eastbound approach to provide one exclusive left turn lane, two exclusive through lanes, and one shared through-/rightturn lane at the intersection." However there is no reference to the construction of a grade separated interchange.

Table 1, Table 2, Attachment A - Where are the mitigation measures specific to F-B LGA?

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APPENDIX 2-H: FUNCTIONS OF IMPACT AVOIDANCE AND MINIMIZATION MEASURES

128

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 3.1-A Parcels within HSR Footprint

After closely reviewing the impacted parcels for F-B LGA and the May 2014 Project, the later available at:

http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_1A_Parcels_Impacted_Footprint_Part_Part_461_558.pdf

I006-326 It appears as though the Shafter Heavy Maintenance Facility was included as a permanent project impact in numerous sections of the F-B LGA EIR. Could you please explain why this facility was included in the comparison of the May 2014 Project to F-B LGA? Is the CHSRA saying if the May 2014 Project is selected the Shafter Heavy Maintenance Facility will be built? If not, can the CHSRA re-do the analysis throughout the EIR excluding Shafter Heavy Maintenance Facility. Even if a portion of this facility may be used as a MOIF facility, an MOIF does not require 450+ acres. As such, the impacts of the May 2014 Project are overstated throughout the entire EIR because it includes an optional, non-required heavy maintenance facility – the decision of which will be decided independently from the alignment selection.

I006-327 The May 2014 Project accounts for the entire Shafter Heavy Maintenance Facility (approximately ~450 acres) whereas a MOIF facility at this site would be approximately 28 acres, per the design guidelines cited in this draft EIR/EIS. Why is the entire Shafter Heavy Maintenance Facility (approximately ~450 acres) being used to estimate the impacts of the May 2014 Project? Why is the May 2014 Project footprint being overestimated beyond the actual alignment, station, and MOIF?

129

APPENDIX 3.3-A: POTENTIAL IMPACT FROM INDUCED WIND

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.3-B: DRAFT FEDERAL GENERAL CONFORMITY DETERMINATION

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.3-B did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" and then links to the following document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_3B_Draft_Federal_General_Conformity_Determination.pdf

I006-328

Figure 1 – Where's the F-B LGA alignment?

This document states "To comply with the Authority's guidance to use existing transportation corridors when feasible, the Fresno to Bakersfield HST Section would primarily be located adjacent to the existing BNSF Railway right-of-way. Alternative alignments are being considered where engineering constraints require deviation from the existing railroad corridor, and where necessary to avoid environmental and community impacts."

How is crossing farmland along Burbank Avenue to switch between the BNSF and Union Pacific corridors compliant with the Authority's guidance to use existing transportation corridors when feasible?

This document states "The following alignment alternatives were considered: The BNSF Alternative, the Hanford West Bypass 1 Alternative, the Hanford West Bypass 2 Alternative, the Corcoran Elevated Alternative, the Corcoran Bypass Alternative, the Allensworth Bypass Alternative, the Wasco-Shafter Bypass Alternative, the Bakersfield South Alternative, and the Bakersfield Hybrid Alternative. The following station alternatives were considered: the Fresno Station Alternatives (Mariposa and Kern), the Kings/Tulare Regional Station Alternatives (East and West), the Bakersfield Station Alternatives (North, South, and Hybrid)." Where's the analysis and consideration for the F-B LGA alignment?

APPENDIX 3.4-A: NOISE AND VIBRATION and Appendix 3.4-B Noise and Vibration Measurements

I006-329

Appendix 3-4.A states that this document has not been recreated d for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA – or words to that effect. When I go to the linked appendix document which redirects to: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_4A_Noise_and_Vibration.pdf

there are no tables specific to the impacts of F-B LGA. Table 3.4A-28 and Table 3.4A-29 list Potential Noise Impacts Long-Term Measurement Sites along the Bakersfield Hybrid Alternative without Mitigation for Design Year 2035.

Where is the table of Potential Noise Impacts Long-Term Measurement Sites along the F-B LGA Alternative without Mitigation for Design Year 2035? What are these impacts? I would like to be able to comment on these but there is no data table for F-B LGA in this appendix?

While I understand that there is information in Table 3.4-B, this information is presented in a different format with differing levels of detail and information in the Table that prohibits a side-by-side comparison of the impacts. Can the information be presented in the same way so the public has the ability to compare the impacts and comment?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.5-A: TECHNICAL STUDY: PRE-CONSTRUCTION ELECTROMAGNETIC MEASUREMENT SURVEY

I006-330

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement: (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA." This appendix then links to the following document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_5A_Technical_Study.pdf

However, this appendix was designed specifically for the May 2014 Project. For example, Figures 3.5-A-8(a-c) assesses the impacts on a residential area in suburban Bakersfield. Similarly, Figures 3.5-A-9(a-c) assesses the impacts on a major power transmission/distribution corridor in suburban Bakersfield. Similarly, Figures 3.5-A-10(a-c) assess the impacts near Mercy Hospital. Similarly, Figures 3.5-A-11(a-c) assess the impacts near the police department.

These facilities are all at, adjacent, or in close proximity to the May 2014 Project Alignment and not equivalently close or nearby to the F-B LGA alignment. What are the pre-construction electromagnetic measurements near the F-B LGA alignment?

What are the pre-construction electromagnetic measurements near San Joaquin Community Hospital, Bakersfield Meadows Field Airport, Shafter Minter Field Airport, and all high-voltage transmission lines near or crossing F-B LGA?

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APPENDIX 3.6-A: EXISTING PLUS PROJECT CONDITIONS ENERGY ANALYSIS

I006-331

"Estimated VMT for the existing and existing plus project scenario are provided in Table 2. These values, together with associated average daily speed estimates, were developed on a county-bycounty basis and then summed for the state as a whole. As shown, the HST is predicted to reduce daily roadway VMT by over 17 million miles a day statewide due to travelers choosing to use the HST rather than drive, resulting in an energy reduction of approximately 87,000 MMBtus/day, as compared to the existing scenario." What is the estimated VMT associated with first/last mile connections between F-B LGA Station and Rabobank Arena, Bakersfield Convention Center, Amtrak, Federal Courthouse, Kern County Administrative Building, and Bakersfield City Hall? How many trips will shifted from walking to/from these origins/destinations to the Truxtun Station to motorized travel to/from these origins/destinations to the F Street Station?

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.6-B: WATER USAGE ANALYSIS TECHNICAL MEMORANDUM

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.6-B did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS." The appendix links to the following document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_6B_Water_Usage_Analysis.pdf

I006-332

This document states "Existing water use was then evaluated for all five proposed HMF locations, the BNSF alternative alignment, and the 10 other alignment alternatives; existing usage was also evaluated at each proposed station location." However, F-B LGA is not one the alignment alternatives and the F-B LGA station location are not studied for water use in this appendix. The methodology in this appendix states "The process followed for estimating water demand for operation of each facility is summarized below. • Identify facilities requiring water usage including stations, HMFs, and track alignments. • Determine water use factors for each facility including: – size/footprint of buildings and overall site areas. – passenger/employee use for each station and facility. – facility functions and operation/maintenance requirements. • Determine appropriate water use factors. • Apply factors and estimate total water demand

How was water usage examined for the F-B LGA facilities and alignment when the methodology states that water use factors are based on the facility size, including but not limited to size/footprint of buildings?

What is the estimated water demand requirements for the F-B LGA alignment, the F-B LGA station, and the F-B LGA MOIF facility?

Under alignments, the appendix states "Existing land use information was evaluated for the BNSF Alternative and each of the other 10 alignment alternatives. The predominant land use (almost 69%) for the BNSF Alternative is agricultural, with roadways/right-of-way/no data categories comprising over 8%, unknown land uses comprising 11%, and industrial land use comprising just over 4%. The majority land use for the Hanford West Bypass alternatives and the Corcoran Bypass, Corcoran Elevated, WascoShafter Bypass, and Allensworth Bypass alternatives is agricultural (52% to 82%). The Bakersfield South (4% agricultural land use) and Bakersfield Hybrid (4% agricultural land use) alternatives have more urbanized land uses. To determine an appropriate agricultural usage factor along the Fresno-Bakersfield Section, cropspecific water use rate tables published in 2001 by the California Department of Water Resources (DWR) were applied. Specific crop type data within each alignment alternative are not readily available, and many areas undergo a cycle of crop rotation. An average water rate was calculated for each county using the 2001 DWR data, with weighting applied to reflect a crop's percentage of total irrigated area within that county (see Table 4). The weighted average crop water usage rates by county are: • Fresno County – 3.0 acre-feet per acre per year (ac-ft/ac/yr). • Kern County – 3.3 ac-ft/ac/yr. • Kings County – 3.2 ac-ft/ac/yr. • Tulare County – 3.5 ac-ft/ac/yr. These county-specific weighted average crop water usage rates were applied to the total agriculture land area identified for each of the four counties to calculate the water usage for the alignment footprints through each county. Water use factors for industrial, commercial, institutional, single-family residential and multi-family residential

were taken from the FUWMP and applied to the total areas of each specific land use type identified for each track alignment"

The appendix then goes on to state "The total annual water use for each alternative alignment, as well as the difference in water use associated with each alternative alignment (compared to the corresponding segment of the BNSF Alternative), were calculated, as follows: • Hanford West Bypass 1: 2,830 ac-ft/yr (840 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Hanford West Bypass 1 Modified: 3,060 ac-ft/yr (620 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Hanford West Bypass 2: 2,780 ac-ft/yr (880 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Hanford West Bypass 2 Modified: 3,220 ac-ft/yr (440 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Corcoran Elevated: 1,180 ac-ft/yr (120 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Corcoran Bypass: 1,380 ac-ft/yr (90 ac-ft/yr more than the corresponding segment of the BNSF Alternative) • Allensworth Bypass: 1,890 ac-ft/yr (200 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Wasco-Shafter Bypass: 2,230 ac-ft/yr (640 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Bakersfield South: 700 ac-ft/yr (40 ac-ft/yr less than the corresponding segment of the BNSF Alternative). • Bakersfield Hybrid: 640 ac-ft/yr (90 ac-ft/yr less than the corresponding segment of the BNSF Alternative)."

I006-333

However, F-B LGA is not listed in the appendix. What is the total annual water use for the F-B LGA alignment?

The appendix then states "To estimate the existing water use at the proposed Fresno and Bakersfield station locations, land use for each parcel was identified (refer to Figures 8 through 11 for existing land use at the stations). The proposed station footprint on these parcels was overlain to identify affected land use classifications. Water use factors for each affected land use classification were applied to estimate current water usage for each station location, based on FUWMP water use factors or calculated in the same way as described above for the track alignments. This information is summarized in Table 3C."

The appendix then states "Total water use for each station site has been estimated as follows: • Fresno Station: 39 ac-ft/yr. • Kings Tulare Regional Station – East Alternative: 80 ac-ft/yr. • Kings Tulare Regional Station – West Alternative, at-grade option: 147 ac-ft/yr. • Kings Tulare Regional Station – West Alternative, below-grade option: 147 ac-ft/yr. • Bakersfield Station – North Alternative: 38 ac-ft/yr. • Bakersfield Station – South Alternative: 38 ac-ft/yr. • Bakersfield Station – Hybrid Alternative: 48 ac-ft/yr."

I006-334

What is the total water use for the F-B LGA station site?

I006-335

What is the amount of water that would be used during construction of F-B LGA for concrete work, earthwork, dust control, and irrigation for reseeded areas for the stations, MOIF and/or track alignments?

I006-336

"The construction phase of the Fresno to Bakersfield Section of the HST will result in a net decrease in annual water consumption to only 6% of the existing water usage for the Project Footprint;" How is this statement supported and applicable to F-B LGA when no part of the appendix specifically studied the F-B LGA alignment?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-337

Figure 11 – Where's F-B LGA equivalent map showing existing land use?

Table 1 – Where's the F-B LGA alternative station area documenting facility characteristics, use factors, and water volumes?

Table 2 – Where's the construction water use summary for the F-B LGA alignment and station?

Table 3A – Where's the existing water use for the F-B LGA MOIF site?

Table 3B – Where's the existing water use for the F-B LGA track alignment alternative?

Table 3C – Where's the existing water use for the F-B LGA station?

Table 5 -Where's the water use for the F-B LGA station, alignment, and MOIF facility?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.7-A: SPECIAL-STATUS SPECIES AND OBSERVED HABITATS

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.7-A did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS." The appendix then links to the following document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_7A_Special_Status_Species_Observed_Habitat.pdf

I006-338 Attachment 1 – Where's the F-B LGA alignment? This only lists the May 2014 project alignment not F-B LGA.

Attachment 2 – Where's the F-B LGA alignment? This only lists the May 2014 project alignment not F-B LGA.

Attachment 3/Figure A3-1 - Where are the Observed Habitats within the Habitat Study Area for F-B LGA? Where is the F-B LGA alignment?

APPENDIX 3.7-B: COMPARISON OF IMPACTS ON BIOLOGICAL RESOURCES BY ALTERNATIVE

I006-339 Where is the information from Appendix 3.7-A to validate the data numbers summarized in Appendix 3.7-B? As previously noted, Appendix 3.7-A did not include the F-B LGA alignment?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.7-C: WATERSHED EVALUATION REPORT PARTS 1 THROUGH 4

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.7-C did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS." This document then links to: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_7C_Watershed_Evaluation_Report_1.pdf

I006-340 Table A - Where is the Special Aquatic Resources in the Wetland Study Area for F-B LGA?

This document states "The proposed project is to construct and operate an HST rail line from Fresno to Bakersfield. The Fresno to Bakersfield Revised Draft EIR / Supplemental Draft EIS evaluates 10 alternatives, including the No Project Alternative, the BNSF Alternative and the Hanford West Bypass 1, Hanford West Bypass 2, Corcoran Elevated, Corcoran Bypass, Allensworth Bypass, Wasco-Shafter CALIFORNIA HIGH-SPEED TRAIN PROJECT EIR/EIS WATERSHED EVALUATION REPORT FRESNO TO BAKERSFIELD SECTION TECHNICAL REPORT Page ES-2 Bypass, Bakersfield South, and Bakersfield Hybrid alternatives. Of the nine Fresno to Bakersfield HST Alternatives (excluding the No Project Alternative), one alternative, the BNSF Alternative, spans the entire project length, from Fresno to Bakersfield. The remaining eight alternative alignments deviate from the BNSF Alternative for portions of the route to avoid environmental, land use, or community impacts."

I006-341 Where is the study/evaluation of the F-B LGA alternative alignment?

I006-342 Table ES-1 – Where's the analysis and findings for F-B LGA alignment? This table includes the May 2014 project but does not include F-B LGA.

I006-343 Figure 2-2 – Where's the F-B LGA alignment?

I006-344 This document states "The construction and project footprints were used to identify direct impacts. A 250-foot buffer around the footprints (i.e., the study area) was used to calculate indirect impacts to adjacent aquatic resources. The existing conditions of the aquatic resources were determined by a twostep process: (1) conducting a site-specific assessment using CRAM on a sample of aquatic features representative of the type of features found in the study area; and (2) extrapolating the CRAM results and assigning a relative condition (i.e., poor, fair, good, or excellent) to the aquatic features. The Level 2 Impact Evaluation consists of quantifying the impacts, assessing the condition of the aquatic resources, and extrapolating the conditions of the aquatic features." Where's the analysis for F-B LGA? This appendix contains an analysis for the May 2014 project (Hybrid alignment) but omits F-B LGA.

I006-345 The document states "The extents (quantity: area) of the aquatic features affected by the project were calculated using a GIS model in which the mapped aquatic features as presented in the Fresno to Bakersfield Section: Supplemental Preliminary Jurisdictional Waters and Wetlands Delineation Report (Authority and FRA 2012g) were overlaid on the construction and project footprints." Where's the analysis for F-B LGA? This appendix contains an analysis for the May 2014 project (Hybrid alignment) but omits F-B LGA.

I006-346 "Permanent and temporary impacts are largely distinguished by the purpose of the disturbance and whether the impact occurs solely for the construction phase or would result in a permanent or long-term disturbance of the resource. For example, temporary impacts are associated with construction staging areas and underground utility relocation efforts, whereas permanent impacts result from the construction of the HST tracks, stations, and associated infrastructure (e.g., road overcrossings, electrical facilities). For vernal pool and swale features that straddle the footprint, the portion of the feature within the footprint would be considered to be directly affected. The portion of the feature outside the construction footprint would be said to undergo an —indirectbisected‖ impact." What are these impacts for F-B LGA?

I006-347 "Indirect impacts to aquatic features would occur within 250 feet of the construction and project footprints. Indirect impacts would not overlap with direct impacts. Indirect impacts would occur due to the alterations in hydrology and soil that result from adjacent direct impacts associated with construction and project activities." Where are the impacts for F-B LGA?

I006-348 "The post-project conditions of aquatic resources in and adjacent to the construction and project footprints were estimated using a set of projections generated for the project. These projections considered the type of aquatic feature (man-made or natural), the type of impact (direct or indirect), and the relative condition (poor, fair, good, or excellent). The post-project condition assessment is important to identify the net aquatic functions and services lost within each watershed or by each project alternative, so that decisions can be made in terms of understanding the mitigation obligation to achieve —no net loss‖ of aquatic functions and services (or conditions)." Given that the project footprints between the May 2014 project and F-B LGA differ substantially, where are the impacts for the F-B LGA alignment?

I006-349 "Modifications to impacts and post-project condition were made to features separated from the construction and project footprints by the existing BNSF railroad tracks. The BNSF railroad provides a buffer to those aquatic features to the east from the effects of the HST project because the footprint of the HST project is west of the existing BNSF railroad tracks." What are the impacts for F-B LGA? This is specific only to the May 2014 project.

I006-350 This document states "The Fresno to Bakersfield Section of the HST System is in in the San Joaquin Valley of California. In general, it parallels the existing BNSF Railway tracks and State Route (SR) 43. The study area is west of SR 99 and east of Interstate 5. The alignment trends in an overall northwest to southeast direction for approximately 118 miles with a minimum study area width of 250 feet." – What about the F-B LGA alignment?

I006-351 Figure 4-1 – Where's the F-B LGA alignment in relation to the Tulare Lake Basin ecological sections and watersheds?

I006-352 Figure 4-2 - Where's the F-B LGA alignment in relation to the Tulare Lake Basin watersheds?

I006-353 Figure 4-3 - Where's the F-B LGA alignment in relation to the Floodplains and hydrology?

I006-354 Figure 4-4 - Where's the F-B LGA alignment in relation to the Soil associations?

I006-355 Figure 4-5 - Where's the F-B LGA alignment in relation to the Physiographic characteristics?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-356 Figure 4-6 - Where's the F-B LGA alignment? What types of wildlife habitat types are within the alignment?

I006-357 Page 4-27 - Where's the analysis for the Union Pacific Right-of-Way? There is an analysis for the BNSF project, but F-B LGA follows the Union Pacific corridor for many miles of the alignment.

I006-358 Figure 4-7 - Where's the F-B LGA alignment in relation to the Jurisdictional waters delineation and riparian areas?

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APPENDIX 3.8-A: WATER BODIES CROSSED BY PROJECT ALTERNATIVES

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.8-B: SUMMARY OF HYDRAULIC MODELING

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.8-B did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" and redirects the reader to the following document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_8B_Summary_of_Hydraulic_Modeling.pdf

I006-359 Table 3.8-B5 – What's the Modeling Results for the Kern River When Road Embankment Does Not Fail for the F-B LGA alignment?

Table 3.8-B6 – What's the Modeling Results for the Kern River When Road Embankment Fails?

Appendix 3.11-A Safety and Security Data

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.11-A did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" and redirects the reader to the following document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_11A_Safety_Security_Data_March_2014.pdf

I006-360 Is there more recent Train Accidents and Casualties data than 2004–2009? This data is quite old.

I006-361 Table 3.11-A-3 – What are the highway-rail grade crossing accidents/incidents for the F-B LGA alignment?

I006-362 Table 3.11-A-4 – What are the Critical Facilities and Infrastructure in the HST Study Area? Most of the facilities listed in Table 3.11 are outside of the F-B LGA study area.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

APPENDIX 3.11-B: AIRPORT OBSTRUCTIONS

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.11-B did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" and redirects the reader to: file:///C:/Users/Adam%20Cohen/Downloads/FB_LGA_Draft_EIRS_110917/Volume%20II%20-%20Technical%20Appendices/29.FBLGA_Draft_EIRS_Vol_2_APPX3_11_B_Airport_Obstructions.pdf

This section states "Five public or public-use airports are located in the project area" and lists the following airports: Fresno-Chandler Executive Airport, Hanford Municipal Airport, Corcoran Airport, Wasco-Kern County Airport, Shafter-Minter Field.

I006-363 Where is the analysis for Bakersfield Meadows Field? Bakersfield Meadows Field is within the Glideslope and approach buffer of the F-B LGA Station Area which could limit the density of development around the F-B LGA station and have other impacts.

This section states: "3.11-B.9.5 Shafter-Minter Field Neither the BNSF Alternative nor the Wasco-Shafter Bypass Alternative is located in areas within or beneath Part 77 airspace surfaces for Shafter-Minter Field. Therefore, neither alignment penetrates the airport's Part 77 airspace surfaces."

I006-364 Is the F-B LGA alignment within or beneath Part 77 airspace surfaces for Shafter-Minter Field?

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Appendix 3.12-A Relocation Assistance Program Brochures

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Appendix 3.12-B Effects on School District Funding and Transportation Bus Routes

I006-365

Appendix 3.12-C Effects on Children's Health and Safety

Table 3.12-C-3 Parks, Recreation, and Open-Space Resources in the Study Area for the F-B LGA – What is the distance of the centerline from Mill Creek Linear Park North (which begins at 24th Street). This is much closer to the F-B LGA Centerline than Stella Hills Elementary School.

What is the distance of the centerline from the Central Park?

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Appendix 3.13-A Land Use Plans, Goals, and Policies

I006-366

3.13-A-4 Regional Transportation Plans – Where is the Kern Council of Governments Terminal Impact Analysis Study (Adopted)? This study can be accessed at: http://www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

I006-367

City of Bakersfield HSR Station Area Plan (Draft) – This plan is not complete and undergoing an EIR process, with a public hearing and a comment period that closes after the comment period for the F-B LGA draft EIR/EIS. This plan was not released publicly until January 5, 2018. Furthermore, this plan only examines one high-speed rail station not both F-B LGA and the May 2014 Project. As such, please remove this as it has not been approved/adopted and does not examine both high-speed rail station locations.

"The plan is scheduled for completion in February 2017." – Please delete or correct the following statement as the plan has not been completed and approved.

Appendix 3.14-A Results and Findings of Land Evaluation and Site Assessment Pursuant to the Farmland Protection Policy Act

I006-368

3.14-A.3 Farmland Conversion Impacts Results & Table 3.14.A-1 Land Evaluation and Site Assessment LESA Scores by Alternative – Please note, as noted in earlier comments, the methodology used to compare F-B LGA and the May 2014 includes the Shafter HMF facility as part of the May 2014 project, only. Why is the inclusion of an approximately 450-acre heavy maintenance facility an equivalent comparison? Please re-do the analysis using an equivalently sized MOIF facility for both F-B LGA and the May 2014 project.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 3.14-B Remnant Parcel Analysis

I006-369

Why does this section depict approximately 28-acre MOIF facility in the vicinity of 7th Standard Road for the May 2014 Project whereas all other sections depict approximately a 450-acre Shafter Heavy Maintenance Facility (east) as part of the project footprint? This appendix would appear to be correct while other sections of the F-B LGA draft EIR/EIS appear to be in error.

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Appendix 3.14-C High Speed Train Noise Disturbance on Grazing Lands

This appendix states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 3.14-C did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" and redirects the reader to the following document: http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH3_14C_Noise_Disturbance_Grazing.pdf

I006-370

However, on the linked document in Section High-Speed Train Noise Disturbance on Grazing Lands and Table 3.14-C-1 Acres of Grazing Land Indirectly Impacted by Noise, the following alignments are analyzed: BNSF Alternative; Hanford West Bypass 1 Alternative; Hanford West Bypass 1 Modified Alternative; Hanford West Bypass 2 Alternative; Hanford West Bypass 2 Modified Alternative; Corcoran Elevated Alternative; Corcoran Bypass Alternative; Allensworth Bypass Alternative; Wasco-Shafter Bypass Alternative; Bakersfield South Alternative; and Bakersfield Hybrid Alternative. Where's the analysis for the F-B LGA alignment?

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Appendix 3.17-A Programmatic Agreement

I006-371 Is this programmatic agreement still valid if the CHSRA receives NEPA assignment?

Appendix 3.19-A Planned and Potential Projects

I006-372 Table A- 3 Planned and Potential Projects and Plans - City of Bakersfield – "The proposed Downtown Bakersfield High Speed Rail Station Area Vision Plan will establish a strategic vision for the future development of the High Speed Rail Station and the surrounding areas. The Plan will address key factors affecting future development within the plan area, including but not limited to: land use patterns in the context of the Metropolitan Bakersfield General Plan, architecture and urban design, infrastructure, multi-modal transportation services and circulation, parking, pedestrian and bicycle access, open space and recreation, arts and culture, and other principal factors. The proposed project would establish a phased approach to future physical development, including a long-term (30-year) development projection which envisions the following development statistics: up to 2,005,000 square feet of office; up to 8,570 residential units; up to 906,000 square feet of retail; and up to 2,400 hotel rooms." This is a vision plan with no zoning changes or project approvals. This document has also not cleared environmental review. Why is a vision document without any planned projects or zoning changes being included as a planned and potential project?

I006-373 Figure 4 – Where is the Bakersfield High Speed Rail Station Area Vision Plan that is included in Table A-3 but not depicted in Figure 4?

Figure 4 – Oildale and East Bakersfield are apart of the urban area in metropolitan Bakersfield. Why aren't they depicted as such in Figure 4?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 3.19-B Planned Transportation Projects

I006-374 Table B- 3 Planned Transportation Projects – City of Bakersfield – Where are the planned Centennial Corridor and Beltway Operational Improvements Project? Where are the Oak St and Truxtun Ave; and Oak St and 24th St intersection improvements?

I006-375 Figure 3.19 – B – Why isn't the urban areas of East Bakersfield and Oildale depicted as an urban area of the Bakersfield Metropolitan Area? These are highly urbanized areas.

Appendix 5-A Operating Cost Memorandum

This appendix stats "states "A number of technical appendices included as part of the Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have not been recreated for the purposes of this Draft Supplemental EIR/EIS because the information contained within the technical appendix would remain applicable to the F-B LGA. Appendix 5-A did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. To review the appendix in its entirety, please refer to the Authority's" and redirects to the following URL: https://www.hsr.ca.gov/docs/programs/fresno-baker-eir/final_ERIS_FresBaker_Vol_II_CH5A_Operating_Cost_Memo.pdf

I006-376 This analysis (as clearly depicted in Table 2), analyzes the May 2014 Project O&M "with" and "without" a HMF facility. Should it be deemed to retain the HMF analysis in the document, may I suggest that the May 2014 Project Analysis be presented in the same fashion as this document …. (May 2014 Project Impacts With HMF) and (May 2014 Project Impacts Without HMF) throughout the draft F-B LGA EIR/EIS. I think this would help provide a more objective and transparent comparison of the impacts for the public, the CHSRA, and FRA."

I006-377 Has the early train operator reviewed and comment on this section?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Appendix 8-A Analysis of the Comparable Section (May 2014 Project)

I006-378 "Comparatively, the May 2014 Project included a station that would be constructed at the corner of Truxtun and Union Avenues/SR 204 as well as an MOIF that would be located along the alignment just north of the city of Bakersfield and 7th Standard Road. Figure 8-A-1 shows the F-B LGA and the May 2014 Project that is analyzed in this Draft Supplemental EIR/EIS as well as in this Appendix." Isn't the main north station entrance centered at V St and Truxtun (rather than Union Ave and Truxtun)?

I006-379 Figure 8-A-1 F-B LGA and May 2014 Project – Why is the Shafter Heavy Maintenance Facility depicted as part of the project footprint in Figure 8-A-1 F-B LGA and May 2014 Project?

I006-380 Figure 8-A-2 Study Intersections at Bakersfield Station – Is this for the F-B LGA Bakersfield Station, May 2014 Project Bakersfield Station, or both?

I006-381 The May 2014 Project Analysis (as well as Figure 8-A-4 Existing Plus May 2014 Project: Average Daily Traffic and Number of Lanes: Map B) fails to account for and incorporate the Centennial Corridor. What traffic from the May 2014 Project will be shifted from surface streets to Westside Parkway, Centennial Corridor, and CA-58?

I006-382 8-A-2 F-B LGA Comparison with the May 2014 Project – Has the analysis for the May 2014 project been revised to include the impacts on local roads on local roads when accounting for the completion of Centennial Corridor (and other Thomas Roads Improvement Program (TRIP) projects)? Does the analysis for F-B LGA and the May 2014 Project take into consideration the impacts on local roads when accounting for the completion of Centennial Corridor (and other Thomas Roads Improvement Program (TRIP) projects)? Why is Centennial Corridor, a major east-west free connector currently under construction not depicted in the transportation analysis of this section (and other transportation sections throughout the F-B LGA draft EIR/EIS?)

I006-383 "Eleven of the study intersections are projected to be significantly affected by the May 2014 Project." How is this analysis impacted when accounting for the TRIP projects associated with 23rd/24th Street, Hageman Flyover, and Centennial Corridor?

I006-384 Table 8-A-1 Transportation Impact Comparison between the May 2014 Project and F-B LGA – This table compares the May 2014 Project to F-B LGA. The table highlights in light gray, the lowest impact alternative. According to this table, the May 2014 Project and F-B LGA have comparable impacts for 4 metrics, with the May 2014 Project have lower impacts in 4 metrics, compared to 3 metrics for F-B LGA. As such, the following statement is incorrect "Overall, the F-B LGA would have similar impacts to transportation resources when compared to the May 2014 Project" as Table 8-A-1 shows the May 2014 Project as having lower impacts. Why is this in error?

Please revise the statement to say: "Overall, the May 2014 project would have lower impacts to transportation resources when compared to the F-B LGA."

I006-385 As a side note to this table, an increased parking count is not a lower impact. Why is the addition of 5,200 parking spaces is considered a "lower impact" than the addition of 4,500 parking spaces? More parking will generate more vehicular trips and will cost more to construct. Please also note, as written, this conflicts with established literature on the environmental impacts of parking, including but not limited to parking expert Donald Shoup.

Air Quality and Global Climate Change

I006-386 How are the addition of vehicular trips (e.g., auto, shuttle, bus, taxi, TNC, etc.) between F Street and Amtrak; F Street and the Convention Center/Arena, and F Street and Government office buildings being accounted in the methodology? What are these impacts?

I006-387 Table 8-A-7 Noise and Vibration Impact Comparison between the May 2014 Project and F-B LGA – On this table, where is San Joaquin Community Hospital for F-B LGA? A two building complex (encompassing a cancer center and other medical facilities) are along at K Street between 26th and 30th Streets. Additionally, where is the Kern County Museum (for historic properties) under F-B LGA? Where

I006-388

I006-389 are schools considered, including but not limited to Valley Oaks Charter, for F-B LGA? Why is the total properties "double counted"? – That is, you have accounted for each of the disaggregated impacts and then total them up and re-count that as another "least impact alternative"? Why is vibration impacts listed under the total number of properties (this is very confusing)?

I006-390 Figure 8-A-5a and b – Where are the equivalent figures depicting the noise impacts and project footprint for F-B LGA? (This is an EIR whose sole purpose is to compare the impacts of these alignments)

This section states "Overall, the May 2014 Project would have greater noise impacts than the F-B LGA. Projected vibration levels were calculated at receivers within 275 feet from the nearest HSR rail line for both the May 2014 Project and the F-B LGA" and "Therefore, vibration effects would be noticeable to 18 receivers under the F-B LGA and to no receivers under the May 2014 Project."

I006-391 For equivalence and reader clarity, please add the following statement "As such, F-B LGA would have greater vibration impacts than the May 2014 project."

I006-392 "A review of land uses along the May 2014 Project identified two potentially sensitive receptors (i.e., medical imaging) within the 200-foot study area. These receptors are shown in Figure 8-A-6." Please confirm that this analysis reflects May 2014 Project Alignment B3 and not May 2014 Project Alignment B1 or B2. Are there any medical imaging facilities in the San Joaquin Community hospital buildings along K Street (e.g., the cancer center or other facilities)?

I006-393 Figure 8-A-12 May 2014 Project Habitat Study Areas (Shafter) and Figure 8-A-13 May 2014 Project Habitat Study Areas (Bakersfield) – Why is the entire Shafter Heavy Maintenance Facility (HMF) included in the study of this habitat area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the habitat study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the habitat study areas versus the May 2014 Project study area?

Figure 8-A-14 Waters near the May 2014 Project (Shafter) and Figure 8-A-15 Waters near the May 2014 Project (Bakersfield) - Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area?

Table 8-A-19 Potential Acreage of Special-Status Plant Species Habitat Impacted by the May 2014 Project and the F-B LGA and Table 8-A-20 Potential Acreage of Special-Status Wildlife Species Habitat Impacted by the May 2014 Project and the F-B LGA (acres) - Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-393 Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area?

I006-394 "Table 8-A-21 and Table 8-A-22 indicate that the May 2014 Project would have less of a direct permanent and direct temporary impact on Black Willow Thickets [, a special status plant community,] when compared to the F-B LGA." – Please add the bracketed statement for clarity.

I006-395 Table 8-A-23 Comparison of Quantity of Impacts on Waters of the U.S. (acres) and Table 8-A-24 Comparison of Quality (Relative Condition) of Impacts on Waters of the U.S. for the May 2014 Project and F-B LGA (acres)- Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area?

Figure 8-A-18 Water Districts Serving the May 2014 Project and the F-B LGA Areas - Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area?

Figure 8-A-19 Flood Zones Crossing the May 2014 Project and the F-B LGA - Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area?

I006-396 Table 8-A-28 Hydrology Impact Comparison between the May 2014 Project and F-B LGA – This table shows that the May 2014 project would be the least impact alternative for 4 of the 6 analysis metrics. – Why then does it state "Impacts associated with groundwater and floodplains would be the same for the May 2014 Project and the F-B LGA." Please revise to say "The impacts associated with the groundwater and floodplains would be lower for the May 2014 project than for F-B LGA."

I006-397 Table 8-A-30 Potential Environmental Concerns within 150 Feet of the May 2014 Project Footprint – Where is the equivalent table for the F-B LGA? For equivalence, can you please identify Table 8-A-30 Potential Environmental Concerns within 150 Feet of the May 2014 Project Footprint as "Table 8-A-30a" and add a second table labeled "Table 8-A-30b" identifying Potential Environmental Concerns within 150 Feet of the F-B LGA Project Footprint?

I006-398 How many Airports/Airstrips/Heliports are located within two miles of F-B LGA? Please specify.

How many educational facilities are located within 0.25 mile of the F-B LGA? Please specify.

I006-399 "In addition, potential impacts associated with the presence of airports/airstrips/heliports, educational facilities, and wildlands are comparable between the F-B LGA and the May 2014 Project, because the same precautions associated with the transport, use, handling, and storage of hazardous materials would be implemented under each, thereby minimizing or avoiding impacts." This statement combines two different things …. The impacts of aviation facilities and the impacts of hazardous materials. Please

I006-399 separate. Additionally, what are the impacts F-B LGA on the glide slope, approach, and other requirements for Bakersfield Meadows Field? How will F-B LGA impact future facility growth including the ability to upgrade to Class C or Class B air space? What would Class B or Class C airspace, or the addition or reconfiguration of Meadows Field runways impact the height and density of development within close proximity (e.g., 0.25, 0.5, and 1 mile) radius around the F-B LGA station/station area?

I006-400 Figure 8-A-20 May 2014 Project and Safety-Related Facilities (Shafter) and Figure 8-A-21 May 2014 Project and Safety-Related Facilities (Bakersfield) - Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this study area when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in the study area? Why are entire parcels touching the May 2014 Project Centerline included and calculated in the study areas versus the May 2014 Project study area?

I006-401 "As described above, the May 2014 Project could increase demand for local emergency responders around the station due to station activity and associated redevelopment and economic activity." Please add "This impact is estimated to be comparable for F-B LGA."

I006-402 Hospitals – What are the impacts of the F-B LGA on ambulance response times to San Joaquin Community and Memorial Hospitals?

I006-403 "and several businesses and ancillary facilities associated with the Mercy Hospital medical complex" – Why are these facilities each counted individually versus Mercy Hospital?

I006-404 "As the F-B LGA would follow existing and long-established highway and railroad corridors through the urban areas, and would not pass through established neighborhoods, it would cause less disruption than the May 2014 Project, which traverses residential areas in the Northwest District of Bakersfield." The May 2014 project also follows a long established railroad corridor. Please delete this statement or state that F-B LGA would cause disruption to agricultural lands along Burbank Avenue and commercial/industrial properties along CA-99, CA-204, and Old Town Kern.

I006-405 Table 8-A-38 Comparison of Displacements under the May 2014 Project and F-B LGA and Table 8-A-39 Comparison of Residential Displacements under the May 2014 Project and FB LGA – Why aren't the entitled and under construction homes in the Gossamer Grove community included as impacts under F-B LGA? Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this analysis when the HMF is independent of the F-B LGA? Why is the entire world oil/refinery included in this analysis? Why are entire parcels touching the May 2014 Project Centerline included and calculated in in this analysis (compared to just the project footprint used for F-B LGA?

I006-406 "Table 8-A-40 indicates that the F-B LGA would result in the displacement of 15 fewer businesses, but 277 more employees when compared to the May 2014 Project. Many of the business relocations that would occur under the F-B LGA and not under the May 2014 Project are located in the community of Oildale, where the alignment would run though a heavily industrial area that would be avoided by the May 2014 Project." Please state "The May 2014 project would result in the displacement of fewer employees than the F-B LGA."

I006-407 Table 8-A-41 Comparison of Business Sector Relocations under the May 2014 Project and the F-B LGA – How many employees are impacted by NAICS code?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-408 As seen in Table 8-A-42, the F-B LGA would result in an additional 12 agricultural parcels being split into two or more pieces by the HSR project footprint, relative to the May 2014 Project. The number of displaced agricultural facilities and the numbers of jobs lost would, however, be consistent between the May 2014 Project and the F-B LGA. Although the F-B LGA would result in a lower impact to agricultural revenues, by approximately $136,772, the total effect to revenue loss under both alternatives is relatively small, representing approximately 0.1 percent of the County's total annual agricultural production. Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this analysis?

I006-409 Table 8-A-43 Comparison of Displaced and Affected Community Facilities under the F-B LGA, relative to the May 2014 Project1 – How many Section 8 housing units, households, and individuals are impacted by both F-B LGA and the May 2014 projects?

I006-410 "The F-B LGA would not result in the displacement of any medical facilities, while the May 2014 Project would displace three." What are the traffic impacts of F-B LGA on Memorial and San Joaquin Hospitals, access, emergency response, and care (as Mercy Hospital is not within the direct vicinity of the Truxtun Station where as Memorial and San Joaquin Hospitals are in very close proximity to the F-B LGA station)?

I006-411 The text states "Positive values indicate that the F-B LGA would have more of an impact than the May 2014 Project, while negative values indicate that the F-B LGA would have less of an impact than the May 2014 Project" however the footnote below the table states "1 Negative values indicate that the F-B LGA has less of an impact than the May 2014 Project." – Please clarify and explain.

I006-412 The text states "In total, the May 2014 Project would result in 845 more one-year full-time job equivalents, with 445 of them being direct and 400 being indirect or induced (Table 8-A-47)" however the May 2014 Project is not highlighted gray for lower impact under regional job creation in Table 8-A-48 Socioeconomics and Communities Impact Comparison between the May 2014 Project and F-B LGA.

Table 8-A-48 Socioeconomics and Communities Impact Comparison between the May 2014 Project and F-B LGA – Under Regional Job Creation for the May 2014 Project, please add the following statement "In total, the May 2014 Project would result in 845 more one-year full-time job equivalents, with 445 of them being direct and 400 being indirect or induced" and highlight gray as the least impact alternative.

I006-413 "The May 2014 Project would result in permanent conversion of approximately 976 acres of land currently in other uses." Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this analysis/calculation?

I006-414 "For the May 2014 Project, approximately 41 percent of the land that would be used permanently for the HSR tracks and supporting facilities (e.g., traction power and communication systems) is currently in similar uses (i.e., rights-of-way and transportation) or is vacant land; 44 percent is in agricultural uses; and about five percent is in residential, commercial, and industrial uses." Why is the entire Shafter Heavy Maintenance Facility (HMF) included in this analysis/calculation?

I006-415 "In metropolitan Bakersfield, the May 2014 Project follows the BNSF through a densely developed residential area from Hageman Road to Coffee Road, where there is already an incompatibility between the existing freight rail line and residential uses. This incompatibility would be enhanced by the HSR because the May 2014 Project would increase the intensity of land use, and it would be incompatible with adjacent residential land uses." Why is this stated when elsewhere the Fresno to Bakersfield Final EIR/EIS states that HSR is lower impact than existing conventional railroad facilities?

I006-416 "East of SR 99 to the project terminus at the Truxtun Avenue Station, the May 2014 Project remains close to the BNSF; but the existing freight rail is incompatible with many adjacent land uses in this area, including the Bakersfield Homeless Center, community facilities flanking Truxtun Avenue, and the partially redeveloped Mill Creek area. The May 2014 Project would enhance this incompatibility by converting residential, commercial, and community facility uses and intensifying the transportation use for the area." Why is there no reference to an intermodal station at Amtrak? Why is an intermodal Amtrak/HSR station considered an incompatible land use? Why is Transit Oriented Development around an existing Amtrak Station also considered an incompatible land use for HSR? Why is there no reference to the fact that passenger rail (San Joaquins Amtrak use the same existing rail corridor as BNSF)?

I006-417 "Bakersfield ridership and parking demand would result in changes in demand for parking during the transition to the full HSR System. The downtown Truxtun Avenue Station would provide up to 4,500 parking spaces after the station is completed, but the full 2035 parking demand is estimated to be 8,100 spaces (Authority and FRA 2014b)." Given the increase in transportation network companies and forecast changes with automated vehicles, is the 8,100 parking space (and even the 4,500 parking space) estimates still valid? What methodology/sources is the CHSRA using to substantiate this?

I006-418 Please delete the following quote (reasons noted below) "Therefore, while the Truxtun Avenue Station would encourage higher-intensity development in the surrounding areas, opportunities for revitalization are limited." Is the CHSRA stating that higher-intensity development around comparable station areas (e.g., San Francisco Transbay, San Jose Diridon, Fresno Downtown, and Los Angeles Union Station) also have limited revitalization opportunities? Is the CHSRA stating that placing HSR on a greenfield offers more high-intensity development opportunities? What is the source for this information, as this appears to be inconsistent with SB375 and HSR Station Area Planning guidelines? What about opportunities to build higher intensity vertical development?

Also note, the above quote seems to conflict with the subsequent paragraphs stating "The Truxtun Avenue Station would encourage higher-intensity development in the surrounding areas, but this indirect effect would be consistent with existing urban development and expectations for the types of uses that can be supported in an urban environment. This indirect effect would also be consistent with the Kern Council of Governments and the City of Bakersfield's plans and policies encouraging downtown revitalization (City of Bakersfield 2005). The Truxtun Avenue Station would be co-located with the existing Amtrak station and downtown transit center, which would expand the use of the existing multi-modal transportation hub, increase efficiency and accessibility regionally and locally, and could potentially increase land use densities in downtown Bakersfield because of its urban location. Increased development density in and around the Truxtun Avenue Station would provide public benefits, including increased employment, increased real estate forces, and the potential for increased retail, dining, and entertainment business opportunities, beyond the access benefits of the system itself."

I006-419 Why isn't the metric of an intermodal walkable rail connection (Amtrak/HSR) incorporated into the comparison metrics and summary table for F-B LGA and the May 2014 Project? Please add this to the comparison metrics and summary table for F-B LGA and the May 2014 Project.

I006-420 Table 8-A-49 Station Planning, Land Use, and Development Impact Comparison between the May 2014 Project and F-B LGA – Why is the Shafter HMF and oil refinery included in the May 2014 Project impacts?

I006-421 Also note, the parking impact is correctly noted here (fewer parking spaces is the least impact alternative).

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-422 "The Truxtun Avenue Station would encourage higher-intensity development in the surrounding areas, and this indirect effect would be incompatible with existing adjacent land uses according to the City of Bakersfield's determination." Please note that this determination is based on a draft EIR/EIS document from the City of Bakersfield that is undergoing public comment, has not completed environmental review, and is in draft form. The basis of this determination conflicts with two Kern Council of Governments approved studies, current Sustainable Communities Strategy, and the CHSRA Station Area Planning Guidelines. Please delete the quoted section and use the following reference documents as justification:

www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf

I006-423 Figure 8-A-22 May 2014 Project and F-B LGA Station Locations – Why isn't the intermodal Amtrak rail connection a metric on this table? Please add it.

I006-424 Figure 8-A-22 May 2014 Project and F-B LGA Station Locations – The HSR tracks cross roughly a rectangle at F-B LGA station and roughly a square site at the May 2014 Project station. What percentage of each station are (depicted in this figure) are taken by elevated tracks? Please add a discussion of this analysis.

I006-425 "The F-B LGA would result in permanent conversion of an estimated 819 acres of land currently in other uses to transportation-related uses compared to the 976 acres that would be converted by the May 2014 Project." Why is the Shafter Heavy Maintenance Facility and Oil Refinery included in this analysis of the May 2014 Project?

I006-426 "Parking demand and required parking spaces for the F-B LGA would be the same as for the May 2014 Project." How many people are expected to walk to/from major downtown Bakersfield traffic generators to each of the two proposed stations? How many motorized vehicle trips are expected on TNCs and automated vehicles to/from F Street Station and Amtrak and the Rabobank Arena/Convention Center?

How many fewer vehicular trips and parking spaces would be required at the May 2014 project station given its close proximity to government office buildings, hotels, convention center, arena, and other similar synergistic facilities?

I006-427 "Similar to the May 2014 Project, parking development to meet demand at the Bakersfield F Street Station would be consistent with applicable plans. It would also be compatible with adjacent land uses because current zoning supports parking development as a common use in urban centers." How is this consistent with the single family residential neighborhood in close proximity to the SW of the proposed F-B LGA station?

I006-428 "Unlike the May 2014 Project, this effect would be consistent with the Kern Council of Governments' and the City of Bakersfield's plans and policies encouraging downtown revitalization (City of Bakersfield 2005, see also discussion in Section 3.13.4.1 of this Draft Supplemental EIR/EIS)." This statement is inconsistent with an approved KernCOG plan that states **"[A Golden State Avenue station] would be perceived as very remote from the downtown core" … "[A Truxtun station] is located within walking distance of the downtown area including two hotels, the convention center, many government office buildings, and Bakersfield's Ice Center and McMurtrey Aquatic Center" … and "The Truxtun site offers**

I006-428 **the best opportunities for the station to serve as a catalyst for new downtown economic development. … the Truxtun site is recommended as the most attractive site for the Bakersfield Region."**

This study can be accessed at: www.kerncog.org/wp-content/uploads/2010/04/HSR_Terminal_200307.pdf

Why wasn't this study reviewed or quoted in the F-B LGA draft EIR/EIS? Please quote the above bolded section and study in this appendix and throughout the entire F-B LGA draft EIR/EIS.

I006-429 "Approximately 3 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." How is existing industrial zoning considered compatible for residential and commercial transit oriented development?

I006-430 "While the Truxtun Avenue Station would be located at an existing public transportation center and would be more convenient for Amtrak and bus riders, the HSR Station at F Street would be located near a network of regional highways in an area with no existing train service as well as in proximity to the Kern River Parkway and would provide a direct connection to that facility. While the Truxtun Avenue Station may better promote transit ridership compared to the F Street Station, the opportunities for revitalization at 34th Street and Chester Avenue near the F Street Station would result in overall greater community benefit." How is the urban design of a 25-30 foot tall retaining wall between F-B LGA Station and 34th Street conducive to walkability and infill TOD development along 34th Street?

I006-431 "As shown in Table 8-A-49, the F-B LGA would substantially reduce the number of acres of land that would be permanently converted to transportation-related uses compared with the May 2014 Project." Why is the Shafter HMF facility included in this analysis?

I006-432 The document states "the Truxtun Avenue Station may better promote transit ridership compared to the F Street Station" and then states "The F-B LGA would also reduce impacts associated with meeting parking demand at the station site" – How does reduced promotion of transit ridership associated with F-B LGA also reduce the impacts associated with meeting parking demand at the site?

I006-433 "however, the F-B LGA would be considered preferable based on reduced impacts to residential, agricultural and total acres of permanent conversion of land." Why is the Shafter HMF included in this analysis?

I006-434 "The May 2014 Project alignment would follow existing transportation corridors to the extent possible, but in some cases the alignment would deviate from those corridors and bisect agricultural parcels, creating noneconomic remainder parcels." Where does the May 2014 Project deviate from the BNSF corridor in agricultural lands?

I006-435 Table 8-A-51 Agricultural Impact Comparison between the May 2014 Project and F-B LGA – "The May 2014 Project would convert 485 acres of Important Farmland" and "The May 2014 Project would temporarily use 337 acres of Important Farmland for construction" and "The farmland conversion

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-435 impact rating for the May 2014 Project is 144" – Why is the Shafter Heavy Maintenance Facility included in the analysis for the May 2014 Project Agricultural Impact Comparison with F-B LGA?

I006-436 Table 8-A-52 Parks, Recreation, and Open Space Resources within 1,000 feet of the May 2014 Project Centerline – Can you please confirm the square footage of the Bakersfield Amtrak Station Playground? Is Mill Creek a park or an active transportation facility?

I006-437 Table 8-A-54 Parks and Recreation Impact Comparison between the May 2014 Project and F-B LGA – For the F-B LGA alignment, where is the Mill Creek Linear Park North that ends at 24th Street in very close proximity to the F-B LGA Centerline?

I006-438 Figure 8-A-23 Shafter Area: Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Project Study Area – This project footprint for the MOIF appears to be correct … however, why was the Shafter HMF facility used for the May 2014 project footprint for other sections of the F-B LGA draft EIR/EIS?

I006-439 Figure 8-A-24 Bakersfield Area: Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Project Study Area – Where is Mill Creek Linear Park North (@ 24th Street)? Isn't this facility within the 1,000 buffer of the F-B LGA centerline?

I006-440 "Of all park and open space resources identified within the study area (1,000 feet from the proposed centerlines), the Kern River Parkway would be affected by both the May 2014 Project and the F-B LGA, while Weill Park would only be affected by the F-B LGA, and Mill Creek Linear Park would only be affected by the May 2014 Project." Please correct this statement as Mill Creek Linear Park runs north to 24th Street and is within 1,000 feet of the F-B LGA centerline.

"At Mill Creek Linear Park, the May 2014 Project would introduce a new 90-foot-wide maintenance easement to accommodate the placement of permanent footings for columns that would support the guideway through the portion of the park that straddles Kern Island Canal south of the existing BNSF right-of-way. Mill Creek Linear Park is a discontinuous resource of approximately eight acres in total size. Mill Creek Linear Park would not be affected by the F-B LGA. Therefore, the nature and extent of impacts at Mill Creek Linear Park would be more intense under the May 2014 Project." Please correct this statement as Mill Creek Linear Park runs north to 24th Street and is within 1,000 feet of the F-B LGA centerline.

I006-441 "The eastward shift of the F-B LGA would also avoid the May 2014 Project's impacts to singlefamily residential neighborhoods in the Rosedale/Greenacres landscape unit." – What are the impacts to the single family Gossamer Grove residential neighborhood along F-B LGA?

I006-442 "In the Central Bakersfield landscape unit, the F-B LGA would avoid visual impacts in downtown Bakersfield by realigning the HSR elevated viaduct eastward between SR 99 and the Union Pacific Railroad tracks. Because of this realignment, the F-B LGA would not result in an adverse effect from the introduction of an elevated viaduct adjacent to residents on 16th Street that the May 2014 Project would cause. While the location of the HSR station would result in beneficial impacts from the station building itself, associated streetscape improvements and general revitalization in those areas, the existing visual character surrounding the F Street Station would benefit to a greater degree than at the Truxtun Avenue Station." The City of Bakersfield claims they can zone parkland/greenspace under any elevated HSR viaduct … Why would this be considered an adverse impact?

I006-442 "For those living in these residences, the elevated viaduct, removal of existing businesses on the street, right-of-way-clearing, and the introduction of security fencing would decrease visual quality, resulting in a significant impact." In the Bakersfield Station Area Plan Vision Document (cited in this EIR), the City of Bakersfield claims they can zone parkland/greenspace under any elevated HSR viaduct … Why would this be considered an adverse impact?

I006-443 Table 8-A-58 Cultural Resources Impact Comparison between the May 2014 Project and F-B LGA – "The F-B LGA would result in no direct adverse effects or indirect adverse effects on the Noriega Hotel as a TCP." Please add the impacts of the vibration/noise, as well as the indirect aesthetic impacts of the elevated viaduct running over the entrance to the Noriega Hotel.

I006-444 "In total, the May 2014 Project would result in 846 more one-year full-time job equivalents, with 444 of them being direct and 402 being indirect or induced (Table 8-A-60). These jobs are expected to be filled predominantly by local residents, and would not result in an increase in the demand for public services and associated requirements for new or altered government and public facilities." Why is this statement not listed in the comparison table summarizes the impacts of F-B LGA and the May 2014 Project? Please add this.

I006-445 Table 8-A-61 Summary of Cumulative Impacts for the May 2014 Project – "Agricultural Lands Not Significant Significant (Cumulatively Considerable)" – Why does this determination include the inclusion of the Shafter HMF facility?

I006-446 Table 8-A-62 Cumulative Impacts for the Comparison between the May 2014 Project and FB LGA – Transportation Impact from Operations for F-B LGA – "Not Significant (local level)" – Please change local level to Significant for F-B LGA to account for substantial impacts noted in the draft EIR/EIS on F Street, 30th Street, and mistakenly omitted VMT/GHG emissions associated with first/last mile connections to Amtrak and large traffic generators downtown (e.g., Rabobank Arena) as traffic is shifted from walking (with the May 2014 Project) to motorized travel.

I006-447 Table 8-A-62 Cumulative Impacts for the Comparison between the May 2014 Project and FB LGA – Socioeconomics and Communities – If the May 2014 Project and F-B LGA are being compared and analyzed using the same standards, why does the text differ between both alignments in this row of the table? In other words, why aren't Environmental Justice cumulative impacts are discussed in Chapter 5 of the F-B LGA Draft Supplemental EIR/EIS? Similarly, for "Division and/or Disruption of Community" – For the May 2014 Project, why are the impacts significant and cumulatively considered and then found significant for F-B LGA but not cumulatively considered? This is methodologically inconsistent. Similarly, for Station Planning, Land Use, and Development, For the May 2014 Project, why are the impacts significant and cumulatively considered and then found significant for F-B LGA but not cumulatively considered?

I006-448 Table 8-A-65 Section 4(f) Impact Comparison between the May 2014 Project and F-B LGA – Mill Creek Linear Park runs to 24th Street and is within the buffer of the F-B LGA Centerline. What are the impacts of F-B LGA on Mill Creek Linear Park North? Kern River Parkway – It should be noted, in terms of magnitude, the impacts of F-B LGA are approximately twice as great on the Kern River Parkway with respect to F-B LGA than on the May 2014 Project. That is, the May 2014 Project has half the acreage of permanent park impacts from column supports and fewer acres of construction impacts.

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-449 "Operation of the May 2014 Project would divide communities in the Northeast and Northwest neighborhoods in Bakersfield, as well as rural areas such as Crome; remove 384 homes, 392 businesses, and 11 community services or amenities; directly affect an additional 9 community facilities; and permanently alter the character of existing communities or neighborhoods. The displacements and residual community impacts associated with operation of the May 2014 Project would affect the minority and low-income populations in the urban communities, particularly in Bakersfield's Northeast and Northwest districts (as defined in the Fresno to Bakersfield Section CIA), as well as in rural communities, such as Crome." – What percentage of these are displacements are low-income and minority residents, employees, and business owners? The above numbers are aggregate impacts in a section specific to environmental justice.

I006-450 "The May 2014 Project would have a substantial effect on Bakersfield High School, which is attended by predominantly minority and low-income students." Why does the Hybrid alignment have a substantial effect on Bakersfield High School? The quoted statement was only in reference to the Bakersfield South alignment – Please delete as this is not applicable to the Hybrid alignment.

I006-451 Table 8-A-66 Environmental Justice Impact Comparison between the May 2014 Project and F-B LGA – Noise and Vibration - "Lesser impacts would occur under the F-B LGA, as severe noise impacts would affect 152 sensitive receivers compared to 305 sensitive receivers under the May 2014 Project." Why does the May 2014 Project include all noise receivers (not just those for low income/minority communities)?

I006-452 Community Division and/or Disruption – "Lesser impacts would occur under the F-B LGA as it follows existing highway and railroad corridors and would not pass through established neighborhoods, while the May 2014 Project would traverse residential areas in the Northwest District of Bakersfield and divide the community of Crome." Why is the BNSF not listed as an existing railroad corridor for the May 2014 Project? This statement should be deleted and/or revised, as the May 2014 Project follows an established railroad corridor (BNSF) from Shafter to Bakersfield Commons … and then re-joins the BNSF railroad corridor from Bakersfield Corporation Yard to Oswell Street/Edison Hwy. Additionally, why is there no reference to bisecting the Old Town Kern Neighborhood along Sumner Street? This is an impact specific to F-B LGA.

I006-453 Land Use – "The F-B LGA would not result in disproportionately high and adverse effects to minority or low-income communities related to land use conversion and incompatible land uses. Because the F-B LGA follows existing transportation corridors, the conversion of land use would not substantially change the pattern and intensity of the use of the land and would be largely compatible with adjacent land uses and existing plans and policies." Why is the BNSF not listed as an existing railroad corridor for the May 2014 Project? This statement should be deleted and/or revised, as the May 2014 Project follows an established railroad corridor (BNSF) from Shafter to Bakersfield Commons … and then re-joins the BNSF railroad corridor from Bakersfield Corporation Yard to Oswell Street/Edison Hwy. Additionally, why is there no reference to bisecting the Old Town Kern Neighborhood along Sumner Street? This is an impact specific to F-B LGA.

I006-454 Parks and Recreation – Please explain the determination here.

I006-455 "The approach and details used to prepare the construction cost estimate are provided in the Fresno to Bakersfield Section Cost Estimate Report (Authority and FRA 2013), which is available upon request from the Authority." Why was this document not included in the appendix of the draft EIR/EIS?

I006-456 Table 8-A-67 Capital Cost of the Fresno to Bakersfield Section - Since the May 2014 Project is 21.15 percent of the length of the Fresno to Bakersfield section, the costs can be estimated to be 21.15 percent of the costs. Table 8-A-68 shows the estimated capital cost for the May 2014 Project. As shown in the table, the total estimated cost is $2,893.7 million (2010 dollars) – Why does this cost estimate include the HMF facility? Why is this considered an appropriate methodology? Why wasn't a cost comparison specific to the May 2014 Project segment conducted?

Table 8-A-68 Capital Cost of the May 2014 Project - Why does this cost estimate include the HMF facility? Why is this considered an appropriate methodology? Why wasn't a cost comparison specific to the May 2014 Project segment conducted? Please revise the costs to exclude costs specific to the HMF facilities studied and included in the capital costs of the Fresno to Bakersfield section. For example, the cost memorandum provided by the CHSRA includes transportation improvements specific to the HMF facility. Please see my comments about this memorandum and the costs included in that section of my comments.

Table 8-A-71 Cost and Operation Impact Comparison between the May 2014 Project and FB LGA (2010 $millions) – Why are the costs associated with the Shafter HMF (e.g., specific transportation infrastructure improvements and embankments required for this facility) included in the cost estimates for the May 2014 Project?

I006-457 The costs associated with "Stations" for the May 2014 Project and the F-B LGA are apportioned as a ratio based on 1 of the 24 stations being located in the May 2014 Project and the F-B LGA. – Why is this considered an appropriate methodology when F-B LGA has 700 more structured parking spaces than the May 2014 Project?

I006-458 Table 8-A-72 Natural Resources Impacts Comparison – Why does this include natural resources within the Shafter HMF and Oil Refinery footprints?

Table 8-A-72 Natural Resources Impacts Comparison - Why does this include natural resources within the Shafter HMF and Oil Refinery footprints?

I006-459 What's the cost of adding a shuttle service to connect F St Station to the Amtrak Station? Where is this cost in the O&M calculations specific to F-B LGA?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Volume III: Alignment Plans, Profiles and Cross Sections

I006-460 • What are the sound, vibration, and aesthetic impacts of F-B LGA on Walker St in Shafter?

I006-461 • What are the impacts of F-B LGA on the planned northern beltway along Burbank Avenue?

I006-462 Please revise F-B LGA along Burbank Avenue from an embankment to a retained Embankment for compatibility with the Northern Beltway project.

I006-463 6010+00 – Where is the cost for this bridge structure in the authority cost estimation memorandum?

6075+00 - Where is the cost for this bridge structure at Riverside St in the authority cost estimation memorandum?

6095+00 - Where is the cost for this bridge structure at Cherry St in the authority cost estimation memorandum?

I006-464 Please add a bridge/undercrossing at Orange Ave E.

Please add a bridge/undercrossing at Mendota St.

I006-465 6210+00 - Where is the cost for this bridge structure at Driver Rd in the authority cost estimation memorandum?

6265+00 – Where is the cost for this bridge structure at Zachary Ave in the authority cost estimation memorandum?

6330+00 - Where is the cost for this bridge structure at the canal and access roads in the authority cost estimation memorandum?

6370+00 – Where is the cost for this bridge structure at Zerker Road in the authority cost estimation memorandum?

6425+00 Where is the cost for this bridge structure at Friant-Kern Canal in the authority cost estimation memorandum?

I006-466 • Please add a bridge/undercrossing at Verdugo Ln.

I006-467 6515+00 Where is the cost for this bridge structure at Lerdo Canal in the authority cost estimation memorandum?

I006-468 • 6040+00 thru 6505+00 And 6675+00 thru 6702+00 – Project departs an existing transportation corridor.

I006-469 • 6675+00 thru 6702+00 – Why does this segment switch to an embankment?

I006-470 6710+00 - Where is the cost for this bridge structure at SR-99 in the authority cost estimation memorandum?

Volume III: Composite Utility Plans

Submission I006 (Adam Cohen, January 16, 2018) - Continued

Volume III: HSR Elevated Structures Plans

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Volume III: Maintenance of Infrastructure Facility Plans, Profiles and Cross Sections

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Submission I006 (Adam Cohen, January 16, 2018) - Continued

Volume III: Roadway and Roadway Structure Plans

Volume III: Station Drawings

I006-471 Overall, the station design is uninspiring architecturally and not walkable.

I006-472 How is the F St Station walkable when it is bounded by the UNP to the North and SR-204, including a highway interchange to the south? Why not reconfigure SR-204 and place it below grade with a station plaza that covers SR-204 and bridges this gap?

I006-473 Why weren't any other alternative station locations studied for analysis, including but not limited to an Old Town Kern Station?

I006-474 There are a lot of 4-way intersections inside the station area … Has traffic flow in/and out of the station been modelled? Is this design safe for cyclists and pedestrians?

I006-475 Is your waiting area for Uber/Lyft large enough? Does this station design over build parking given forecast changes with shared automated and privately owned automated vehicles?

I006-476 Would a one-way loop inside the station area be more efficient and safer?

I006-477 How much traffic is generated inside the station area by people looking for a available, yet scattered parking? Would it make more sense to put rental cars on the south surface lot or to make the south surface lot the waiting a drop-off area for vans, taxis, and Uber/Lyft?

I006-478 Why does this station prioritize motorized modal access above active transportation access?

I006-479 Is a general parking surface lot of 30 spaces realistic? Wouldn't such a small lot generate more traffic in/and/out looking for parking than would be useful?

I006-480 What is the cost of the transit center building? Why hasn't this been included in the project costs? Where is the space for buses to load, unload, and wait? Does the station have sufficient room for a bus to turn and maneuver?

I006-481 Why is the BRT stop placed adjacent to the station and not inside the station complex?

I006-482 Please specify the capacity of the van, taxi, uber/lyft waiting area.

I006-483 What type of retail is envisioned in approximately 380-400 sq ft?

I006-484 How many ticket sales windows will there be?

I006-485 Why is each retail space smaller than the restrooms and about the size of the electrical utility closet?

I006-486 How many additional personnel will be need to man (e.g., FTEs) a main station entrance and a second station entrance? Why aren't these included in the O&M cost comparisons?

I006-487 Why do pedestrian cross on an elevated guideway above the access road and then below the SR-204 interchange? What is the walking distance using this pathway from the main station entrance to the Golden State Mall? How will passengers walk from the main station entrance to 34th Street? How tall is the retaining wall? Is the slope of the access road to 34th St ADA compliant? Please add escalators and a elevator to 34th St to make it more walkable?

Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-488 Why wasn't a multi-level station design done? In other words, why was 34th St maintained at the same elevation over the station complex with a complete level of services and the below grade at F Street a separate level? Given the space constraints, it seems like it would be more appropriate to design multi-level access (similar to an airport) versus trying to bring everyone to ground level and then direct people to multiple 7 store garages.

I006-489 Please add a comparison table comparing the room schedules of the F-B LGA and May 2014 Projects? Please add this to the comparison analysis and summary analysis for F-B LGA and the May 2014 Project.

I006-490 Why is the F-B LGA free concourse only 10,346 SF when the May 2014 Project free concourse is 19145 SF (almost twice the size)? Please develop a new station design with a free concourse that is equivalent or larger than the May 2014 Project station?

I006-491 In the F St station design, where are the majority of the retail concessions approximately the size of the staff restrooms?

I006-492 The Room Schedule shows a detached building, a main entrance, and a secondary entrance. Where is the detached building on the station design?

Volume III: Systems Schematic, Traction Power, Train Control and Communications Site and Access Roadway Plans

Response to Submission I006 (Adam Cohen, January 16, 2018)

I006-1

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.

I006-1

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 I006 (Adam Cohen, January 16, 2018) - Continued

I006-1

of known historic properties.

I006-2

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
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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 I006 (Adam Cohen, January 16, 2018) - Continued

I006-2

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

I006-2

of known historic properties.

I006-3

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

As shown in Volume III: Station Drawings, bicycle and pedestrian path and bridges are proposed that would connect to existing bicycle infrastructure to provide active transportation connections, as well as an ADA accessible path. The City of Bakersfield would be responsible for implementing transit oriented development guidelines and policies to develop connectivity and pedestrian access to and from the HSR station. As such, the F Street Station is designed to accommodate pedestrian and bicycle active transportation modes, as well as transit and single-occupancy vehicles.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-4

The commenter cites the Authority's High-Speed Train Station Area Development General Principles and Guidelines and indicates that they are more descriptive of the Truxtun Station (May 2014 Project) than the F Street Station.

Both the Truxtun Avenue and the F Street station designs in the Draft Supplemental EIR/EIS are conceptual designs that are based on:

California High-Speed Rail Authority documents:

Statewide architectural excellence goals

System design criteria and technical memoranda

Station area development policy

Urban design guidelines

Kern Council of Governments documents:

2014 Regional Transportation Plan and Sustainable Communities Strategy

Metropolitan Bakersfield Transit Center Study

Metropolitan Bakersfield Transit System Long-Range Plan

City of Bakersfield's General Plan

While both station locations and preliminary station designs are based on the HST Station Area General Principles and Guidelines, and reasonable people can disagree about which location best describes consistency with those general principles, the Authority's Board of Directors identified the F Street Station location as preferable to the Truxtun Avenue Station location for the following reasons:

- The F-B LGA, when compared to the May 2014 Project, would reduce the number of residential displacements.

I006-4

- The efficiency gained from the F-B LGA results in fewer direct permanent impacts on waters and wildlife resources.
- The F-B LGA, when compared to the May 2014 Project, would result in fewer permanent impacts to Important Farmlands.
- The F-B LGA affords an opportunity to directly connect with the pedestrian and bicycle uses associated with the Kern River Parkway.
- The May 2014 Project was met with significant local opposition from the City of Bakersfield, Kern County, local school districts, a hospital and various community groups, resulting in lawsuits. Conversely, the F-B LGA was met with decidedly less opposition and resolving two lawsuits in the process.
- The F-B LGA would be approximately one mile shorter than the May 2014 Project and would be able to maintain a speed of 220 miles per hour, whereas the May 2014 Project, based on track configuration, would be required to slow to 125 mph for a segment of the alignment.
- The F-B LGA would be less expensive to construct.

When approving the project, the Authority's Board will consider a range of factors including legal, planning, environmental, cost, constructibility, operations, and maintenance. The environmental factors distinguishing the F-B LGA as the preferred alternative are summarized in Chapter 8 of the Draft Supplemental EIR/EIS. Section 8.5 explains why the F-B LGA is the Environmentally Superior Alternative; Section 8.6 explains why it is also the Environmentally Preferable Alternative; and Section 8.7 explains why it is the Least Environmentally Damaging Practicable Alternative.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-5

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

The commenter refers to the 2003 Terminal Impact Analysis Study and summarizes some findings from that study about station locations. The 2003 report prepared for KernCOG analyzed three station locations for the high-speed rail in Bakersfield: an Airport Station located near Meadows Field Airport, a “Golden State Station” located along Golden State Avenue (the F Street Station), and a Truxtun Avenue Station. The report concluded that, while impacts of the F Street Station and the Truxtun Avenue Station are largely comparable (see Table 6-1 of the document), the Truxtun Avenue Station was “the most attractive site for the Bakersfield Region” at that time. The report also provided a list of unknowns, including UPRR and BNSF cooperation and the difficulties of displacements and acquisitions for each station location.

The findings of this report were, at the time of the circulation of the Draft Supplemental EIR/EIS toward which the commenter’s request is directed, 15 years old, and these findings are no longer endorsed by all participants of the regional steering committee that participated in the study. Refer to Section 2.3.2.3 of the Fresno to Bakersfield Section Final EIR/EIS, which states:

"On December 13, 2017, the City of Bakersfield adopted Resolution No. 162-17 in support of the Locally Generated Alternative and the F Street Station."

All three stations identified in the KernCOG report were analyzed in the Statewide Final EIR/EIS (2005). Though the Statewide EIR/EIS does not cite the KernCOG report, it came to similar conclusions, as it identified the Truxtun Avenue station location as the preferred Bakersfield station, adding that, at the time (2005), the City of Bakersfield, Kern County, Kern County COG, and the Kern County Transportation Foundation preferred this station option for HSR service in Kern County. This preferred station location was then carried forward in the Fresno to Bakersfield Section EIR/EIS (2014).

By June 2014, the City of Bakersfield no longer preferred the Truxtun Avenue station location. At that time, the City filed a lawsuit challenging the certified Fresno to Bakersfield Section EIR/EIS pursuant to CEQA. The Authority and the City of

I006-5

Bakersfield announced in December 2014 that they had settled the lawsuit and agreed to identify an initial conceptual alignment through the City of Bakersfield with a station located at the intersection of F Street and Golden State Avenue (SR 204) that would address the City’s concerns and meet the Authority’s design requirements, for the Authority to study in subsequent environmental review. The “locally generated alternative” (LGA) described and analyzed in the Draft Supplemental EIR/EIS evolved from this mutual cooperation and subsequent public input.

In the Draft Supplemental EIR/EIS, the Authority and FRA described the environmental setting of the LGA, evaluated the potential significance of environmental impacts and compared the LGA (referenced as the “F-B LGA” in the Draft Supplemental EIR/EIS), including station location and alignment, with the geographically comparable segment of the alignment and station location identified in the Fresno to Bakersfield Section Final EIR/EIS (referenced as the “May 2014 Project” in the Draft Supplemental EIR/EIS) and approved by the FRA in 2014. Impacts of both Truxtun Avenue and F Street stations and their respective rail alignments are thus comparatively analyzed and taken into account within the larger impact analysis of the Draft Supplemental EIR/EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-6

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.

I006-7

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

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 people 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.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-8

The F-B LGA would not introduce a new division through any communities along Sumner Street for three reasons. First, the alignment does not cross through any residential communities in this area because the affected properties along Sumner Street generally support industrial uses as opposed to residential or other neighborhood-serving uses. Second, the alignment traverses along the railroad tracks on the eastern edge of this predominantly industrial area, and does not cross through the neighborhood. Third, the railroad tracks already divide the industrial areas that are located on either side of the tracks.

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.

I006-9

In the text of the comment 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 I006 (Adam Cohen, January 16, 2018) - Continued

I006-9

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

I006-9

of known historic properties.

The commenter argues that this would mitigate the adverse impacts of an elevated viaduct bisecting the Old Town Kern neighborhood.

If a station were placed in Old Town Kern, not only would a viaduct be placed along the current alignment, but the station itself would then bisect if not completely displace the whole area proposed for consideration. Impacts would not be mitigated and would in fact be escalated.

The commenter also states that this station would allow for an intermodal rail connection where the BNSF tracks "converge" with the LGA alignment, allowing for a second Amtrak station at Old Town Kern. The commenter suggests that this second Amtrak Station in Old Town Kern would be similar to the two Amtrak stations in Oakland at Jack London Square and the Oakland Coliseum.

It is highly unlikely that a second Amtrak station would be placed at the proposed Old Town Kern location, particularly as this is less than a mile from the current Bakersfield Amtrak Station, and a new Amtrak Station would cause further displacements and adverse impacts similar to those outlined above. It would be more likely (and cost effective) for a bus connector to be developed, similar to the City of Bakersfield's proposition for connecting the F Street Station and Amtrak, as described in the Making Downtown Bakersfield Station Area Vision Plan (2018). The two stations in Oakland mentioned by the commenter are approximately five miles apart, similar to other distances between Amtrak Stations in the densely populated Bay Area. The closest stations there are the Berkeley and Emeryville Stations, which are approximately two miles apart.

In the exhibit included as part of this comment, the commenter suggests a station along Sumner Street between Beale Avenue and Miller Street.

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

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-9

Engineering

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments must move south to allow edge of platform to be 15 feet from UPRR Right-of-way line. 15-foot distance is required as maintenance easement along aerial structures.
- Moving the alignment would impact all properties south of Sumner Street and south of the F-B LGA alignment between Chester Avenue and SJVR wye tracks.
- Distance along the alignment between Beale Avenue and Miller Street is 1,900 feet, which would support the platform length, but the horizontal spiral between Baker Street and Beale Avenue; would force the station track turnouts to the north around the curve. This would add approximately 9,350 feet of additional viaduct. Station tracks to the east would begin approximately at the SJVR wye tracks.
- Area between Beale Avenue and Miller Street and Sumner Street and Truxtun Avenue is approximately 34 acres, but contains the BNSF mainline tracks. The BNSF tracks connect to the UPRR rail yard, and must be relocated out of the station area.
- Relocating BNSF south into the Truxtun Avenue right-of-way would cause numerous impacts to local roads as well remove the SJVR connection to the yard.
- Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The BNSF relocation referenced in the fourth bullet under "Engineering" would move the freight rail line closer to residences south of Truxtun Avenue, likely exposing several sensitive receptors to increased noise levels.
- The Sumner-Beale-Miller site has a high sensitivity for historical archaeological deposits.
- Although the Sumner-Beale-Miller site as proposed does not contain known historic properties, there are two historic properties located in close proximity to the south that would likely be adversely affected (Salon Juarez Traditional Cultural Property and the residence at 1031 E 18th Street). These two properties were identified in the main FB HASR and APE. Placement of a station footprint here would likely cause a direct adverse effect to both properties.
- The Fresno to Bakersfield project made a considerable effort to negotiate with the Salon Juarez TCP owners to avoid, minimize, and mitigate potential effects of a HSR viaduct –a HSR station at this location would likely have more extensive adverse effects on this property and others.
- More inventory and evaluation of built environment resources would be required to the west, which includes areas outside both the F-B LGA and the FB APEs. Survey of this area is likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-10

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Refer to Section 3.1.3.3 of the Draft Supplemental EIR/EIS for a discussion of the methodology implemented during the preparation of this document.

The Fresno to Bakersfield Section Final EIR/EIS (Chapter 3.11 Safety and Security, Impact S&S #1, page 3.11-26) discloses that the BNSF Alternative and Bakersfield Hybrid alignments (the May 2014 Project identified in the Draft Supplemental EIR/EIS is composed of portions of these two alignments) traverse Fruitvale Oil Field, Rosedale Oil Field, Seventh Standard Oil Field and Rose Oil Field; as such, including these oil fields in the May 2014 Project footprint is correct.

The commenter indicates that the Draft Supplemental EIR/EIS states that the F-B LGA follows existing transportation corridors whereas the Hybrid does not. The Draft Supplemental EIR/EIS does not state that the May 2014 Project does not follow existing transportation corridors; refer to Section 2.3 of the Draft Supplemental EIR/EIS for a description of the May 2014 Project that highlights the extent that the alignment parallels BNSF and UPRR corridors. Refer to Section 2.4.2 of the Draft Supplemental EIR/EIS for a description of the F-B LGA that highlights the extent that the alignment parallels BNSF and UPRR corridors. The F-B LGA crosses over agricultural land between its parallel alignments along the BNSF and UPRR corridors. The siting of the F-B LGA in this area considered the future Northern Beltway Project (refer to Technical Appendix 3.19-B of the Draft Supplemental EIR/EIS) (Authority 2017). Section 1.2.2 of the Draft Supplemental EIR/EIS provides the objectives of the HSR System, Fresno to Bakersfield Section, and F-B LGA. One of these objectives states that the HSR shall “maximize the use of existing transportation corridors and right-of-way to the extent feasible.” In compliance with these objectives, the May 2014 Project as well as the F-B LGA follow existing transportation corridors and rights-of-way to the extent feasible and only deviate short distances from existing transportation corridors due to design restrictions.

Due to the high speed of the HSR, the design requires long sweeping turns instead of sharper/shorter turns that are used for freight/passenger rails, and in some areas both the May 2014 Project and F-B LGA require deviation from transportation corridors. The

I006-10

May 2014 Project follows the BNSF corridor and deviates from this corridor in Bakersfield for approximately 3.95 miles, until it turns and parallels the BNSF corridor in the vicinity of Commerce Drive in Bakersfield leading to the Truxtun Avenue Station. The F-B LGA follows the BNSF corridor and deviates in the vicinity of Cherry Avenue, just southeast of Shafter, for 7.29 miles until it reaches Verdugo Lane where it turns again and parallels the UPRR corridor through the F Street Station to the terminus of the F-B LGA alignment in East Bakersfield. The F-B LGA deviates from existing transportation corridors for a longer stretch, through rural, mostly agricultural land, while the May 2014 Project deviates from existing transportation corridors through the urban areas of Bakersfield.

I006-11

The commenter indicates there are "astonishing errors made by the document preparers associated with the project footprint….''; however, the commenter does not provide specific examples of such errors. The analysis presented in the Draft Supplemental EIR/EIS was based on an apples-to-apples comparison between the F-B LGA and May 2014 Project using a similar analytical methodology to that was used in the Fresno to Bakersfield Section Final EIR/EIS. Since the commenter does not provide examples of such errors, revisions to the document have not been made. Refer to Response to Comment I006-10 in Chapter 24 of this Final Supplemental EIS. The Authority has taken this comment into consideration.

I006-12

A number of technical appendices included as part of the Fresno to Bakersfield Section Final EIR/EIS have not been updated for the Draft Supplemental EIR/EIS because the information contained within the technical appendix remains applicable to the F-B LGA and revisions were determined to be unnecessary. The analysis specific to the F-B LGA is presented throughout the Draft Supplemental EIR/EIS. Where applicable, the response to comment references the reader to the appropriate location within the Draft Supplemental EIR/EIS where the requested information can be reviewed.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-13

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

Refer to Response to Comment I006-9 in Chapter 24 of this Final Supplemental EIS for discussion regarding alternate station locations.

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The commenter provides a list of signatures of support, a signature list for “Save Westchester and Old Town from the Adverse Impacts of High Speed Rail,” and a list of names and comments from a blog generally citing preference or opposition to components of the Fresno to Bakersfield Section of the HSR and/or the F-B LGA. Each of the signatories included in this comment letter have been included in the table of contents for the response to comments of the Final Supplemental EIS, and responses have been provided to each individual. The Authority will take this list of signatures and the opinions expressed into consideration during the preparation and approval of the Final Supplemental EIS.

The following names and individual comments were provided as an attachment for Comment I006-14 and are provided in a Table of Contents (TOC) as shown below. This TOC provides the last name and first name of individuals, their comments (if they had any), a response to their comments (sometimes identifying General Response that is applicable), and the page number of the attached .pdf of Comment I006-14 where the individual’s name can be found.

Residents

Last Name	First Name	Comment	Response	Page #
Acebedo	Raquel			25-100
Ackerly	Sabrina			25-99
Akdbs	Sggs			25-94
Albitre	Vicki			25-98
Aleman	Jennifer Jones			25-89
Aleman	Jennifer	I am a home owner in Westchester Riviera.	FB-LGA-Response-General-04	25-103
Algra	Ashlyn			25-92

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Allen	Jaclyn	I'm signing this because adding the station in this neighborhood will be detrimental to its well being.	FB-LGA-Response-General-10	25-91, 25-104, 25-110
Allen	Luann	For the sake of home value, preservation of Kern history, noise, traffic, crime &safety.	FB-LGA-Response-General-10	25-89, 25-103, 25-109
Allendorf	Vittoria			25-90
Alvarenga	Kathleen			25-94
Anderson	Rita			25-97
Andre	Paul			25-86
Ansolabehere	Anthony	The city proposed alignment has turned out to be far more disruptive.	FB-LGA-Response-General-10	25-88, 25-103, 25-108
Antongiovanni	Barbara			25-85
Arambula	Kevin			25-85
Arambula	Stacy			25-85
Archuleta	Kathy			25-94
Armstrong	Carolyn Cisneros			25-84

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Armstrong	Carol			25-91
Ashby	Summer			25-91
Ashley	Nick			25-98
Backer	Jeriaj			25-90
Bagnas	Agustin	We are losing pieces of our city's history in exchange for growth. Which isnt worth it.	FB-LGA-Response-General-10	25-95, 25-105
Bailey	Florence			25-98
Baker	Ron			25-96
Banales	Melissa Guerra			25-91
Barajas	Melissa			25-91
Barnden	Marsha	I DO NOT WANT HIGH SPEED RAIL. Period!	FB-LGA-Response-General-09	25-86, 25-101
Barron	Brooke			25-86, 25-107
Bartell	Kevin			25-89
Barton	Lilly			25-94
Barton	Victoria	I live in Bakersfield and love the city the way it is I know we have to grow and change but not in this way	FB-LGA-Response-General-10	25-95, 25-105, 25-110
Bates	Medina	my home town.		25-102, 25-107

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Bates	Medina	my home town.		25-102, 25-107
Bautista	Ulises	I live in westchester and it would be nice to have the station in truxtun Ave since it's already in place	FB-LGA-Response-General-10	25-96, 25-105
Bay	Robyn			25-94
Behm	Amber			25-91
Bellue	Kristen			25-91
Bellue	Lisa	I live in Westchester and do not want to see my neighborhood or surrounding business suffer from the high speed rail. I am in favor of the high-speed rail but it needs to be put in the area that does not uproot family living or local restaurant/marketing.	FB-LGA-Response-General-04	25-86, 25-102, 25-107

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Belter	Bettina	To protect the integrity of our Westchester Neighborhood. The High Speed Rail Statuon should be built out way West of town. It's where the majority of the growth &population in Bakersfield dwells. Go WEST young man GO WEST.	FB-LGA-Response-General-04	25-86, 25-102, 25-107
Bennett	Lynn	Opposed to high speed rail….period!	F-B LGA-Response-General 09	25-84, 25-101, 25-106
Bettley	Malcolm			25-92
Bevacqua	Diane	I oppose the adverse effects of high speed rail through our city.	FB-LGA-Response-General-10	25-88, 25-103, 25-108
Billings	Eva			25-90
Binns	Pamela			25-93
Bird	Rickey			25-95
Birrueta	Jessica			25-91

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Black	Bret	I don't want to ruin this historic and rich neighborhood.	FB-LGA-Response-GENERAL-04	25-85, 25-101, 25-106
Black	Dennis			25-85, 25-88
Black	Kristina	That is my neighborhood. It's a nice neighborhood and I believe moving all those stations there will ruin it.	FB-LGA-Response-GENERAL-04	25-86, 25-102, 25-107
Bonas	Susan	Susan Bonas	FB-LGA-Response-General-10	25-90, 25-104, 25-109
Borno	Laritsa			25-95
Boswell	Beatrice			25-97
Bottoms	Clint	I am opposed to the high speed rail through Westchester.	FB-LGA-Response-GENERAL-04	25-89, 25-101, 25-106
Bowman	Samantha			25-97
Boyd	Ginger			25-91
Bradley	Reese			25-94
Bradley	Ric			25-97
Bralley	Lucia			25-95
Brandon	Roseanne			25-90
Braun	Michael			25-96

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Bright	Tracy			25-92
Brown	Shelley			25-93
Bryan	Sue	Westchester is one of the more beautiful older neighborhoods in Bakersfield.	FB-LGA-Response-GENERAL-04	25-84, 25-101, 25-106
Buchanan	Debbie	The high speed rail will not benefit anyone except the unions. Tearing up Bakersfield for this is beyond stupid.	FB-LGA-Response-GENERAL-10	25-87, 25-91, 25-102, 25-108
Bullion	Timmy			25-98
Burke	Tina			25-97
Busch	Garrett			25-95
Bush	Cynthia	Nothing positive with this it would bring more destruction and would lower he value of all residential property North and South of the 24th street mess.	FB-LGA-Response-GENERAL-10	25-84, 25-101, 25-106
Bush	Kevin			25-84

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Butler	Annemarie			25-98
Calderon Ramirez	Kimberly			25-95
Camp	Mac			25-92
Campos	Macel			25-91
Carlson	Margaret			25-99
Carlson	Nils			25-100
Carney	Dana			25-95
Carrillo	Alyssa			25-93
Cartwright	Andrea			25-91
Casado	Margie			25-96
Castaneda	Robert			25-93
Castle	Phillip			25-97
Castle	Sarah			25-91
Cavanagh	Yvonne			25-89
Cervantes	Shawn	Having a Veterans clinic is much more important!	FB-LGA-Response-General-10	25-94, 25-105, 25-110
Chaidez	Tara	Keep it in the downtown area!	FB-LGA-Response-General-10	25-88, 25-103
Chapman	Wesleigh			25-89, 25-108
Charfauros	Sarah			25-98
Chavez	Renee			25-92
Choat	Alice			25-99

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Choat	Elizabeth			25-99
Chrisman	Jeff			25-95
Christina	Emma			25-94
Cisneros	Heather			25-98
Clark	Austin			25-94
Clark	Ben			25-97
Clausen	Caroline			25-90
Clayton	Kimberly			25-93
Clerico	Courtney	I am a lifelong resident of Westchester and will be devastated if the high speed rail station is placed in my beloved neighborhood. This is NOT okay when there is so many other options!	FB-LGA-Response-General-10	25-87, 25-102, 25-107
Clerou	Claire			25-98
Cobb	Joyce			25-100
Cohen	Adam			25-85
Cohen	Josh			25-86
Cohen	Rebecca			25-84
Coleman	Nancy			25-85

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Collins	Sean	My business is in this area.	FB-LGA-Response-General-10	25-87, 25-103, 25-108
Colocado	Jesse			25-88
Colon	Ron			25-86
Connor	Emily			25-94
Cooni	Bob			25-99
Cooper	William			25-97
Coppola	Jennifer			25-89
Cowley	Teresa			25-89
Coyle	Jaquelyn			25-86
Crafton	Jennifer			25-92
Crane	Audrey			25-95
Crimmins	Sandi			25-97
Cruz	Daniel			25-89
Cueldner	Christi			25-100
Cunningham	Regina			25-87

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Curless	Caryl	Gleaners are such a vital part of caring for the disadvantaged in Bakersfield. Making them move would be such a hardship for the organization.Please don't do one more thing to cause veterans turmoil or change. Please honor them by not destroying their building.	Refer to Impact SO#7 and SO-MM#4	25-90, 25-104, 25-109
Curtis	Dinah			25-92
Darby	Brittany			25-94
DaTerra	Shae			25-95
Davidson	William			25-84
Davis	Madisen			25-95
Davis	Ronna			25-87
de Jesus	Nicholas			25-94
De Los Santos	Jane			25-89
Deats	Lynn			25-93
Degiuli	Ronald			25-93
DeLuna	Marie Claire			25-97

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Denis	Margaret			25-93
Dethlefson	Carolyn			25-92
Diaz	Angelica			25-89
Diaz	Patricia			25-98
Dickson	Chuck	Water is much more important to the California citizen!	FB-LGA-Response-General-10	25-84, 25-101, 25-106
Djodjor	Sianipar			25-97
Dobrzanski	Robert	Water should be the pressing issue in the state not a fantasy train that will be over budget and financially unsound from day 1.	FB-LGA-Response-General-10	25-86, 25-102, 25-107
Doty	Shannon			25-92
Dougherty	Pamela			25-98
Duff	Déja			25-98
Dumler	Gloria Dianne			25-87
Eby	Kimberly			25-93
Edelblute	Maggie			25-95
Ederer	Tiffany	This is my home town!	F-B LGA-Response-General-10	25-95, 25-105, 25-110
Edgar	Charles			25-91

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Edgar	Charles			25-91
Ehret	Janie			25-91
Elrich	Shannon			25-89
Elder	Ted	The station must be placed where people can use it not on the outskirts.	F-B LGA-Response-General-10	25-96, 25-105
Elfstrom	Lana	Downtown just makes sense.	F-B LGA-Response-General-10	25-96, 25-105
Elliott	Lisa			25-86
Ellmers	Jeidan			25-97
Elmatbagi	Khalid			25-97
Emmel	Brenden			25-95
Epps	Laura			25-84
Epps	Steve			25-84
Erassarret	Jean			25-95
Escalante	Julie			25-93
Evans	Mike			25-99

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Everidge	Laurie	Tearing up the Westchester neighborhood has to stop. From what I have read people who should be looking out for their constituents are willing to throw this neighborhood under the rails to line their pockets. We have houses destroyed on 24th Street demolished to widen it at that end of the neighborhood and then they want to destroy the Northside of our neighborhood for their greed?!	FB-LGA-Response-GENERAL-04	25-90, 25-104, 25-109
Fanucchi	Carrie			25-94

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Farb	Eric	We need a sustainable water system before an unnecessary rail system.	F-B LGA-Response-General-10	25-84, 25-101, 25-105
Farber	Virginia			25-96
Farrow	Jennifer			25-89, 25-109

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Farrow	Joshua	I live in one of the Westchester homes that is nearest the proposed location for the new bullet train station. I may lose by home and at the very least would be severely impacted by the traffic, noise and increased crime. I am a family of six that chose Westchester as a place to raise a family because of how peaceful it is. It is a beautiful neighborhood and we are really hoping to continue raising our family here.	FB-LGA-Response-GENERAL-04	25-90, 25-104
Felix	Eva	There is NO room, need or funds for high speed rail in Kern county.	FB-LGA-Response-GENERAL-09	25-88, 25-103, 25-108

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Fleenor	Tyler			25-96
Flores	Shawn	No train	FB-LGA-Response-GENERAL-09	25-91
Fogarty	Patrick			25-89
Foley	Therese			25-84
Fonseca	Brandy			25-86
Forrest	Jewell			25-86
Fortune	Amanda			25-86
Fowler	Elliott			25-88
Fowler	Martha			25-97
Frank	Randy			25-88
Franks	Melissa			25-95
Franks	Michael			25-95
Freddi	Michael			25-90
Fredeen	Larry	Truxtun makes the most sense for the station.	F-B LGA-Response-General-10	25-98, 25-105
Freeborn	Mona			25-87
Freeman	Candace			25-93
Freeman	Carrie			25-98
Freeman	Linda			25-93
Gabel	James			25-98

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Gabin	Susan	This will decrease our home value and bring MORE traffic in our quiet neighborhood.	FB-LGA-Response-GENERAL-10	25-101, 25-106
Galindo	Gordon			25-99
Galindo	Suzanne	I'd like to keep my neighborhood free from the elements that might be attracted to the proposed station location. I believe the rail is a viable, worthy idea. But the location is not in the best interest of Westchester or Bakersfield. A more industrial area should be reviewed for the proposed location.	FB-LGA-Response-GENERAL-04	25-85, 25-99, 25-101, 25-106
Garcia	Manuel			25-92
Gardner	Brad			25-85
Garvin Jr.	Harry			25-98

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Garza	Alicia			25-86
Gentry	Jodi			25-93
Geronimo	Carisse			25-98
Gertz	Martha			25-97
Giese	Medina Kay			25-87
Gill	Shelley			25-92
Gipe	Paul			25-88
Glanert	Christopher			25-94
Glover	Angela			25-89
Godwin	Patty	Prefer Downtown station near Amtrak, Rabobank Arena, hotels and courts. Reject the proposed park and ride plan station that connects to nowhere. Save Westchester residential neighborhood. Yes downtown!	FB-LGA-Response-GENERAL-04, FB-LGA-Response-GENERAL-10	25-92, 25-104, 25-110

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Goins	Sandra	Westchester is already being destroyed by the widening of 24th Street(Hwy 178).	FB-LGA-Response-GENERAL-04	25-89, 25-103, 25-108
Goldup	Samantha			25-95
Gomez	Victor	This project is not for the downtown area.	FB-LGA-Response-GENERAL-10	25-85, 25-101, 25-106
Gonzales	Anna			25-89
Gonzales	Victor			25-85
Gonzales	Yadira			25-86
Gouthier	Maegan			25-93
Grado	Gabriella			25-97
Gragg	Jennifer	My sister and her family live in Westchester.	F-B LGA-Response-General-10	25-87, 25-102, 25-107
Gretona	Ricci			25-92
Griess	Linda			25-96
Grimes	Ethel	Old Town Kern has enough problems!	F-B LGA-Response-General-10	25-87, 25-102, 25-108

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Grimm	Chris	Placing the train near a residential neighborhood does not represent a well thought out plan for a billion dollar project.	FB-LGA-Response-GENERAL-04	25-85, 25-101, 25-106
Grissett	Ken			25-87
Gueldner	Angela			25-100
Gueldner	Russell			25-100
Guiltinan	Dolores	Although I know that through eminent domain I cannot do anything to save my house, I feel that I should at least be made whole. Where are my rights?	F-B LGA-Response-General-10	25-86, 25-102, 25-107
Gwyn	Chris			25-97
Haddad	Shawna	Shawna S Haddad	F-B LGA-Response-General-10	25-84, 25-102, 25-107
Hall	Alexandra			25-91
Halle	Dave			25-93
Hamilton	Joanne			25-92
Hand	Debra			25-86

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Haney	Blaine			25-95
Hart	Cydney			25-94
Hartley	Tana			25-89
Haulman	Floyd			25-93
Hawkesworth	Michael	It makes NO SENSE to put a station this far from the actual Downtown area. This looks like crony politics. And the more research I do the more I realize special interests are involved.	F-B LGA-Response-General-10	25-89, 25-103, 25-108
Hayes	Skyler			25-97
Heintz	Terry			25-96
Heim	Toni			25-88
Heredia	David			25-99
Hernandez	Enrique			25-85
Hernandez	Martha			25-85
Hernandez	Monica			25-86
Herren	Caryn	I don't want the noise and increased transient problems.	F-B LGA-Response-General-10	25-87, 25-102, 25-107

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Herrick	Mark	The city of Bakersfield has a history of poor transportation planning. This is just another example of it. (Not to mention the issues with Westside Highway, Centennial Corridor and the 24th Street redevelopment!) The city is trying to force the the High Speed Rail station to be located at F Street and Golden State Ave., while completely ignoring their previous approval of the recommended location on Truxtun Ave. near the current Amtrak station. The city says they want to	F-B LGA-Response-General-10	25-90, 25-103, 25-109

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		"reinvigorate" downtown Bakersfield, but they are destroying the surrounding residential communities in the process.		
Hester	Matthew			25-95
Hil	Laura			25-93
Hilario	Anthony			25-96
Hillis	Jennifer			25-100
Hoeke	Yvonne			25-90
Hoetker	Gary			25-92
Hoffman	Kelley			25-87
Holtz	Judith			25-100
Horta	Carmen			25-90
Houchin	Sheila	I live in Westchester and it will be detrimental to our neighborhood.	FB-LGA-Response-GENERAL-04	25-103, 25-109
Howard	Jennifer			25-95
Hudson	Katy			25-87
Hughes	Curran			25-95
Hwang	Jed			25-95

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Irey	Alisa	I value the historical significance of the area which wld be affected.	F-B LGA-Response-General-10	25-92, 25-105, 25-110

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Irwin	Patricia	It is not because I don't want to see modernization or advancement rather I feel our BOS makes rash unthought decisions when there are better alternate choices but they don't choose to look at other options opting for true 'Bakersfield fashion' of looking st things with blinders on. I also feel they are not upholding the integrity of our historic neighborhood snd they don't really care because they do not live here and don't value it as we who do.	F-B LGA-Response-General-10	25-85, 25-101, 25-106

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Jackson	Barbara			25-99
Jackson	Kent	This will ruin my lifetime neighborhood.	FB-LGA-Response-GENERAL-10	25-86, 25-102, 25-107
Jaggars	Gaylyn			25-88
Jamison	John	The F Street alignment makes no sense whatsoever.	F-B LGA-Response-General-10	25-89, 25-105, 25-110
Jarek	Katie			25-96
Jauch	Fred			25-92
Johnson	Denise	Against the railway, the biggest waste of money!!	FB-LGA-Response-General-09	25-93, 25-105, 25-110
Johnson	Julian			25-94
Johnson	Julie			25-88
Johnson	Kathryn			25-97
Jokel	Brian			25-96
Jones	David	I agree with Caltrans' evaluation of HSR station for Bakersfield.	FB-LGA-Response-General-10	25-88, 25-103, 25-108
Jones	Deborah			25-88
Jones	Jeff			25-98

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Jones	Mary	I oppose high-speed rail in Westchester Bakersfield.	FB-LGA-Response-General-09	25-87, 25-102, 25-107
Jones	Matt			25-98
Jones	Ronald			25-94
Jones	Valerie			25-98
Kabinoff	Rendy			25-96
Kahler	Adam			25-91

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Karnes	Susan and John	We are signing this petition to share our choice for the Bakersfield Station. We are in favor of the downtown station because of the opportunity to revitalize and benefit downtown by bringing travelers closer to existing hotels, restaurants, government and business agencies, as well as amenities and attractions. It is also the only route to interface with the HSR maintenance yard in Shafter. Finally it would have the least impact on	FB-LGA-Response-General-08	25-87, 25-103, 25-108

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		increased traffic within downtown neighborhoods.		
Keith	Barbara			25-99
Kelley	Alana			25-98
Kelley	Kevin			25-96
Keown	Angela			25-92
Keown	Russell			25-92
Kettler	Brenda			25-90
Killme	Susan			25-84
King	Marjorie			25-97
King	Tina			25-97
Kirschenmann	Brian			25-90
Klinck	Hoyt			25-100
Klinck	Mary			25-100
Knight	Sheila			25-94
Kotowske	Helen			25-87
Krizo	Richard			25-96
Krontz	Logan			2-95

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Ladd	J. Rochelle	The Truxtun location for the station is better in all respects. I live on 18th st. two blocks from the proposed truxtun route and I still believe it is better location than golden state and f street.	FB-LGA-Response-GENERAL-10	25-104, 25-109
Ladd	Mike			25-88
Le Baudour	Audrey			25-96
Le Baudour	Christopher			25-96
Leal	Suzi	No way is this wanted in my living area what a mess ill be forced to move if this happens. NO.	FB-LGA-Response-GENERAL-10	25-90, 25-104, 25-109
Leary	Deborah			25-92
Lee	Casilda			25-91
Leech	Barb			25-99
Leech	Rebecca			25-99
Legg	Denise			25-87

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Leinker	Daniel	HSR should be located in the downtown core.	FB-LGA-Response-GENERAL-10	25-87, 25-89, 25-102, 25-108
Leitch	Karen			25-90
Lemucchi	Jan	Help save Westchester and the Gleaners!	FB-LGA-Response-GENERAL-04	25-90, 25-104, 25-109
Leon	Maria			25-96
Leyva	Sally	Sally Leyva	F-B LGA-Response-General-10	25-85, 25-101, 25-106
Liascos	Karen	This is a bad idea to begin with and now it is a bad idea that affects my home life due to the purposed location.	FB-LGA-Response-GENERAL-09	25-87, 25-102, 25-107
Lin	Lin			25-97
Lindsey	Monica			25-91
Lomas	Mark			25-93
Longanecker	Terry			25-86, 25-102, 25-107
Lopez	Darmarie			25-95
Lopez	Jacob			25-96

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Lopez	Olivia	If the train derails, everything around it will be affected. It's dangerous!!	FB-LGA-Response-GENERAL-09	25-86, 25-102, 25-107
Lovett	Jade			25-86
Lowe	Christopher			25-87
Lowe	Nancy			25-90
Lugones	Laisha			25-95
Luna	Andrea			25-92
Lupe	Mike			25-97
Magar	Karin	I live in the neighborhood	FB-LGA-Response-GENERAL-04	25-86, 25-102, 25-107

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Magar	Richard	(A) This is the wrong location for this station. It has a negative impact on a desirable community. There are better alternatives available adjacent to existing rail facilities! (B) This is a terrible idea for the Westchester community. It makes no sense at all. The Truxtun location is by far a superior option for this project.	(A) FB-LGA-Response-GENERAL-10 (B) FB-LGA-Response-GENERAL-10	25-89, 25-103, 25-105, 25-109, 25-110
Magyar	Michele	Find another place in town where there are no 217 year old buildings. Old Town Kern is full of nice restaurants.	FB-LGA-Response-GENERAL-09	25-96

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Mahan	Pat	Patricia Mahan	F-B LGA-Response-General-10	25-92, 25-105, 25-110
Malamma	Jon			25-90
Manohara	Stacey			25-91
Marasigan	Lutgarda			25-97
Marlow	John			25-89
Marquez	Ever			25-88
Marquez	Mitchell			25-86
Marroquin	Debbie			25-93
Martin	Janeil			25-97
Martin	Jennifer			25-86
Martinez	Aniyah			25-96
Martinez	Eva			25-95
Martinez	Hugo			25-97
Mashburn	Susan			25-95
Massie	Jennifer			25-93
Matar	Samuel	CA already has an immense financial burden because of an irresponsible state administration! WE DO NOT NEED HIGH SPEED RAIL!!!	FB-LGA-Response-GENERAL-10	25-90, 25-104, 25-110

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Mattern	Jim	don't wan the high speed rail period!	FB-LGA-Response-GENERAL-09	25-87, 25-103, 25-108
Maxwell	Terry			25-92

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Maxwell	Pauletta	I'm not at all in favor of the Bullet Train at Golden State and F Street. That intersection already has traffic issues. The City and State need to work more and listen to us the neighborhoods that will be affected by the noise, the horns blowing and whatever else comes it's way. This is not a practical route. Downtown on Truxton is already set up. The train is there along with a bus system to serve the people traveling. There are restaurants along with hotels in walking distance. There is nothing of	FB-LGA-Response-GENERAL-08	25-87, 25-102, 25-107

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

		interest near the other suggested location. I'm tired of our City Manager making decisions he wants to happen. He will talk and promise to get votes his way though our City Council. Unfortunately if the council would do their own research they wouldn't always vote what "Staff Recommends" and belive all the half truths he continues to use through his staff. This would not be a subject to talk about today had we been correctly informed. I know this for a fact because my husband is a City Councilman		

I006-14

		that re		
Maynard	Norman			25-84
McArdle	Erin			25-96
McCain	James			25-88
McCormick	Terry			25-91
McCroskey	Alyssa			25-95
McGinnis	Cianne	I think downtown is a much better location. Amtrak is there, Greyhound is there, so why not all of the transportation locations near the same location?	FB-LGA-Response-GENERAL-10	25-98, 25-105

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

McLauchlin	Judy	Besides all aforementioned points, we, my husband and I, also think we will be able to hear train announcements day and night. My husband was an Amtrak engineer and knows first hand the noise pollution issues. Jerry Brown learned first hand about irritating train announcements when he was mayor of Oakland California and lived in Jack London Squate, near the Amtrak train station.	FB-LGA-Response-GENERAL-10	25-85, 25-101, 25-107
McNeely	Timothy			25-87
McNeil	Kathleen			25-84

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McNeil	Katie	I want help protect the historical neighborhood of Westchester in Bakersfield, CA	FB-LGA-Response-GENERAL-04	25-101, 25-106
Meeker	Anna			25-87
Meighan	Skyler	Our Veterans deserve a state of the art medical clinic, more often I'm forced to drive to LA for treatments that should be offered in Bakersfield.	F-B LGA-Response-General-10	25-87, 25-102, 25-108
Meitzenhemier	Akashia			25-97
Melton	Carrie			25-94
Melton	Stacey			25-98
Mendez	Jesse			25-85
Mendez	Lia			25-91
Miller	Deborah			25-94
Miller	Garrett			25-99
Miranda	Manuel			25-86
Moffia	William			25-99

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Molhook	Drew	I want westchester saved	FB-LGA-Response-GENERAL-04	25-90, 25-104, 25-110
Monet	Erika	Connecting Bakersfield to high speed ruins the neighborhoods and invited higher incidents of crime. Farms will be downsized for more housing to offset the increased population. Keep rural for food.	F-B LGA-Response-General-10	25-92, 25-105, 25-110

I006-14

Montgomery	Stephen	HSR should be located at the downtown Truxtun Ave. site, basic alignment along the BNSF with recent minor reroutes to address those few issues that would have degraded other occupancies, mainly Bakersfield High School and Mercy Hospital. Its proximity to other transportation options, shopping, lodging and dining it's a no brainer.	FB-LGA-Response-GENERAL-10	25-90, 25-104, 25-109
Moore	Chere			25-94
Moore	Shelly	Sad....high speed rail is a waste of this States money	F-B LGA-Response-General-10	25-91, 25-104, 25-110
Morales	Jatziry			25-94

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Morano	Alex	As a new bakersfield resident I believe that our downtown would greatly benefit from having access to this station.	FB-LGA-Response-GENERAL-10	25-98, 25-105
Morgan	Leanne			25-94
Morris	Robert			25-97
Morse	Nika Sill			25-89
Morton	Diane	My family is from Bakersfield and still lives there. This will totally change the complexion of the neighborhood and is inexcusable to take precedence over veterans!	F-B LGA-Response-General-10	25-92, 25-105, 25-110

I006-14

Moses	Deborah	The plan that has already been approved is supported by existing infrastructure and would cause less upset to our historic community. The existing plan would also require fewer monetary respurces, leaving them available for other projects.	F-B LGA-Response-General-10	25-86, 25-88, 25-103, 25-108
Munoz	Lynne			25-85
Murphy	Terran			25-94
Murray	Terri	I want to preserve this neighborhood!	FB-LGA-Response-GENERAL-04	25-85, 25-101, 25-106
Nein	Brian			25-96
Neiss	Shawna			25-92
Newman	Zack			25-91
Nicklaus	Steven			25-87
Nisbett	Jack	Multiple reasons	F-B LGA-Response-General-10	25-90, 25-103, 25-109

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Nixon	Melissa	It makes much more sense to put the HSR Station at the Truxtun location.	FB-LGA-Response-GENERAL-10	25-89, 25-103, 25-109
Norria	Eddie			25-92
Norris	Mary Jo			25-89
Nunez	Joshua	High Speed Rail is a waste time, money and resources. And impact on our city is poor.	FB-LGA-Response-GENERAL-09	25-87, 25-103, 25-108
Oddo Anspach	Catherine			25-92
Odilova	Meribon			25-94
Ojeda	Marylou			25-84
Olivas	Alexis			25-100
Onaindia	Kristie			25-96
Orr	Jody			25-98

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Ortega	Jose	(A) I have no problem with the HSR. It is something that California has always needed. Don't let people tell us that this is a bad idea. (B) The HSR is way past due to California Transportation. I don't see any progress in the westchester area since Montgomery Wards left and the owners of the building have made no effort to bring something new to the area.	(A) FB-LGA-Response-General 07 (B) FB-LGA-Response-General 07	25-90, 25-104, 25-110
Ortiz	Cynthia			25-100
Pease	Sky			25-94
Pedroza	Catherine			25-85
Pelfrey	Lawton			25-99
Penilla	Denice			25-93

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Penilla Monreal	Virginia	I want “Westcherter save”	FB-LGA-Response-GENERAL-04	25-94, 25-103, 25-105, 25-110
Penner	Sandra			25-91
Perkins	Mathea			25-84
Perks	EV			25-88
Phares	Dana	I live in the neighborhood	F-B LGA-Response-General-10	25-89, 25-103, 25-109
Pierce	Hellen	I've lived here many years. I expect to die here. I do not want to see my neighborhood die.	F-B LGA-Response-General-10	25-84, 25-101, 25-106
Poe	Kennedy			25-91
Ponce	Belinda	I'm against the high speed train! Many people have to relocate for this stupid thing!	FB-LGA-Response-GENERAL-10	25-91, 25-104, 25-110
Porter	Lisa			25-91
Poston	Gordon			25-98
Pryor	John			25-92
Quintanila	Cynthia			25-85
Quintanilla	Domingo			25-86
Quintanilla	Jesse			25-84

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Quintanilla	Martha			25-85
Radney	Christina			25-98
Ragan	Sandy			25-97
Ramirez	Christopher			25-89
Ramirez	Delilah			25-91
Rasmussen	Kimberly			25-89
Ray	Walter			25-96
Razor	Charlene			25-89
Rhodes	Jennifer			25-97
Rhoney	Isabella			25-94
Rice	Scott			25-94
Richardson	Gayle			25-85
Richmond	Dolores			25-99
Riegel	Julie			25-88
Rivera	Don			25-96
Roberts	Claudia	Is NOTHING sacred?!!!	F-B LGA-Response-General-10	25-91, 25-104, 25-110
Robesky	Allison			25-94
Rodriguez	Ali	Don't want traffic on Elm to increase and noise in our neighbor to go up.	F-B LGA-Response-General-10	25-84, 25-101, 25-105
Rodriquez	Joe			25-88
Rodriquez	Karen			25-85, 25-99

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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Rogers	Bette			25-100
Romero	Jessica			25-86
Ronk	Nancy			25-97
Root	Bernadette			25-90
Rosado	Angel			25-94
Rossi	Janet	it seems it may create more traffic problems... And neighborhood problems... when there could be other routes that could possibly be better for the rail and for Bakersfield...	FB-LGA-Response-GENERAL-10	25-93, 25-105, 25-110

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Rowlee	Bethany	I see no logic in putting a station far away from all other transportation hubs. A location at Truxtun where access to the bus and train stations is mere steps away will serve a much better purpose than the other proposed option. A Truxtun station will provide much more efficiency and safety for travellers, and more economic prosperity for downtown.	FB-LGA-Response-GENERAL-5	25-90, 25-105

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Rucker	Joanna	(A) Do not want all this garbage in my back yard put some where there are not homes like by Rabobank. (B) I think this is dumb place to put the bullet train everything is downtown. This is so sad for the home owners.	(A) FB-LGA-Response-GENERAL-10 (B) FB-LGA-Response-GENERAL-10	25-84, 25-101, 25-105, 25-106, 25-110
Ruiz	Jovanna			25-91
Ruiz	Larry			25-99
Rusch	Ruth			25-97
Ryan	Judith			25-89
Sacchini-Haskell	Liz			25-93
Saecker	Kristi			25-85
Said	Maryan			25-94
Sanchez	Jennifer			25-87
Sanders	John			25-90
Sanders	John			25-90
Sandoval	Norbert			25-98
Sanghera	Melanie			25-93
Santana	Joseph			25-98
Santiago	Anna			25-90

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Santiago	Anna			25-90
Saucedo	Elizabeth			25-85
Sayer	Carol			25-92
Scarbrough	Teri			25-91
Scarborough	Nellie	The citizens do not want this here.	FB-LGA-Response-GENERAL-10	25-90, 25-104, 25-110
Scholl	Chris			25-97
Schorr	Linda	The station placement for the High Speed Rail as described in the letter is very detrimental to Veterans' services, our downtown area, historical Old Town Kern, and long established Westchester neighborhood. Please open your meeting to residents who have constructive comments. This affects all of us!	FB-LGA-Response-GENERAL-09	25-90, 25-104, 25-110
Schrepfer	Stephen			25-87

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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See	Debra			25-100
Seydel	Anne &Jerry	Opposed to the rail depot at F and Goldenstate Hwy.	FB-LGA-Response-GENERAL-08	25-84, 25-101, 25-106
Shackelford	Joshua			25-96
Shadle	Kristen			25-85
Shadle	Michael			25-86
Shell	Harold			25-93
Shell	Mary			25-92
Shillig	Amy			25-88
Shuaib	Barry			25-96
Sierra	Ashley			25-89
Simmons	Francine			25-86
Simmons	Jaime			25-88
Simpson	Shelly			25-97
Smart	Sarah			25-93
Smith	Brianna			25-96
Smith	Cheryl			25-93
Smith	Jeff			25-84
Smith	Mary K			25-97
Snarr	Doug			25-94
Snook	Richard			25-98
Snow	Crystal			25-95
Snyder	Patty			25-92
Solberg	Rebecca			25-88

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Soliz	Armanso			25-94
Spofford	Brianna			25-86
Spruill	Krystal			25-92
Stafford	Sheree	Downtown traffic is already a nightmare!! And we must not destroy anymore of our historic properties!	FB-LGA-Response-GENERAL-09	25-88, 25-103, 25-108
Stansbury	Debra			25-91
Stewart	Joel	I feel a high speed bullet train to nowhere is a waste of taxpayers money. Money that would be better spent on infrastructure and reinforcing our dams.	FB-LGA-Response-GENERAL-09	25-88, 25-103, 25-108
Stevens	John	I'm of the opinion that it would ruin our beautiful neighborhood.	FB-LGA-Response-GENERAL-10	25-89, 25-103, 25-108
Stewart	Tim			25-96
Stine	Dana			25-92
Stone	Lauren			25-89

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Strauser	Phil			25-93
Studebaker	Amanda	The Truxtun location would be more central, in a better part of town, and make more sense for the growth of the city. An F Street location makes no sense.	FB-LGA-Response-GENERAL-10	25-98, 25-105
Sullivan	Jenny			25-94
Sullivan	Timothy	Stop F street station. Save Westchester!	FB-LGA-Response-GENERAL-04	25-85, 25-101, 25-106
Sweaney	Allison			25-96
Swen	Ally			25-89
T	Halle			25-95
Taggart	David			25-90
Tarango	Anthony			25-99
Tatge	Stephanie			25-98
Tavorn	Wade			25-99
Teagarden	Susan			25-93
Tharp	Kayla			25-95
Thomas	Paul			25-100
Thomas	Lind			25-100

I006-14

Thomas	Eve-lyne	(A) Elm St., north of 24th already has; to much traffic bye passing 24th, they also speed on our street and run into our cars, and the train noises go on all night long as it is. We don't need more traffic or train noises, it will damage this beautiful neighborhood and bring the cost and value of our homes down. (B) Can we also get this petition signed by going door to door? I would be willing to! (C) We already made some of our neighbors aware of this, so besides the door to door approach, and	(A) FB-LGA-Response-GENERAL-09 (B) F-B LGA-Response-General-10 (C) F-B LGA-Response-General-10	25-84, 25-101, 25-102, 25-103, 25-106, 25-107, 25-108

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		signing a petition what else can we do to try to stop this?		
Thompson	Randal			25-92
Thompson	Rosalie			
Tigner	Alex	I'm signing because this will make the neighborhood I work in and love even more unsafe.	F-B LGA-Response-General-10	25-89, 25-103, 25-108
Tigner	Mary	Please take care of our vets and build new clinic on Golden State. The businesses of Old Town Kern deserve better than this 70 ft monstrosity.	F-B LGA-Response-General-10	25-88, 25-103, 25-108
Tobias	Jeremy			25-100
Torigiani	Gene			25-89

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Torres	Rita	I do not believe the impact to the downtown residents was taken into full consideration.	F-B LGA-Response-General-10	25-88, 25-103, 25-108
Tovar	Chris			25-99
Tovar	Diego			25-97
Trigueiro	Theresa			25-90
Unger	Lorraine			25-88
Valpredo	Gino			25-89
Vangel	Darlene	F St. location is in a Moronic idea physically and economically. Truxtun location makes much better sense.	FB-LGA-Response-GENERAL-10	25-98, 25-105
Vangel	Vanessa			25-99

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Vasquez	Jolynn	I'm saying this because I do not want anymore unnecessary traffic going through my community. Our pollution is already skyrocketing. An I could only imagine the crime it would bring.	F-B LGA-Response-General-10	25-86, 25-102, 25-107
Velasco	Monette	Going to Truxtun Station will revitalize downtown Bakersfield, which SORELY needs it. It will provide a better location for people who want to attend events. It will also be better for people who work there.	FB-LGA-Response-GENERAL-10	25-88, 25-103, 25-108
Velasco	Zoot	Truxton is the far better site!	FB-LGA-Response-GENERAL-10	25-88, 25-103, 25-108
Villanueva	Wendee			25-87

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Villanueva	Wendee			25-87
Vought	Robert			25-97
Walbaum	Chase			25-93
Walbaum	Janet			25-92
Walters	Leslie			25-85
Watkins	Debra			25-89
Watson	Andrea			25-91
Watson	Carlene			25-86
Watson	Hailey			25-88
Watson	Kevin			25-91
Webby	Stella			25-96
Weddell	Whitney			25-87
Weisbruch	LeaAnn	I want my sister to keep her wonderful neighborhood entact and quiet and peaceful!	F-B LGA-Response-General-10	25-87, 25-102, 25-107
Weiting	Neil	Don't subject a well established neighborhood to the problems that come with bringing the station that close. Put it some where else.	FB-LGA-Response-GENERAL-04	25-86, 25-102, 25-107
Wennihan	Sharron			25-99

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Wennihan	Sharron			25-99
Wetterholm	Ashley			25-93
Wheat	Tracey			25-93

I006-14

Wheeler	Sandie	Westchester neighborhood is a unique and older neighborhood in Bakersfield. The location of this rail station with put this neighborhood at further risk of vandalism, graffiti, loitering and homeless loitering. We in our neighborhood are seeing more and more of these problems and we are doing what we can to resolve and keep our neighborhood beautiful. There is no other in Bakersfidld like Westchester. THERE ARE QUIT A FEW BETTER ALTERNATIVE	FB-LGA-Response-GENERAL-04	25-85, 25-101, 25-106

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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		S. PLEASE PLEASE CONSIDER OUR REQUEST.		
Whisler	David			25-96
Whitchard	Karynn			25-84
Whitnack	Tami			25-94
Whitson	Judy			25-90
Wilcox	Kathy			25-92
Wilkerson	Cristina			25-98
Williams	Jacob	I live in Westchester and my street would be one of the main thoroughfares for traffic.	FB-LGA-Response-GENERAL-04	25-86
Williams	Jake			25-101, 25-107
Williams	Philip			25-88
Wilson	Brittnee			25-89
Wilson	Edna			25-87
Wilson	Harry	I'm trying to save the neighborhood!	F-B LGA-Response-GENERAL-10	25-84, 25-101, 25-106
Wilson	Shayrn			25-86
Wood	Brenda			25-87

I006-14

Woodard	Quetta	(A) The less the b train impacts our community the better. We want to protect our very old and special businesses in Old Town. (B) The train should be kept out of our historic communities. It should be in the outskirts of community not directly in.	(A) FB-LGA-Response-GENERAL-04 (B) FB-LGA-Response-GENERAL-10	25-88, 25-103, 25-104, 25-108, 25-110
Woodgate	Aimee	My grandparents house is in Westchester!	F-B LGA-Response-GENERAL-10	25-86, 25-102, 25-107
Woods	Christina			25-86
Wyllie	Megan			25-97
Yates	Jonathan			25-95
Yates	Kaitlyn			25-93
Yoder	Dixie			25-93
Zaga	Cessna			25-98

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Zavala	Christine	I LIVE IN BAKERSFIELD ON 33RD STREET. I HAVE NEVER USED THE GLEANERS BUT I HAVE SEEN THE POSITIVE IMPACT IT HAS FOR THOSE IN NEED. WE LIVE IN THE EAST SIDE OF BAKERSFIELD WHICH IS HOME TO A LOT OF POVERTY STRICKEN FAMILIES AND HOMELESS. IF YOU TAKE THE GLEANERS AWAY OR MOVE IT, IT WILL MAKE IT VERY DIFFICULT FOR THE PEOPLE THAT NEED IT THE MOST TO GET	F-B LGA-Response-GENERAL-10	25-90, 25-104, 25-109

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		FOOD. PLEASE LEAVE IT WHERE IT'S AT. YOU WILL BE SAVING SOME LIVES.		
Zdarko	Victoria			25-88
Zeimet-Cameron	Erica			25-84
Zurick	Nicole			25-95
Zylstra	Elizabeth			25-87
NA	NA	The new major transportation hub does not belong in and near one of the oldest and most quaint neighborhoods of the city.	FB-LGA-Response-GENERAL-04	25-102, 25-107

Businesses

Businesses	Comment	Response	Page #
Citizens for Downtown Bakersfield	Please email comments to: Fresno_Bakersfield @hsr.ca.gov		25-105

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-14

Kern Apartments	The Westchester high speed rail will adversely impact our business and properties in the neighborhood.	FB-LGA-Response-GENERAL-04	25-84, 25-101, 25-106
M&O Real Estate Holdings LLC			25-84
Sewco Real Estate Holdings LLC			25-85

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The commenter provides links to four documents, claiming they were not reviewed or considered in the development of the Final Supplemental EIS. The commenter requests that the documents be reviewed and incorporated into the Final Supplemental EIS.

First, the commenter refers to the 2003 Terminal Impact Analysis Study. This report was reviewed in preparation of this response. The 2003 report prepared for KernCOG analyzed three station locations for the high-speed rail in Bakersfield: an Airport Station located near Meadows Field Airport, a “Golden State Station” located along Golden State Avenue (the F Street Station), and a Truxtun Avenue Station. The report concluded that, while impacts of the F Street Station and the Truxtun Avenue Station are largely comparable (see Table 6-1 of the document), the Truxtun Avenue Station was “the most attractive site for the Bakersfield Region” at that time. The report also provided a list of unknowns, including UPRR and BNSF cooperation and the difficulties of displacements and acquisitions for each station location.

The findings of this report were, at the time of the circulation of the Draft Supplemental EIR/EIS toward which the commenter’s request is directed, 15 years old, and these findings are no longer endorsed by all participants of the regional steering committee that participated in the study. Refer to Section 2.3.2.3 of the Fresno to Bakersfield Section Final EIR/EIS, which states:

"The City of Bakersfield and Kern Council of Governments reviewed issues concerning the siting of the Metropolitan Bakersfield High-Speed Rail Terminal for over 6 years, participated in a regional steering committee created by the Kern Council of Governments, and retained a consultant team to analyze three potential sites in the Bakersfield metropolitan area. After careful consideration, the Council of the City of Bakersfield issued Resolution No. 118-03 on July 9, 2003, endorsing the downtown Truxtun Avenue site for the High-Speed Rail Terminal. The City of Bakersfield has since reversed its position, and issued Resolution No. 119-11 on December 14, 2011, opposing the High-Speed Rail Project."

On December 13, 2017, the City of Bakersfield adopted Resolution No. 162-17 in support of the Locally Generated Alternative and the F Street Station.

All three stations identified in the KernCOG report were analyzed in the Statewide Final

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-15

All three stations identified in the KernCOG report were analyzed in the Statewide Final EIR/EIS (2005). Though the Statewide EIR/EIS does not cite the KernCOG report, it came to similar conclusions, as it identified the Truxtun Avenue station location as the preferred Bakersfield station, adding that, at the time (2005), the City of Bakersfield, Kern County, Kern County COG, and the Kern County Transportation Foundation preferred this station option for HSR service in Kern County. This preferred station location was then carried forward in the Fresno to Bakersfield Section EIR/EIS (2014).

By June 2014, the City of Bakersfield no longer preferred the Truxtun Avenue station location. At that time, the City filed a lawsuit challenging the certified Fresno to Bakersfield Section EIR/EIS pursuant to CEQA. The Authority and the City of Bakersfield announced in December 2014 that they had settled the lawsuit and agreed to identify an initial conceptual alignment through the City of Bakersfield with a station located at the intersection of F Street and Golden State Avenue (SR 204) that would address the City's concerns and meet the Authority's design requirements, for the Authority to study in subsequent environmental review. The "locally generated alternative" (LGA) described and analyzed in the Draft Supplemental EIR/EIS evolved from this mutual cooperation and subsequent public input.

In the Draft Supplemental EIR/EIS, the Authority and FRA described the environmental setting of the LGA, evaluated the potential significance of environmental impacts and compared the LGA (referenced as the "F-B LGA" in the Draft Supplemental EIR/EIS), including station location and alignment, with the geographically comparable segment of the alignment and station location identified in the Fresno to Bakersfield Section Final EIR/EIS (referenced as the "May 2014 Project" in the Draft Supplemental EIR/EIS) and approved by the FRA in 2014. Impacts of both Truxtun Avenue and F Street stations and their respective rail alignments are thus comparatively analyzed and taken into account within the larger impact analysis of the Draft Supplemental EIR/EIS.

Second, the commenter provides a link to the Metropolitan Bakersfield Transit Center Study, published in 2015 by KernCOG. This study was reviewed in preparation of this response. The study discusses potential locations for a new Transit Center in Bakersfield. The report considers the F Street/Golden State Avenue location, but the study states that sites which "were initially identified as primary site locations" such as F

I006-15

Street/Golden State Avenue and the proposed Truxtun Station area were not being considered in the current study, as they are "under consideration by the California High Speed Authority as potential High Speed Rail sites." The study makes several recommendations for short term and long term Transit Center Locations, but concludes by stating that:

To build upon the work conducted under this study and in preparation for the future California High Speed Rail system, a future study using similar methodology and analysis of HSR station sites should be performed as a separate study or as a supplemental to this study.

Thus while the F Street Station area is not recommended as a Transit Center location in this study, it is clear that the site of the future HSR station will be considered once enough information is available about HSR plans for the site.

Third, the commenter provides a link to a report entitled "Making the Most of High-Speed Rail in California: Lessons from France and Germany" by Eric Eidlin, published by The German Marshall Fund of the United States in June 2015 (http://www.gmfus.org/file/6093/download).

This report was reviewed in preparation of this response. Its author, Eric Eidlin, performed the research and produced the report in his role as liaison between the Federal Transit Administration and the Authority. He traveled to Europe to study successful HSR corridors there, in particular to examine planning and managed development in station areas and provision of non-automobile access to stations, in order to advise the California HSR project. On page 2, Eidlin states:

"cities across France and Germany demonstrate how HSR can be a powerful tool for strengthening cities and towns along HSR corridors in economic, social, and cultural terms. With careful planning, the same can be achieved in California. This is why the CAHSRA [Authority] is funding planning efforts in most of the cities that will have HSR stations, to ensure that each station area is designed to maximize HSR-supportive development within station areas. A central focus of this report, therefore, is to highlight best practices from Europe that can help inform these CAHSRA-funded planning efforts."

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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efforts."

Indeed, the report weighs the options of central city locations (Truxtun Avenue Station is an example of this), sub-center locations (F Street Station is an example of this), city periphery stations, and exurban stations (the previously considered Meadows Field Station is an example of this). In the cases of stations that are not immediately within the core downtown of a city, Eidlin states that success for these stations depends on two "preconditions:"

1. Robust, well-conceived urban design and land use plans should be in place for the station areas. Plans should address both short-term and long-term market feasibility, as well as development phasing. The plans that the CAHSRA is currently funding have the potential to satisfy this need.

2. Multi-modal plans that prioritize non-auto access options to the stations must also be completed, ideally before station construction begins. Local access plans should include an access hierarchy that is used to prioritize travel modes that provide the most mobility at the lowest cost, and require the least amount of space. And as suggested above for the urban design and land use plans, these plans should firmly address phasing issues with regard to station access, and not assume that HSR passengers will get to stations in 50 years in the same way that they do today. This is discussed in greater detail later in this report (Policy Options to be Considered). (Page 28-29)

The City of Bakersfield (May 2018) adopted its Making Downtown Bakersfield Station Area Vision Plan (Vision Plan), using the funds from CAHSRA cited by Eidlin above. Though subject to revision before finalization, these plans satisfy both of the preconditions outlined above. The Vision Plan includes phased development priorities (see Chapter 4 of the Vision Plan), a regional transit center located at the F Street Station, and a potential shuttle or other transport options between the F Street Station/Transit Center and the Downtown Bakersfield Amtrak Station. Pedestrian and bicycle connections with local trails (Kern River Parkway and Mill Creek Linear Park)

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and streets are also included in the Station Plans (see in particular sections 3.3 and 3.4 of the Vision Plan).

Fourth, the commenter provides a link to the 2002 Metropolitan Bakersfield General Plan Circulation Element. The link provided by the commenter does not lead to the Circulation Element, which can be found here: http://www.bakersfieldcity.us/civicax/filebank/blobdload.aspx?BlobID=31381, page III-1. This Element of the Bakersfield General Plan was reviewed in preparation of the Draft Supplemental EIR/EIS, particularly for Sections 3.13 and 3.19, and was subsequently reviewed in preparation of this response. The Circulation element outlines improvements to congested roads and intersections, and indicates a commitment to working with the High-Speed Rail Authority and other agencies to locate an HSR station in the Bakersfield General Plan planning area.

None of the documents, as provided by the commenter, conflict with the analysis presented in the Draft Supplemental EIR/EIS. There is no new information to be incorporated into the Final Supplemental EIS as a result of this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-16

The commenter states that the Supplemental EIR/EIS fails to account for a planned grade-separated freeway along Golden State Avenue. The commenter states that added costs associated with constructing this facility should be considered. If a grade-separated freeway is planned along Golden State Avenue in the City of Bakersfield, this has not been among the City's expressed concerns. The Metropolitan Bakersfield General Plan Circulation Element says that SR 204 between Route 58 and F Street, which is currently an arterial street, "may eventually need to be upgraded to a freeway" but that this "need not be constructed by 2020," the planning horizon for this General Plan (City of Bakersfield 2002, Page III-9). The upgrade of SR 204 between F Street and Route 58 is not programmed and planned for in the Metropolitan Bakersfield General Plan, it is suggested as a possibility. The possibility of this upgrade is mentioned in the Plan in order to preserve right-of-way and discourage permanent structures in that corridor. The F-B LGA, and the F Street Station in particular, would not preclude this facility from being upgraded. In fact, the upgraded facility would provide additional access to the F Street Station, and the on- and off-ramps and grade separations implemented in the station area could be incorporated into the design. The Authority's coordination with Caltrans regarding impacts and modifications to the State Highway System is ongoing, and any adjustments to this conceptual highway upgrade would be made well in advance in order to incorporate the HSR system into the design.

I006-17

The commenter requests that additional information be incorporated into Chapter 1 defining the modal connectivity associated with the May 2014 Project. The text referenced by the commenter discusses, in general, Modal Connections, associated with the HSR System. Following this sentence the text indicates where specific Modal Connections associated with the May 2014 Project can be found in the Fresno to Bakersfield Section Final EIR/EIS and where specific Modal Connections for the F-B LGA can be located in the Draft Supplemental EIR/EIS. As this is a general discussion, specific information about Modal Connections for the May 2014 Project and F-B LGA have not been incorporated into this chapter.

I006-18

The F-B LGA Transportation Analysis Technical Report (Authority and FRA 2017) includes analysis of station access and takes into account access via different modes including, buses, bicycle, and pedestrians. The ridership forecasting model used to generate trip generation forecasts for the Draft Supplemental EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was prepared by Cambridge Systematics. The model has three basic components: trip frequency/group size; destination; and choice of mode.

Additionally, the location of the F Street Station would complement existing public transportation in metropolitan Bakersfield including local buses, intercity buses, Amtrak trains, and paratransit services. Vehicle circulation from F Street would be organized to maximize separation of flows of private vehicle and public transit circulation to reduce delays of public transit caused by traffic congestion. The existing transit center to the east of F Street provides a convenient connection to Chester Avenue, where the City of Bakersfield plans to construct a future bus rapid transit line. The transit center would also be connected to the primary building of the F Street Station with a dedicated bike/pedestrian walkway that is grade-separated at F Street. This dedicated bike/pedestrian walkway, proposed as part of the F-B LGA, would run the length of the F Street Station site and would provide bike and pedestrian access between Chester Avenue, the main station building entrance, and the Kern River trail system. The nearest existing bike lanes or paths are on Chester Avenue adjacent to the station site. Additional bike lanes also exist along P and Q Streets, 21st Street, 30th Street, 34th Street, and the Kern River Parkway, while there are planned bike lanes along Edison Highway to the east of the proposed station and near the intersection of Airport Drive and Golden State Avenue north of the Kern River and the proposed station area (City of Bakersfield and Kern County 2010).

Page 3.3-39 of the Draft Supplemental EIR/EIS includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-18

As shown in Table 8-A-5 of the Draft Supplemental EIR/EIS, the May 2014 Project and the F-B LGA would result in similar construction and operational impacts and GHG impacts. Based on the analysis and the comparable findings documented in the Draft Supplemental EIR/EIS, a separate analysis of criteria pollutants associated with the F-B LGA and the May 2014 Project is not warranted.

I006-19

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

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.

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I006-20

Refer to Standard Response FB-LGA-Response-GENERAL-01: Alternatives.

In the text of the comment 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 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.

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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

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-20

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 argues that this would mitigate the adverse impacts of an elevated viaduct bisecting the Old Town Kern neighborhood.

If a station were placed in Old Town Kern, not only would a viaduct be placed along the current alignment, but the station itself would then bisect if not completely displace the whole area proposed for consideration. Impacts would not be mitigated and would in fact be escalated.

The commenter also states that this station would allow for an intermodal rail connection where the BNSF tracks "converge" with the LGA alignment, allowing for a second Amtrak station at Old Town Kern. The commenter suggests that this second Amtrak Station in Old Town Kern would be similar to the two Amtrak stations in Oakland at Jack London Square and the Oakland Coliseum.

It is highly unlikely that a second Amtrak station would be placed at the proposed Old Town Kern location, particularly as this is less than a mile from the current Bakersfield Amtrak Station, and a new Amtrak Station would cause further displacements and adverse impacts similar to those outlined above. It would be more likely (and cost effective) for a bus connector to be developed, similar to the City of Bakersfield's proposition for connecting the F Street Station and Amtrak, as described in the Making Downtown Bakersfield Station Area Vision Plan (2018). The two stations in Oakland mentioned by the commenter are approximately five miles apart, similar to other distances between Amtrak Stations in the densely populated Bay Area. The closest stations there are the Berkeley and Emeryville Stations, which are approximately two miles apart.

In response to the commenter's request, a feasibility study (Authority 2018) was conducted to determine whether a station near Beale Avenue and Miller Street in Old Town Kern would be practicable.

Engineering

I006-20

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments must move south to allow edge of platform to be 15 feet from UPRR Right-of-way line. 15-foot distance is required as maintenance easement along aerial structures.
- Moving the alignment would impact all properties south of Sumner Street and south of the F-B LGA alignment between Chester Avenue and SJVR wye tracks.
- Distance along the alignment between Beale Avenue and Miller Street is 1,900 feet, which would support the platform length, but the horizontal spiral between Baker Street and Beale Avenue; would force the station track turnouts to the north around the curve. This would add approximately 9,350 feet of additional viaduct. Station tracks to the east would begin approximately at the SJVR wye tracks.
- Area between Beale Avenue and Miller Street and Sumner Street and Truxtun Avenue is approximately 34 acres, but contains the BNSF mainline tracks. The BNSF tracks connect to the UPRR rail yard, and must be relocated out of the station area.
- Relocating BNSF south into the Truxtun Avenue right-of-way would cause numerous impacts to local roads as well remove the SJVR connection to the yard.
- Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The BNSF relocation referenced in the fourth bullet under "Engineering" would move the freight rail line closer to residences south of Truxtun Avenue, likely exposing several sensitive receptors to increased noise levels.
- The Sumner-Beale-Miller site has a high sensitivity for historical archaeological deposits.

- Although the Sumner-Beale-Miller site as proposed does not contain known historic

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-20

properties, there are two historic properties located in close proximity to the south that would likely be adversely affected (Salon Juarez Traditional Cultural Property and the residence at 1031 E 18th Street). These two properties were identified in the main FB HASR and APE. Placement of a station footprint here would likely cause a direct adverse effect to both properties.

- The Fresno to Bakersfield project made a considerable effort to negotiate with the Salon Juarez TCP owners to avoid, minimize, and mitigate potential effects of a HSR viaduct –a HSR station at this location would likely have more extensive adverse effects on this property and others.
- More inventory and evaluation of built environment resources would be required to the west, which includes areas outside both the F-B LGA and the FB APEs. Survey of this area is likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I006-21

Refer to Standard Response FB-LGA-Response-GENERAL-01: Alternatives, FB-LGA-Response-GENERAL-02: Public Outreach.

I006-22

Refer to Standard Response FB-LGA-Response-GENERAL-02: Public Outreach.

Table 9-1 in Chapter 9, Public and Agency Involvement, of the Draft Supplemental EIR/EIS lists the various agencies and other stakeholders that were provided an opportunity to comment on the LGA during its development. Table 9-1 shows the first Open House was held on August 25, 2015 at the Bakersfield Marriott.

Public meetings and open houses were announced through direct mail to those in the Authority's project database, advertisements in local newspapers, email notices, and postings on the Authority's website. Fliers were delivered or emailed to advertise each open house to several community and public spaces serving potentially impacted low-income and minority populations, including schools, business groups, and environmental justice groups.

I006-23

The commenter requests that “adjacent to Amtrak” be added in Chapter 2 of the Final Supplemental EIS on page 2-6 where it states “The May 2014 Project Station would be built at the corner of Truxtun and Union Avenues/SR 204 (Figure 2-1).”

Chapter 2 has been revised to include the edit suggested by the commenter. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

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I006-24

The commenter states that if nearly 5,000 parking spaces were being added with the May 2014 Project, how many parking spaces were being lost behind the convention center/arena?

While the commenter infers that there would be a loss in convention center/arena parking, Chapter 2, page 6, does not state that any parking reduction would occur. In fact, it states that in addition to the approximately 4,500 parking spaces supported by three parking structures, an additional 460 surface lot sites that would be built as part of the May 2014 Project Station, up to a total of 8,100 parking spaces would be required under the full 2035 parking demand identified as part of the comprehensive parking strategy developed in coordination with the City of Bakersfield. Refer to Section 2.4.4.3 (page 2-80) of the Fresno to Bakersfield Section Final EIR/EIS for more detailed associated with the May 2014 Project Station (Authority and FRA 2014).

I006-25

The commenter requests that the Authority includes a quantitative comparison of how many miles of May 2014 Project and LGA track are at grade vs. elevated in Chapter 2 of the Draft Supplemental EIR/EIS.

Chapter 2 of the Draft Supplemental EIR/EIS provides and focuses on the project description of the F-B LGA. As such, it is not appropriate to include the information about the May 2014 Project in this chapter of the Draft Supplemental EIR/EIS. Chapter 8 and Technical Appendix 8-A of the Draft Supplemental EIR/EIS provide an impact comparison between the May 2014 Project and F-B LGA. In response to this comment, Table 8-A-74 has been added in Technical Appendix 8-A to show the quantitative differences between the design features of the May 2014 Project and F-B LGA. Refer to Volume II Changes to the Draft Supplemental EIR/EIS (Errata).

I006-26

The commenter requests the maximum height of the viaduct for the F-B LGA be included in Chapter 2 of the Draft Supplemental EIR/EIS.

The maximum height of the F-B LGA viaduct along its 23.13-mile length is 73 feet (near Weill Park in Bakersfield). This information has been added to Chapter 2, Section 2.4.1, third bullet, of the Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-27

The commenter requests that a side-by-side comparison of the primary design features of the F-B LGA with the May 2014 Project be provided in Table 2-1 in Chapter 2 of the Draft Supplemental EIR/EIS.

Table 2-1, Design Features of the F-B LGA, in Chapter 2 of the Draft Supplemental EIR/EIS is provided specifically to identify the design features of the F-B LGA. As such, adding design feature information into this table for the May 2014 Project would not be appropriate. Appendix 8-A of the Draft Supplemental EIR/EIS provides a comparison of the F-B LGA and the May 2014 Project. In response to the commenter's request, a comparison table has been added to Technical Appendix 8-A of the Final Supplemental EIS to provide a comparison of the May 2014 Project and F-B LGA design features. Refer to Volume II Changes to the Draft Supplemental EIR/EIS (Errata).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-28

The commenter indicates that the viaduct along Sumner Street and Edison Highway associated with the F-B LGA alignment would create a dark street environment that would conceal illicit activities. The commenter also requests that the following alignment alternatives be considered: an Old Town Kern station option (e.g., over Sumner Street), moving the viaduct to the north side of Sumner Street, or running the viaduct above the Union Pacific Railroad (UPRR) tracks.

Implementation of the F-B LGA viaduct along Sumner Street and Edison Highway would not promote an unsafe environment that would conceal criminal activity, as asserted by the commenter. Refer to Chapter 3.16, Figure 3.16-33, of the Draft Supplemental EIR/EIS which shows a simulation of the viaduct along Sumner Street. The simulation shows an open view of the Sumner Street right-of-way under the viaduct of the F-B LGA. While the viaduct piers would block views from a limited number of vantage points, the piers are exposed on all sides and would not result in any hiding places. Figure 3.16-34, in Chapter 3.16 of the Draft Supplemental EIR/EIS shows the F-B LGA viaduct along Edison Highway, and portrays a similar environment resulting from the placement of the viaduct piers. Furthermore, the HSR system will include Project Design Features that establish provisions for the deterrence and detection of, as well as the response to, criminal and terrorist acts for rail facilities and system operations. Provisions include right-of-way fencing, intrusion detection, security lighting, security procedures and training, and closed-circuit televisions. Refer to Section 3.11.5 in the Draft Supplemental EIR/EIS and Section 3.11.6 in the Fresno to Bakersfield Section Final EIR/EIS for more details on these safety design features that would be applicable to the F-B LGA and May 2014 Project.

Regarding the preference for an Old Town Kern High-Speed Rail Station, a feasibility study (Authority 2018) was conducted to determine whether a station between Baker and Beale streets in Old Town Kern would be practical.

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

•TM 2.1.3 Turnouts and Station Tracks

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•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.

A station at this location would be infeasible from an engineering design perspective for the following reasons:

•Mainline alignments would need to be moved south to allow the 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

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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roadways.

A station at this location would be infeasible from an environmental perspective 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

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of known historic properties.

As suggested by the commenter, moving the viaduct of the F-B LGA to the north side of Sumner Street or running the viaduct above the UPRR tracks would be infeasible. Alignment alternatives outside of the Sumner Street right-of-way to the north or south would be infeasible due to the prolonged encroachment into UPRR right-of-way or the impacts to the historic properties along Sumner Street. As such, further analysis on the shift of the alignment as suggested by the commenter is not warranted.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-29

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.

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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 I006 (Adam Cohen, January 16, 2018) - Continued

I006-29

of known historic properties.

The commenter suggests a station near 7th Standard Road rather than F Street.

In response to this request, a feasibility study (Authority 2018) was conducted to determine whether a station near 7th Standard Road would be practicable.

Engineering

The 7th Standard Road station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- In order to keep the entire station area within the property, the platform must be located as far south as possible.
- The mainline horizontal alignment includes a spiral through the south portion of the property; therefore, the station track turnouts must be placed around the curve, which would add an additional 6,100 feet of viaduct to the south near the Beardsley Canal overcrossing.

Environmental

The 7th Standard Road station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The proposed station location at Saco Ranch between 7th Standard Road and Snow Road is located in the Northwest District of Bakersfield, outside of the downtown Central District and in direct conflict with the purpose of the HSR Project.
- Golden Empire Transit does not have lines that access this general location. A station at this location would also conflict with the HSR purpose statement of siting a station near mass transit, resulting in no transit connectivity to the downtown.
- The proposed station location would greatly increase the amount of agricultural lands that would be permanently converted due to alignment requirements approaching the station.
- The proposed location could have paleontological impacts. The Saco Ranch site has a moderate sensitivity for buried prehistoric deposits.

I006-29

- The proposed location could result in impacts to the built environment. No historic properties are located in the APE in the vicinity of the Golden State Highway location as proposed (Beardsley Canal is not eligible). However, because station footprints are generally wider than other parts of the HSR footprint, additional inventory and evaluation would be required to identify other potential historic properties in the vicinity.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-30

The commenter cites the Authority's High-Speed Train Station Area Development General Principles and Guidelines and indicates that they are more descriptive of the Truxtun Station (May 2014 Project) than the F Street Station.

Both the Truxtun Avenue and the F Street station designs in the Draft Supplemental EIR/EIS are conceptual designs that are based on:

California High-Speed Rail Authority documents:

Statewide architectural excellence goals

System design criteria and technical memoranda

Station area development policy

Urban design guidelines

Kern Council of Governments documents:

2014 Regional Transportation Plan and Sustainable Communities Strategy

Metropolitan Bakersfield Transit Center Study

Metropolitan Bakersfield Transit System Long-Range Plan

City of Bakersfield's General Plan

While both station locations and preliminary station designs are based on the HST Station Area General Principles and Guidelines, and reasonable people can disagree about which location best describes consistency with those general principles, the Authority's Board of Directors identified the F Street Station location as preferable to the Truxtun Avenue Station location for the following reasons:

- The F-B LGA, when compared to the May 2014 Project, would reduce the number of residential displacements.

I006-30

- The efficiency gained from the F-B LGA results in fewer direct permanent impacts on waters and wildlife resources.
- The F-B LGA, when compared to the May 2014 Project, would result in fewer permanent impacts to Important Farmlands.
- The F-B LGA affords an opportunity to directly connect with the pedestrian and bicycle uses associated with the Kern River Parkway.
- The May 2014 Project was met with significant local opposition from the City of Bakersfield, Kern County, local school districts, a hospital and various community groups, resulting in lawsuits. Conversely, the F-B LGA was met with decidedly less opposition and resolving two lawsuits in the process.
- The F-B LGA would be approximately one mile shorter than the May 2014 Project and would be able to maintain a speed of 220 miles per hour, whereas the May 2014 Project, based on track configuration, would be required to slow to 125 mph for a segment of the alignment.
- The F-B LGA would be less expensive to construct.

When approving the project, the Authority's Board and the FRA will consider a range of factors including legal, planning, environmental, cost, constructibility, operations, and maintenance. The environmental factors distinguishing the F-B LGA as the preferred alternative are summarized in Chapter 8 of the Draft Supplemental EIR/EIS. Section 8.5 explains why the F-B LGA is the Environmentally Superior Alternative; Section 8.6 explains why it is also the Environmentally Preferable Alternative; and Section 8.7 explains why it is the Least Environmentally Damaging Practicable Alternative.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-31

As shown in Table 6.2-9 of the Transportation Analysis Technical Report prepared for the F-B LGA, F Street will have an additional 8,600 vehicles due to the proposed project under existing conditions. As shown in Table 6.4-9 of the Transportation Analysis Technical Report, the project will add an additional 17,870 vehicles under year 2035 conditions. The additional trips are due to modifications to the Chester Avenue ramps, as well as trips from the proposed project. As such, the project includes the widening of F Street between SR 204 and 30th Street to accommodate the additional traffic. With the F Street widening and implementation of mitigation measures identified in Section 3.2.6 of the Draft Supplemental EIR/EIS, F Street will operate at a satisfactory LOS.

I006-32

The F Street/32nd Street access point, like the two other station access points (34th Street/Chester Avenue and F Street) is proposed as a right-in/right-out driveway and will serve all vehicles (private vehicles, taxis, and public transit). Clarification has been added to Chapter 2 of the Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-33

The Transportation Analysis Technical Report prepared for the F-B LGA included analysis of the traffic impacts of the Golden State North and South Frontage road closures. Traffic diversions due to these road closures were included in the existing and year 2035 with project conditions analysis. Corresponding intersection LOS was calculated and any mitigation measures were identified in Section 3.2.6. of the Draft Supplemental EIR/EIS. A detailed analysis is included in Sections 6.1.4, 6.2.4, and 6.4.4 of the Transportation Analysis Technical Report, which is available on the Authority's website.

I006-34

The commenter requests that the statement, “the Amtrak station is located approximately 1 mile south of the proposed F Street Station site,” be revised to indicate the distance between the F Street Station and Truxtun Avenue Station via travel on city streets. The referenced statement is correct in the context of the description in Section 2.4.4 of the Draft Supplemental EIR/EIS. However, in consideration of this comment the text has been revised to acknowledge that the Amtrak station is located approximately 1.8 miles from the proposed F Street Station site when traveling on city streets. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-35

While the Truxtun Avenue Station (May 2014 Project) would be located at an existing public transportation center and would be more convenient for Amtrak and bus riders, Kern Council of Government 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 the City of 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. As discussed in Appendix 3.13-A, Land Use Plans, Goals, and Policies, of the Draft Supplemental EIR/EIS, the F Street Station was one of the 13 suitable transit center locations studied. Furthermore, 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 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.

As discussed in Chapter 2, F-B LGA Description, and Section 3.2, Transportation, of the Draft Supplemental EIR/EIS, it is expected that Amtrak San Joaquin rail service would likely adjust to function more in the role of a feeder service to the HSR system in the Bakersfield area, providing passengers with the opportunity to connect to cities not served by HSR. This is consistent with the 2008 San Joaquin Corridor Strategic Plan (Caltrans 2008), the 2013 California State Rail Plan (Caltrans 2013), and the California HSR Program Revised 2012 Business Plan (Authority 2012), as discussed in the Fresno to Bakersfield Section Final EIR/EIS. This assumption is also consistent with the 2016 California HSR Business Plan (Authority 2016) and the Draft 2018 California HSR Business Plan (Authority 2018), available for review on the Authority's website.

This would not preclude Amtrak or the City of Bakersfield from providing transit service to/from the proposed F Street Station. It should be pointed out that a spur connection, which is a secondary rail line branching off from the main route, was not evaluated as it was determined infeasible and did not satisfy the HSR program objective of providing a high-speed rail system to improve intercity travel.

I006-36

The commenter references three HV towers near Sam Lynn Ball Park that would need to be raised to clear the F-B LGA and asks what the airspace implications of these for the Bakersfield Meadows Field, including potential Class C airspace provisions that will be developed in the future with the City buildout.

Figure 4-40 of the County of Kern Airport Land Use Compatibility Plan (November 13, 2012) shows the Airspace Plan of the Bakersfield Meadows Field. The Authority has determined that these HV towers are located in the Conical Surface of the Bakersfield Meadows Field Airspace Plan but are not within the Glideslope and approach buffer of the Bakersfield Meadows Field Part 77 Airspace. According to Part 77, a Conical Surface is "…a surface, which extends upward and outward from the outer limits of the Horizontal Surface for a horizontal distance of 4,000 feet. The slope of the conical surface is 20-1 (5 percent) measured in a vertical plane. At 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the established airport elevation." Part 77 Airspace Surfaces are concerned with objects that could penetrate the air space around airports which could potentially cause obstructions to airplanes approaching and departing from the specific airport. The conical surface in this area is at an elevation of 608.95 feet (based on a distance of 124.95 feet from horizontal surface and an elevation of 484 feet at Bakersfield Meadows Field Airport). Since the increased height of the HV towers to accommodate passage of the F-B LGA alignment will be lower than 608.95 feet, the towers will not encroach into the Conical Surface of Bakersfield Meadows Field Airport.

It should be noted that the HV towers that the commenter is questioning is not within the Zone C land use planning area of the Bakersfield Meadows Field Airport (The commenter refers to this incorrectly as Class C.). The Kern County Airport Land Use Compatibility Plan includes the Land Use Designation map (page 4-71) for the Meadows Field Airport which provides the land uses within the Airport's Sphere of Influence (SOI). These land uses correspond to the land uses established in the Kern County General Plan. The land uses within the Airport's SOI includes AG/Open Land, Public Facility, Commercial/Industrial, Low Density Residential, Medium Density Residential, and, High Density Residential. The density and type of development that could occur under these land uses is described in the Kern County General Plan Land Use Element and includes regulations for transmission line and tower placements.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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The commenter states that the Metropolitan Bakersfield General Plan (2002) calls for SR-204 to be upgraded to a grade-separated highway facility. The commenter asks what the implications of the HSR project would be, including rights-of-way and ability to construct.

The Metropolitan Bakersfield General Plan Circulation Element says that SR-204 between Route 58 and F Street, which is currently an arterial street, "may eventually need to be upgraded to a freeway" but that this "need not be constructed by 2020," the planning horizon for this General Plan (City of Bakersfield 2002, Page III-9). The upgrade of SR-204 between F Street and Route 58 is not programmed and planned for in the Metropolitan Bakersfield General Plan, it is suggested as a possibility. The possibility of this upgrade is mentioned in the Plan in order to preserve right-of-way and discourage permanent structures in that corridor. The F-B LGA, and the F Street Station in particular, would not preclude this facility from being upgraded. In fact, the upgraded facility would provide additional access to the F Street Station, and the on- and off-ramps and grade separations implemented in the station area could be incorporated into the design. The Authority's coordination with Caltrans regarding impacts and modifications to the State Highway System is ongoing, and any adjustments to this conceptual highway upgrade would be made well in advance in order to incorporate the HSR system into the design.

I006-38

The commenter requests that the KernCOG Transit Center study be used to develop ridership forecasts due to the differing residential and employment densities at the Truxtun Avenue and F Street station sites and asserts that the ridership would differ at these stations as a result.

As described in Section 2.7 of the Draft Supplemental EIR/EIS, the travel demand and ridership forecasts discussed in the Fresno to Bakersfield Section Final EIR/EIS were applied to the F-B LGA to provide a comparison of effects between the F-B LGA and May 2014 Project. The ridership forecasting model used to generate trip generation forecasts for the Draft Supplemental EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was prepared by Cambridge Systematics. The model has three basic components: trip frequency/group size; destination; and choice of mode. The transportation analysis prepared for the Truxtun Avenue and F Street stations (Authority and FRA 2017) includes analysis of station access based on the ridership forecasts and take into account access via different modes including, buses, bicycle, and pedestrians.

The Authority has developed a thorough review process for the ridership model and ridership forecasts to ensure an unbiased assessment of the model methodology and data variables. The center piece of this independent review is the continuing oversight by a panel of international ridership modeling experts of the development of the model, the preparation of scenarios and the validation of the results. The panelists include:

- Frank S. Koppelman, PhD, Professor Emeritus of Civil Engineering, Northwestern University (chair)
- Kay W. Axhausen, Dr. Ing., Professor, Institute for Transport Planning and Systems, ETH Zurich (Swiss Federal Institute of Technology Zurich)
- Eric Miller, PhD, Professor, Department of Civil Engineering and Director, Cities Centre, University of Toronto
- David Ory, PhD, Principal Planner/Analyst, Metropolitan Transportation Commission

In 2011, the panel conducted an extensive review of the reports and documentation about the ridership model prepared by Cambridge Systematics during model development (2005-2007) and additional documentation about the model Cambridge

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-38

provided in response to panel questions. This thorough review process resulted in confirmation that the model was adequately suited to the tasks for which it has been used in environmental analysis. At the same time, the panel recommended continued improvements and refinements in the model to make it a better tool for business planning purposes, a process which has been undertaken. In addition, as reflected in the Draft 2018 California HSR Business Plan (Authority 2018), the Authority commissioned Project Finance Advisory, Ltd. in December 2016 to provide an independent review of the model methodology and 2016 California HSR Business Plan ridership and farebox revenue forecasts. The assessments determined that the model met industry best practices and confirmed that the outputs were reasonable. Documentation of all ridership model materials is available on the Authority's website.

The Bakersfield HSR station would be a regional facility similar to a commercial airport that would provide intercity travel options throughout California. Additionally, the Truxtun Avenue and F Street stations are located in relative close proximity (less than 2 miles apart). As such, the location of the station, and the corresponding adjacent residential and business densities, should not affect HSR ridership and the station trip generation would be unaffected by its location at either Truxtun Avenue or F Street.

I006-39

The train operator (the company under contract with the Authority to operate the train) will determine how many stops the train will make in each of the station cities. The number of stops in each station city may vary based on revenues and the costs of operations and maintenance. The analyses in the Draft Supplemental EIR/EIS are based on the same assumptions and methodology that was implemented for the Fresno to Bakersfield Section Final EIR/EIS, which was conservative. Refer to Appendix 2-C of the Fresno to Bakersfield Section Final EIR/EIS for a discussion of the operations and service plan, including stops and pass-through trips and the HSR stations.

For example, the noise analysis assumed 225 trains per day would pass through without stopping to evaluate potential noise impacts along the entire alignment, including the alignment in the Bakersfield area because pass through trains generate higher noise levels than noise generated from trains slowing to a stop and starting from the HSR station. The noise analysis does not analyze trains stopping even though trains would stop in Bakersfield during long-term operations of the project. This approach is very conservative and reflects worse-case scenario as some trains would stop in Bakersfield, and therefore, the resultant noise levels would be less than the modeled noise levels.

Additionally, as referenced in Section 3.13 of the Fresno to Bakersfield Section Final EIR/EIS, the parking demand is based on ridership forecasts and a conservative assumption of the number of stops (i.e., passengers boarding and alighting) at the Bakersfield Station. Parking facilities would be designed to accommodate a maximum impact demand to avoid overflow parking on nearby streets. The total parking capacity (surface parking lots and parking structures) for the F Street station site would accommodate parking for 5,200 vehicles. The balance of the supply needed to accommodate the full 2035 parking demand (8,100 total spaces) would be identified as a part of a comprehensive parking strategy developed in coordination with the City of Bakersfield.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-40

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.

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Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-40

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- Golden Empire Transit does not have lines that access this general location. A station at this location would also conflict with the HSR purpose statement of siting a station near mass transit, resulting in no transit connectivity to the downtown.
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- The proposed location could have paleontological impacts. The Saco Ranch site has a moderate sensitivity for buried prehistoric deposits.

I006-40

The proposed location could result in impacts to the built environment. No historic properties are located in the APE in the vicinity of the Golden State Highway location as proposed (Beardsley Canal is not eligible). However, because station footprints are generally wider than other parts of the HSR footprint, additional inventory and evaluation would be required to identify other potential historic properties in the vicinity.

I006-41

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-42

The traffic counts account for all currently (year 2016) implemented TRIP projects. The analysis ensured that counts were not being collected when construction activities would affect regular traffic flow. All future TRIP projects were accounted for in the year 2035 analysis. Traffic projections for the 2035 scenario were developed using the KernCOG Travel Demand Model, which included all TRIP projects. As discussed in Chapter 2, F-B LGA Description and Section 3.2, Transportation, of the Draft Supplemental EIR/EIS, it is expected that Amtrak San Joaquin rail service would likely adjust to function more in the role of a feeder service to the HSR system in the Bakersfield area, providing passengers with the opportunity to connect to cities not served by HSR. This is consistent with the 2008 San Joaquin Corridor Strategic Plan (Caltrans 2008), the 2013 California State Rail Plan (Caltrans 2013), and the California HSR Program Revised 2012 Business Plan (Authority 2012), as discussed in the Fresno to Bakersfield Section Final EIR/EIS. This assumption is also consistent with the 2016 California HSR Business Plan (Authority 2016) and the Draft 2018 California HSR Business Plan (Authority 2018), available for review on the Authority's website.

This would not preclude Amtrak or the City from providing transit service to/from the proposed F Street Station. It should be pointed out that a spur connection, which is a secondary rail line branching off from the main route, was not evaluated as it was determined infeasible and did not satisfy HSR program objective of providing a high-speed rail system and improve intercity travel.

I006-43

Refer to Standard Response FB-LGA-Response-AG-01: Updated Agricultural Lands Methodology.

The Draft Supplemental EIR/EIS discusses a subset of severed parcels called *noneconomic remnant parcels or remnant parcels*. These noneconomic remnant parcels were counted as part of the indirect impact area. It is possible that these parcels may have some use during construction (e.g., staging areas, material storage) if the Design Build contractor pays for the use of the property and completes an environmental review to confirm to the Satisfaction of the Authority and FRA that use of the remnant parcels for construction does not require the preparation of a supplemental EIR/EIS. Either during right-of-way acquisition or after construction, the Authority will attempt to consolidate remnants with adjacent or nearby parcels through its Farmland Consolidation Program - see Section 3.14.5, Avoidance and Minimization Measures. The Farmland Consolidation Program is an ongoing program implemented by the Authority's Right-of-Way staff to avoid and minimize conversion of Important Farmlands by parcel severance. The program is consistent with consolidation programs used for other linear transportation facilities (e.g., Caltrans projects). The agricultural land impacts analysis is conservative; however, because it does not presume consolidation of these parcels, but rather counts them in the assumed total acreage of converted Important Farmland. Noneconomic remnant parcels were identified following a remnant parcel analysis on a parcel-by-parcel basis to identify where severance of a parcel by the project footprint would create parcel(s) smaller than 20 acres in size. In Step One, a geographic information system (GIS) analyst identified all Important Farmland parcels severed by the HSR corridor that were originally larger than 20 acres, but that would be reduced to less than 20 acres. These remnant parcels of Important Farmland are then identified as noneconomic remnant parcel(s). In Step Two, analysts reviewed each noneconomic remnant parcel by considering the following four criteria:

- Access: Would the HSR project restrict or eliminate access to the parcel such that it would no longer be able to continue in agricultural use (e.g., proposed roadway closure/severance or permanent HSR fencing around tracks or electrical stations)?

- Size and Shape: Is the parcel adjacent to an adjoining parcel that is currently being

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

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farmed, and is it able to be readily consolidated with adjoining land? Would the HSR project create a parcel too oddly shaped to be viable for agriculture, even if combined with adjacent agricultural parcels?

•Location: Would the location of the parcel relative to other farmland indicate it may not be readily consolidated and would need to be converted to a nonagricultural use?

•Hardship: Does the severance cause an overall hardship in maintaining economic activity through impacts to agricultural infrastructure on what might otherwise appear to be an economically viable remnant parcel?

Examples of noneconomic remnant parcels determined to no longer support continued agricultural use are as follows:

•Remnant parcels too narrow to accommodate an adequate turning radius for agricultural equipment.

•Remnant parcels could not be consolidated with adjacent farmland (see Exhibit AG-03.1).

•Permanent HSR alignment and associated fencing eliminates access to remnant parcel.

Many severed parcels result in small or oddly shaped remnant parcels. Many of these parcels were not added to the acquisition area of the F-B LGA or May 2014 Project because analysts determined that some use would likely be possible. For example,

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small parcels could be consolidated with adjacent landowners and larger, oddly shaped parcels could still be farmed (although with some loss of efficiency). It is important to note that the intent of this analysis was to identify farmland that could be lost to agricultural production. Impacts associated with farm efficiency or property transactions (e.g., consolidation) are social and economic effects that do not mean that farmland would be lost.

It is also important to note that the analysis of parcel severance (including unusable remnant parcels) was conducted for the purpose of describing the nature and extent of the impact to satisfy CEQA and NEPA, focusing on the topics of farmland conversion and social/economic effects. Refer to Appendix 3.14-B, Remnant Parcel Analysis, in the Draft Supplemental EIR/EIS. This Remnant Parcel Analysis is not a sufficient basis for the real estate transactions that would occur during the right-of-way acquisition process

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-44

The commenter cites a statement from the Draft Supplemental EIR/EIS (page 3.1-5) which explains that the calculations of impact acreage for the F-B LGA include vacant parcels that may be required for construction staging and lay-down areas. These would not account for all staging areas required, but represent a conservative estimate of impacts. The commenter requests that the same analysis be conducted for the F-B LGA that was previously conducted for the May 2014 Project. Refer to page 3.1-5 of the Final EIR/EIS, which makes the exact statement cited by the commenter that is included in the Draft Supplemental EIR/EIS:

"To provide the Design-Builder with sufficient potential staging areas, this EIR/EIS includes an evaluation of the environmental impacts of various vacant parcels that are located adjacent to or near parts of the project that would require construction staging and lay-dawn areas such as bridges, elevated structures, etc. Including the impacts from potential construction staging areas results in a conservative analysis because the limits of impacts for each site is identified by parcel boundaries not the actual amount of acres that maybe necessary for staging or storage of materials."

The impact analyses for both the F-B LGA and the May 2014 Project relied on the same methodology. Refer to Section 3.1 of the Draft Supplemental EIR/EIS.

I006-45

The commenter expresses concern that the F-B LGA does not present findings consistent with the approach used for the Fresno to Bakersfield Section Final EIR/EIS which obscures a side-by-side comparison based on the differing methodologies described in the two EIR/EIS documents. The commenter specifically indicates that the F-B LGA did not assess impacts using “no effect”, “adverse effect”, and “beneficial effect” and asks for the same level of detail that was provided in the Fresno to Bakersfield Section Final EIR/EIS.

As stated in Title 40 C.F.R., Section 1508.27, to analyze whether environmental impacts would significantly affect the quality of the human environment, an environmental document must consider both context and intensity. Because the FRA had issued a Record of Decision for the Fresno to Bakersfield Section and because the FRA’s decision document did not consider discrete segments of the Preferred Alternative, but rather the alignment as a whole, the Draft Supplemental EIR/EIS considers the same approach. Potential impacts are described for the May 2014 Project and the F-B LGA in terms of context, intensity, and duration, but conclusions determining intensity of the overall impacts are not made. As such, the analysis for the F-B LGA and May 2014 Project included in the Draft Supplemental EIR/EIS do not use the terms “no effect”, “adverse effect”, and “beneficial effect” in describing impacts. The NEPA analysis presented in the Draft Supplemental EIR/EIS is consistent with requirements in 40 C.F.R Section 1502.14 and allows decision makers and the public to make an informed choice on which alignment (either the May 2014 Project or F-B LGA) is the Preferred Alternative for the segment of the Fresno to Bakersfield Section between Poplar Avenue and Oswell Street.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-46

Both the Fresno to Bakersfield Section Final EIR/EIS (page 3.1-7) and Supplemental EIR/EIS (page 3.1-8) discuss the Legal Authority to Implement Offsite Mitigation. The F-B LGA is analyzed in a Supplemental EIR/EIS to the Fresno to Bakersfield Section Final EIR/EIS. Pursuant to CEQA/NEPA's allowed use for tiering of subsequent documentation (CEQA Guidelines 15152, 15168(c) and under NEPA 43 CFR 46.140) and because this issue is evaluated in sufficient detail in the Fresno to Bakersfield Section Final EIR/EIS and no significant new information nor change in circumstance has occurred, no additional response/revision is required.

I006-47

Comment Noted. As appropriate, the text and references recommended for inclusion by the commenter have been added to Section 3.2 of the Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-48

The traffic analysis has been prepared as a Draft Supplemental EIR/EIS to the Fresno to Bakersfield Section Final EIR/EIS and only evaluates transportation impacts along the F-B LGA and the May 2014 Project study areas. The analysis methodology followed in the Draft Supplemental EIR/EIS is generally consistent with what was followed in the Final EIR/EIS; however, a more conservative approach was used for identifying study area intersections in the Draft Supplemental EIR/EIS. Traffic impact analyses typically include intersections where a project adds 50 or more peak hour trips. As mentioned in Section 3.2.2 of the Draft Supplemental EIR/EIS, City of Bakersfield staff identified intersections that would not have added 50 trips but that they felt warranted evaluation. This approach is more conservative than the analysis presented in the Fresno to Bakersfield Section Final EIR/EIS. As discussed in Section 3.1.3.3 of the Draft Supplemental EIR/EIS, a new traffic analysis for the May 2014 Project was conducted concurrent with the F-B LGA analysis to provide an apples-to-apples comparison. The commenter erroneously suggests that the Draft Supplemental EIR/EIS only considers traffic impacts to affected roadway segments and intersections in the vicinity of the F Street Station. Refer to Section 3.2.3.2 of the Draft Supplemental EIR/EIS for the F-B LGA traffic impact analysis for the City of Shafter, Kern County, City of Bakersfield, and the F Street Station.

I006-49

The analysis methodology followed in the Draft Supplemental EIR/EIS is generally consistent with what was followed in the Final EIR/EIS; however, a more conservative approach was used for identifying study area intersections in the Draft Supplemental EIR/EIS. Traffic impact analyses typically include intersections where a project adds 50 or more peak hour trips. As mentioned in Section 3.2.2 of the Draft Supplemental EIR/EIS, City of Bakersfield staff identified intersections that would not have added 50 trips but that they felt warranted evaluation. This approach is more conservative than the analysis presented in the Final EIR/EIS; therefore, the Draft Supplemental EIR/EIS discloses more potential impacts due to the proposed project.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-50

Table 3.2-2 of the Draft Supplemental EIR/EIS is included as Table 6.1-2 of the Transportation Analysis Technical Report. As referenced in the summary text preceding Table 6.1-2 of the Transportation Analysis Technical Report, the station trip generation is unaffected by its location at either Truxtun Avenue or F Street.

In reference to Table 3.2-3, the Fresno to Bakersfield Section Final EIR/EIS did not provide a detailed traffic analysis of the Shafter area. A corresponding table for the May 2014 Project presenting Roadway Segment Existing Plus Project Level of Service in Shafter is not available. Refer to Section 6.2.1 of the Transportation Analysis Technical Report for further discussion of traffic impacts in the City of Shafter.

In reference to Table 3.2-4, the Fresno to Bakersfield Section Final EIR/EIS did not provide a detailed traffic analysis of the Kern County area. A corresponding table for the May 2014 Project presenting Roadway Segment Existing Plus Project Level of Service in Kern County is not available. Refer to Section 6.2.2 of the Transportation Analysis Technical Report for further discussion of traffic impacts in Kern County.

I006-51

The commenter requests that Section 3.2.2.3 and the subsequent sections of the Draft Supplemental EIR/EIS be reorganized. A new traffic analysis was prepared for the May 2014 Project and the F-B LGA. The information contained within Section 3.2 of the Draft Supplemental EIR/EIS presents the analysis conducted for the F-B LGA. The comparable analysis for the May 2014 Project is included in the Transportation Analysis Technical Report and is summarized in Technical Appendix 8-A of the Draft Supplemental EIR/EIS. No changes have been made to the Final Supplemental EIS in response to this comment.

I006-52

In regards to the HSR ridership modeling and the data/analysis used to develop ridership forecasts, mathematical models, which consist of a series of numerous mathematical equations, provide a tool for predicting how people will travel in the future as a function of variables such as population, employment, travel time and costs, fuel costs, and rail and airline schedules. The ridership forecasting model used to generate forecasts for the EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was prepared by Cambridge Systematics. The model has three basic components: trip frequency/group size; destination; and choice of mode.

•Trip Frequency/group size: This component forecasts how individuals travel between regions, organized by purpose: Business, Commute, Recreation, and Other. The forecasts for the individuals are based on 99 combinations of household characteristics, including factors such as the number of people in the household, income, the number of autos owned, and the number of workers.
•Destination Choice: The destinations of trips are based on how accessible households are to places they might choose as destinations. This accessibility is based on the combined travel characteristics of all types of travel modes as well as the opportunities afforded (work, recreation, etc.) at the potential destinations.

• Mode choice: Mode choice focuses on if a traveler will choose to travel by car, air, conventional rail, or high-speed rail as the primary mode for the bulk of their journey. To estimate this, the model considers the travel times and costs associated with different parts of the trip. For air and rail, this includes getting to or from the station/airport, including getting to or from the station entrance to the seat on the train/plan. For auto travel, this is the time and cost of driving. The values of these times and costs are converted to "utilities." The relative values of the different components were estimated through a statistical analysis of surveys of travelers. Different kinds of travelers value the travel time and costs of the parts of the journey differently. For each potential trip, the model compares the utilities of the different modes, and then estimates the probability of a traveler choosing one mode or another. If one mode has a significantly higher utility than the others do, then a higher proportion of all of the travelers are likely to choose that mode. If the utilities between the modes are closer, then proportions of travelers choosing each mode will be similar.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-52

For the HSR project, the ridership model forecasts travel between 4,667 traffic analysis zones (TAZs) comprising the entire state of California. The TAZs can be aggregated into 14 major regions within the State using the following procedures:

•For travel within regions served by more than one HSR station (areas such as the SCAG, MTC, and SANDAG regions), the existing regional travel demand models were adapted to include HSR as a new mode.

•For travel served by one HSR station, the model forecasts the travel between regions. This model conservatively only includes travel by California residents. This means that travel by people from other states or countries that fly to an airport, spend some time in a city and then might want to use HSR to go to another city, are not included and would represent additional passengers for the system.

The Authority has developed a thorough review process for the ridership model and ridership forecasts to ensure an unbiased assessment of the model methodology and data variables. The center piece of this independent review is the continuing oversight by a panel of international ridership modeling experts of the development of the model, the preparation of scenarios and the validation of the results. The panelists include:

• Frank S. Koppelman, PhD, Professor Emeritus of Civil Engineering, Northwestern University (chair)
•Kay W. Axhausen, Dr. Ing., Professor, Institute for Transport Planning and Systems, ETH Zurich (Swiss Federal Institute of Technology Zurich)
•Eric Miller, PhD, Professor, Department of Civil Engineering and Director, Cities Centre, University of Toronto
•David Ory, PhD, Principal Planner/Analyst, Metropolitan Transportation Commission

In 2011, the panel conducted an extensive review of the reports and documentation about the ridership model prepared by Cambridge Systematics during model development (2005-2007) and additional documentation about the model Cambridge provided in response to panel questions. This thorough review process resulted in confirmation that the model was adequately suited to the tasks for which it has been used in environmental analysis. At the same time, the panel recommended continued improvements and refinements in the model to make it a better tool for business

I006-52

improvements and refinements in the model to make it a better tool for business planning purposes, a process which has been undertaken. In addition, as reflected in the Draft 2018 California HSR Business Plan (Authority 2018), the Authority commissioned Project Finance Advisory, Ltd. in December 2016 to provide an independent review of the model methodology and 2016 California HSR Business Plan ridership and farebox revenue forecasts. The assessments determined that the model met industry best practices and confirmed that the outputs were reasonable. Documentation of all ridership model materials is available on the Authority's website.

The trip generation for the Bakersfield station was developed based on ridership forecasts for HSR developed for the station. The approved Fresno to Bakersfield Transportation Analysis Technical Report (FBTATR; 2014c) included trip distribution and assignment for the May 2014 Project station at Truxtun Avenue. The trip distribution for the May 2014 Project station was developed based on forecasts from the Kern COG MIP travel demand model for 2035. Since approval of the FBTATR, the travel demand model has been updated. Therefore, the newer version of the model was used to update trip distribution for the May 2014 Project station. Similarly, the forecast daily trips at the F Street station were distributed on the transportation network based on the results of updated travel demand model and access to and from the proposed station areas.

The Bakersfield HSR station would be a regional facility similar to a commercial airport that would provide intercity travel options throughout California. Additionally, both stations are located in relative close proximity (less than 2 miles apart). As such, the location of the station should not affect HSR ridership and the station trip generation would be unaffected by its location at either Truxtun Avenue or F Street. Since the forecast year of 2035 is still valid for analyzing both station alternatives, the same trip generation numbers apply to both Truxtun Avenue and F Street. Table 3.2-2 in the Draft Supplemental EIR/EIS summarizes the project trip generation for the Bakersfield Station area.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-53

SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Measurements of transportation impacts may include vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, or automobile trips generated. Once the CEQA Guidelines are amended, auto delay will no longer be considered a significant impact under CEQA. According to current direction from the California Natural Resources Agency, agencies will have until 2020 to comply with SB 743.

I006-54

The Centennial Corridor project is currently under final design with construction to begin in the near future. Therefore, the existing conditions analysis does not include this project. For the year 2035 analysis, the KernCOG Regional Travel Demand Model was used to develop forecast traffic volumes. The model is based on the KernCOG RTP and the City of Bakersfield General Plan and includes this project. Therefore, traffic analysis under year 2035 conditions does include this project.

I006-55

The text referenced by the commenter is a discussion regarding existing bike lanes near the vicinity of the May 2014 Project Station. As indicated by the commenter, a linear park with a bike path is located south of the Truxtun Avenue station from the BNSF right-of-way south to California Avenue. North of the Truxtun Avenue station site, the linear park is located north of 17th Street. Clarification has been added to Section 3.2 of the Draft Supplemental EIR/EIS.

While the commenter is correct that there is available right-of-way to stripe bike lanes on roadways if desired, under existing conditions the bike lanes do not exist.

I006-56

Comment noted. The Section 3.2.3.2 text regarding funded and unfunded projects has been updated in this Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-57

Comment Noted. The analysis contained in Section 3.2 of the Draft Supplemental EIR/EIS accounts for these facilities; however, Figure 3.2-10 in the Draft Supplemental EIR/EIS was incorrect. A revised Figure 3.2-10 has been incorporated into this Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-58

Figure 3.2-11 illustrates existing study area roadway segments. The figure does not include any segments that are under construction or will be built in the future. Figure 3.2-10 has been updated accordingly and is included in this Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-59

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, muti-family residential units, offices, retail, and industrial uses. Based on the select zone distribution, nominal project trips are expected to travel on the California Avenue Corridor west of SR 99. Therefore, no intersections or roadway segments were included in the analysis along this corridor west of SR 99. As such, the study area intersections and roadway segments were approved by the City of Bakersfield Public Works Department prior to conducting the traffic analysis. Additionally, the KernCOG RTP Model includes all projects that exist or are planned in the KernCOG region up to year 2035. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-60

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, muti-family residential units, offices, retail, and industrial uses. Based on the select zone distribution using the KernCOG RTP Model, the referenced intersections will have nominal project trips from either the F Street or Truxtun Avenue station. Therefore, they have not been included in the analysis. As such, the study area intersections and roadway segments were approved by the City of Bakersfield prior to the preparation of the traffic analysis. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-61

The Mohawk Street corridor between Hageman Road and SR 58 has been included in the analysis. Under existing conditions the Hageman Road flyover does not exist and has not been considered. Based on the KernCOG RTP, the flyover exists under year 2035 conditions and has been included in the analysis. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-62

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, muti-family residential units, offices, retail, and industrial uses. Based on the select zone distribution using the KernCOG RTP Model, the referenced intersections will have nominal project trips from either the F Street or Truxtun Avenue station. Therefore, they have not been included in the analysis. As such, the study area intersections and roadway segments were approved by the City of Bakersfield prior to the preparation of the traffic analysis. Also, please note that the F Street/SR 204 interchange is part of the proposed project. Under no-build conditions the interchange has not been included in the analysis. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-63

The traffic analysis includes all intersections and roadway segments in the vicinity of these facilities that may be impacted by the proposed project. Impact S&S#8 in Section 3.11 of the Draft Supplemental EIR/EIS analyzes potential increases in emergency response times and identifies mitigation measures (Section 3.11.6.2 of the Draft Supplemental EIR/EIS) that would reduce delay at these locations to acceptable standards. No revisions have been made to the Final Supplemental EIS in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-64

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, muti-family residential units, offices, retail, and industrial uses. Based on the select zone distribution using the KernCOG RTP Model, the referenced intersections will have nominal project trips from either the F Street or Truxtun Avenue station. Therefore, they have not been included in the analysis. As such, the study area intersections and roadway segments were approved by the City of Bakersfield prior to the preparation of the traffic analysis. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-65

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, muti-family residential units, offices, retail, and industrial uses. Based on the select zone distribution using the KernCOG RTP Model, the referenced intersections will have nominal project trips from either the F Street or Truxtun Avenue station. Therefore, they have not been included in the analysis. As such, the study area intersections and roadway segments were approved by the City of Bakersfield prior to the preparation of the traffic analysis. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-66

The trip distribution for the proposed project was developed based on project select zone runs using the KernCOG RTP Model. The model includes all existing and future land uses in the region. The select zone run assigns project trips based on production and attraction factors of different land use types that are included in the model's socio-economic data (SED). The SED includes household and employment based on land use categories and accounts for single family, muti-family residential units, offices, retail, and industrial uses. Based on the select zone distribution using the KernCOG RTP Model, the referenced intersections will have nominal project trips from either the F Street or Truxtun Avenue station. Therefore, they have not been included in the analysis. As such, the study area intersections and roadway segments were approved by the City of Bakersfield prior to the preparation of the traffic analysis. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-67

Comment Noted. The figures referenced by the commenter have been updated for legibility and are included in this Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-68

The methodology adopted in the Transportation Analysis Technical Report and the Draft Supplemental EIR/EIS for evaluating non-motorized facilities is consistent with the methodology included in the Fresno to Bakersfield Transportation Analysis Technical Report (2014) and the Fresno to Bakersfield Section Final EIR/EIS in order to provide an apples-to-apples comparison between the May 2014 Project and the F-B LGA. No revisions to the Final Supplemental EIS have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-69

SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Measurements of transportation impacts may include vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, or automobile trips generated. Once the CEQA Guidelines are amended, auto delay will no longer be considered a significant impact under CEQA. According to current direction from the California Natural Resources Agency, agencies will have until 2020 to comply with SB 743. Accordingly, no comparative VMT impact analysis under 2035 conditions has been prepared. No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-70

Per the commenter's suggestion, the text in Section 3.2.4.2 of the Draft Supplemental EIR/EIS has been revised to accurately reflect service routes from Meadows Field Airport to destination cities. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-71

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 occurred without the project. Local last-mile connectivity is currently being evaluated by the City of Bakersfield as a separate project which is focusing on land use and local multi-modal transportation accessibility around the station site. This is being analyzed in detail in the "Making Downtown Bakersfield Station Area Vision Plan" which is available on the City's website. No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-72

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, court dates, etc.). The HSR is simply the mode (like passenger car, bus, bike or walk) to convey the passage 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. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-73

Per the commenter's suggestion, the text in Section 3.2.4.3 of the Draft Supplemental EIR/EIS has been revised to reference the new interchange at F Street and Golden State Avenue. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-74

Local last-mile connectivity, including connectivity between the Amtrak station and the proposed F Street HSR station is currently being evaluated by the City of Bakersfield as a separate project, which is focusing on land use and local multi-modal transportation accessibility around the station site. This connectivity is being analyzed in detail in the "Making Downtown Bakersfield Station Area Vision Plan" which is available on the City's website. No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-75

Per the commenter's request, clarification text has been incorporated into Section 3.2.4.3 of the Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-76

Detailed local and regional trip distribution are illustrated in Figures 6.1-14a through 6.1-14c for existing conditions and Figures 6.1-16a through 6.1-16c of the Transportation Analysis Technical Report. As shown in those figures, only 24 percent of project trips travel via SR 204 to SR 99. Impacts on the freeway segments have been included in the analysis. Per the commenter's suggestion, regional distribution percentage text has been added to Section 3.2.4.3 of the Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-77

Per the commenter's request, clarification text has been incorporated into Section 3.2.4.3 of the Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-78

The project itself will be providing multimodal facilities and access including transit, bicycle, and pedestrian access. Multimodal connection with the Amtrak station will be included in the City's long-range transportation improvement plan and is not part of this project. No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-79

The traffic analysis includes all intersections and roadway segments in the vicinity of these facilities that may be impacted by the proposed project. Impact S&S#8 in Section 3.11 of the Draft Supplemental EIR/EIS analyzes potential increases in emergency response times and identifies mitigation measures (Section 3.11.6.2 of the Draft Supplemental EIR/EIS) that would reduce delay at these locations to acceptable standards. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-80

The error message included under Impact TR#11 has been corrected. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-81

Mitigation measures TR-MM#2 through 10 will mitigate roadway segment impacts to less than significant. The mitigation measures will provide additional capacity to the roadway segment thereby improving the delay to better than pre-project conditions. Therefore, no impact is anticipated to the hospital performance.

Additionally, the traffic analysis includes all intersections and roadway segments in the vicinity of these facilities that may be impacted by the proposed project. Impact S&S#8 in Section 3.11 of the Draft Supplemental EIR/EIS analyzes potential increases in emergency response times and identifies mitigation measures (Section 3.11.6.2 of the Draft Supplemental EIR/EIS) that would reduce delay at these locations. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-82

Additional parking areas will be identified in the future in the downtown Bakersfield area to accommodate both passengers and visitors to the station area, and to encourage land uses that would support other development types. Additional parking on site can also be added by adding additional floors to the parking structure on site. This is applicable for both station sites. No revisions have been made to the Final Supplemental EIS in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-83

Refer to Responses to Comments I006-52 and I006-59, for trip generation and distribution methodologies, respectively. The acquisition of parcels or portions of parcels including the GET Administrative and Fleet Yard will be conducted by the Authority during the parcel acquisition phase of the Project. During this period the Authority will negotiate with parcel owners regarding the acquisition price of the parcel or portions of the parcel based on fair market value. The Authority, per policy, does not include the acquisition price of parcels in mitigation measures of the environmental document, as negotiations for purchase prices have not been conducted between the landowner and the Authority. However, a cost estimate was prepared for purchase or lease of real estate for the F-B LGA, as reflected in the 2017 Cost Estimate Report, which is available from the Authority by request. Category 40.07 in Appendix E in the October 2017 Cost Estimate Report, page 25 of the PDF, shows that purchase or lease of real estate would cost an estimated $193,171,364, which is included in the overall costs provided in the Draft Supplemental EIR/EIS. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-84

The ridership forecasting model used to generate forecasts for the EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was prepared by Cambridge Systematics. Refer to Response to Comment I006-52 in Chapter 24 of this Final Supplemental EIS for a detailed description of how ridership forecasts were developed and the mode split for passengers were calculated. The methodology followed in the Transportation Analysis Technical Report and Draft Supplemental EIR/EIS is consistent with the approach included in the Fresno to Bakersfield Transportation Analysis Technical Report and Final EIR/EIS.
The approximate breakdown of passengers accessing the F-B LGA station (Authority 2015) is as follows:

•Drop-offs/Pick-ups (Private Cars) 24%
•Parked Car (Private Cars) 27%
•Rental Car 8%
•Taxi 8%
•Transit (HSR Bus, Local/Regional Bus, Local/Regional/Intercity Rail) 18%
•Bike/Walk 15%

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-85

The commenter recommends the incorporation of a mitigation measure identifying the development of a light-rail system between the F Street Station and various points throughout Bakersfield. The Draft Supplemental EIR/EIS did not identify an impact that would require the development of a light-rail system as mitigation. Additionally, the project itself will be providing multimodal facilities and access including transit, bicycle and pedestrian access in the vicinity of the station.

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.

I006-86

While the proposed mitigation along F Street between 30th Street and 24th Street is to convert the center two-way left turn lane to a dedicated northbound through lane, access at 26th, 27th, 28th and 30th Street will not be restricted. Intersection lane requirements for F Street and 30th Street are included in the Transportation Analysis Technical Report. For the remainder of the three intersections, intersection access for all approaches will still exist. At each intersection the northbound left-turn lane will be converted to a northbound shared Left-through lane. The first southbound through lane will also need to be converted to a shared left-through lane. The existing north-south signal phasing needs to be converted to split phase and the signals coordinated accordingly. Also, it should be noted that this impact occurs under year 2035 conditions and therefore, is a cumulative impact without mitigation. With implementation of mitigation measures TR-MM #3 through 10, the incremental contribution to impacts associated with the F Street Station area would not be cumulatively considerable under CEQA.

I006-87

The commenter requests that a northbound CA-99 or southbound CA-99 connection to/from Westside Parkway (via Centennial Corridor) be provided so that drivers accessing F Street Station would not be forced onto local roads.

The year 2035 scenario traffic analysis includes all the major regional improvements incorporated into the KernCOG RTP Model. Mitigation measures have been recommended for all study intersections and roadway segments at which the project would result in a significant impact. Any other regional improvements should be part of the City's General Plan Circulation Element and needs to be implemented through the City's Capital Improvement Program.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-88

The commenter requests that Garces Circle be reconstructed so that SR 204/Golden State Avenue is below grade to improve pedestrian access to F Street Station from Chester Avenue. In the Draft Supplemental EIR/EIS and the Transportation Analysis Technical Report, Garces Circle is referred to as Intersection #48 Chester Avenue/30th Street-Golden State Avenue South Frontage. The project will be adding a new interchange at SR 204 and F Street. Additionally, modifications will be made to intersection #48/Garces Circle due to the addition of the proposed interchange. As shown in the traffic analysis, Intersection #48/Garces Circle does not need to be grade separated due to the project. Under existing conditions (Table 6.2-10 in the Transportation Analysis Technical Report) the LOS at this intersection improves from LOS C under both peak hours without the project to LOS A and B in the a.m. and p.m. peak hour with the project. Under year 2035 conditions (Table 6.4-10 in the Transportation Analysis Technical Report) the LOS at this intersection improves from LOS D and C without the project to LOS C and B in the a.m. and p.m. peak hours respectively with the project.

The commenter requests grade separations at SR 204 and M Street and SR 204 and Q Street to mitigate traffic impacts on local streets. Similar to the response regarding Intersection #48/Garces Circle, the intersections of Golden State Avenue at M Street and Golden State Avenue at Q Street also do not require to be grade separated due to impacts from the project. If the City desires to grade separate these intersections, it needs to be included in the City's Capital Improvement Program and General Plan Circulation Element.

I006-89

The text in Section 3.3.1.2 of the Final Supplemental EIS has been revised to include reference to SB 743. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-90

Page 3.3-39 of the Draft Supplemental EIR includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

As shown in Table 8-A-5 of the Draft Supplemental EIR/EIS, the May 2014 Project and the F-B LGA would result in similar construction and operational impacts and GHG impacts. Based on the analysis and the comparable findings documented in the Draft Supplemental EIR/EIS, a separate analysis of criteria pollutants associated with the F-B LGA and the May 2014 Project is not warranted.

I006-91

Page 3.3-39 of the Draft Supplemental EIR/EIS includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

As shown in Table 8-A-5 of the Draft Supplemental EIR/EIS, the May 2014 Project and the F-B LGA would result in similar construction and operational impacts and GHG impacts. Based on the analysis and the comparable findings documented in the Draft Supplemental EIR/EIS, a revised methodology associated with modal connectivity and the F-B LGA and the May 2014 Project is not warranted.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-92

The San Joaquin Community Hospital, Kern County Museum, Venables Family Day Care, Golden Living Center (in Shafter), Villa De Orro Apartment, Jewett Mobile Home Park, the Universal Church, and residences on Alder Street, Cedar Street, Pine Street, Beech Street, 30th Street, 32nd Street, 33rd Street, 34th Street, 35th Street, 36th Street, K Street, L Street, M Street, O Street, Jewett Avenue, and Hubbard Street that are located within the study area (2,500 feet from the centerline HSR alignment) were included in the Draft Supplemental EIR/EIS noise analysis. The noise analysis of the land uses mentioned above are discussed in Section 3.4.4.2 under Impact N&V #3 and shown in Tables 3.4-20 and 3.4-21 and Figures 3.4-4 and 3.4-5 (Section 3.4, Noise and Vibration). The Toddler Tech (3,190 feet), KCOC Stella Hills Headstart (2,700 feet), Memorial Hospital (2,800 feet), San Dimas Surgery Center (3,500 feet), Riverwalk Surgical Associates (3,600 feet), Millennium Surgery Center (3,990 feet), Stonemark (2,780 feet), Pacific Terrace Apartments (2,570 feet), Pacific Village (3,300 feet), Northridge Apartments (3,540 feet), and Royal Palms (3,560 feet) are not included in the noise analysis because they are located beyond the F-B LGA study area. The Healing Arts Surgery Center and Veterans Affair Center were not included in the Draft Supplemental EIR/EIS noise analysis because the activities are not considered sensitive based on the FTA/FRA land use categories. The Mercies Day Program, Golden Living Center (in Bakersfield), Bakersfield Elks Lodge, and the church using the former Montgomery Wards building was not included in the Draft Supplemental EIR/EIS noise analysis because the County parcel information listed these land uses as commercial office or medical and did not correspond with the FTA/FRA land use categories. In general, adding these properties into the noise analysis would not be warranted because it would not change the results of the noise analysis.

Noise Barrier Nos. 5 and 6 were evaluated because severe noise impacts were identified for noise-sensitive receptors in the F-B LGA study area in the vicinity of the receptors mentioned above. Noise Barrier Nos. 5 and 6 were determined to be both feasible and reasonable. Noise Barrier Nos. 5 and 6 (14 feet in height) would benefit 3,200 and 5,334 sensitive receivers, respectively, as shown in Table 3.4-27 of the Draft Supplemental EIR/EIS.

I006-93

Refer to page 3.3-25 of the Supplemental EIR/EIS for a discussion of construction emissions associated with the F-B LGA. Construction emissions include criteria pollutant and GHG emissions from building demolition. In addition, impact avoidance and minimization measures AQ-AM #1, AQ-AM #2, AQ-AM #3, and AQ-AQ #4 are identified in the Supplemental EIR/EIS to reduce adverse effects related to construction on air quality.

I006-94

Refer to page 3.3-34 of the Draft Supplemental EIR/EIS for a discussion of impacts related to asbestos and lead-based paint exposure during construction. As discussed on Page 3.3-34, the demolition of asbestos-containing materials is subject to the limitations of the National Emissions Standards for Hazardous Air Pollutants regulations and would require an asbestos inspection. It is unknown at this time whether any of the buildings that would be demolished contain asbestos, and the San Joaquin Valley Air Pollution Control District's Compliance District would be consulted before demolition of any structures. Impacts related to asbestos and lead-based paint is also addressed in Section 3.10, Hazardous Materials and Wastes of the Draft Supplemental EIR/EIS. In addition, a Spill Prevention, Containment, and Countermeasures Control (SPCC) Plan/Site-Specific Health and Safety Plan will be prepared, which will include Best Management Practices to minimize human exposure to asbestos-containing materials. The SPCC/Health and Safety Plans are also referenced in Section 3.10, Hazardous Materials and Wastes, and Section 3.11, Safety and Security of the Draft Supplemental EIR/EIS.

I006-95

The modeled CO concentrations are evaluated on page 3.3-38 of the Supplemental EIR/EIS and identified in Table 3.3-14. As discussed in the Supplemental EIR/EIS, the model results indicated that CO levels would remain well below the national ambient air quality standards and California ambient air quality standards, therefore, additional mitigation measures are not required.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-96

Mitigation Measures addressing air quality impacts are identified on pages 3.3-42 through 3.3-46 of the Supplemental EIR/EIS. Any industrial property that would be relocated would be evaluated separately under CEQA for potential impacts at that new location.

I006-97

The noise analysis assumed 225 trains per day would pass through without stopping to evaluate potential noise impacts along the entire alignment, including the alignment in the Bakersfield area because pass through trains generate higher noise levels than noise generated from trains slowing to a stop and starting from the HSR station. The noise analysis does not analyze trains stopping even though trains would stop in Bakersfield during long-term operations of the project. This approach is very conservative and reflects worse-case scenario as some trains would stop in Bakersfield, and therefore, the resultant noise levels would be less than the modeled noise levels.

I006-98

The San Joaquin Community Hospital, Weill Park, Kern County Museum, Sam Lynn Ballpark, and residences south of 34th Street and north of 21st Street are included in the Draft Supplemental EIR/EIS noise analysis. However, Memorial Hospital (2,800 feet) is not included in the Draft Supplemental EIR/EIS noise analysis because it is located beyond the study area (more than 2,500 feet from the centerline of the F-B LGA alignment). Land uses classified as Categories 1, 2, and 3 that are located within the F-B LGA study area (within 2,500 feet of the centerline) are included in the Draft Supplemental EIR/EIS noise analysis. Tables 3.4-20 and 3.4-21 and Figures 3.4-4 and 3.4-5 of the Draft Supplemental EIR/EIS present the noise impacts before implementation of required mitigation. Tables 3.4-26 (under N&V-MM#3) and 3.4-28 of the Draft Supplemental EIR/EIS presents the post-mitigation noise impacts for the same receptors presented in Tables 3.4-20 and 3.4-21. The commenter states that residences north of Hubbard Street and west of M Street are excluded from the analysis. This is incorrect, refer to Figure 3.4-5 of the Draft Supplemental EIR/EIS, which shows that the listed receptors were evaluated as part of the analysis. Figure 3.4-5 also shows that the residences south of 34th Street and north of 21st Street identified by the commenter are included in the analysis.

I006-99

The community of Gossamer Grove, as currently constructed and permitted, does not meet the criteria for providing noise barriers because it is located in an area that does not meet the minimum number of 10 severely impacted receivers and the minimum barrier length of 800 feet. Per mitigation measure N&V-MM#4, if these homes are not eligible for noise barriers, they would be eligible for either sound insulation or payment of property for noise easements. Also, mitigation measure N&V-MM#6 indicates that the analysis for noise and vibration impacts would be reassessed to ascertain that recommendations for mitigations continue to be appropriate to the impacts. The timing of the reassessment is after trainsets have assembled, tested and certified to ascertain the actual sound and vibration caused HSR's high-speed trains.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-100

Weill Park is included in the Draft Supplemental EIR/EIS vibration analysis. The vibration impact analysis is discussed in Section 3.4.4.2 under Impact N&V #5 (Section 3.4, Noise and Vibration) and shown in Table 3.4-25. As shown in Table 3.4-25, the F-B LGA would not result in a vibration impact to parks (including Weill Park). The Valley Oak Charter School is not included in the Draft Supplemental EIR/EIS vibration analysis because it is located outside of the 275-foot buffer from the centerline of the F-B LGA alignment. No further analysis is warranted.

I006-101

The commenter requests a description of the EMF/EMI methodology implemented for the Draft Supplemental EIR/EIS analysis. The EMF/EMI impact analysis methodology implemented for the May 2014 Project and F-B LGA is provided in Section 3.5.3 of the Fresno to Bakersfield Section Final EIR/EIS. As referenced in Section 3.5.2 of the Draft Supplemental EIR/EIS, the methodology for the F-B LGA is the same and consistent with the EMF/EMI methodology employed in the Fresno to Bakersfield Section Final EIR/EIS.

I006-102

The commenter suggests that the number of hospital and medical imaging facilities near the F-B LGA is not the same as the May 2014 Project. Section 3.5 of the Draft Supplemental EIR/EIS provides an analysis of effects to different land uses and sensitive receptors from EMF/EMI that is generated by the High-Speed Rail. The land uses and sensitive receptors that could be affected by operation of the F-B LGA due to EMF/EMI generation are identified throughout this section, including elaborations of instances in which they differ from the May 2014 Project. These differences are identified and analyzed in Section 3.5 of the Draft Supplemental EIR/EIS. The evaluation of impacts for the F-B LGA and May 2014 Project followed the same methodology presented in Section 3.5.3 of the Fresno to Bakersfield Section Final EIR/EIS.

The commenter requests that the analysis be redone. This is unnecessary because the same methodology used in Section 3.5.3.1 Electromagnetic Fields and Electromagnetic Interference Data Collection and Analysis in the Fresno to Bakersfield Section Final EIR/EIS, as cited and requested by the commenter, was applied to the Draft Supplemental EIR/EIS analysis.

The commenter asks that a comparison between the maximum speed of the May 2014 Project and the maximum speed of the F-B LGA be conducted, claiming that the maximum speed used in analysis for the May 2014 Project was 150 miles per hour. However, in the Fresno to Bakersfield Section Final EIR/EIS (Section 3.5.3.1, second bullet, page 3.5-7), EMF impacts were analyzed using modeling based on an HSR maximum speed of 220 miles per hour (worst-case scenario). May 2014 Project impacts, then, are based on a 220 miles per hour maximum speed. Consistent with the methodology used in the Final EIR/EIS, the F-B LGA was analyzed using a 220 miles per hour maximum speed in order to provide an apples-to-apples comparison between the F-B LGA and May 2014 Project.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-103

The commenter requests that analysis to develop discrete subsection impacts and conduct a comparative intensity analysis between the May 2014 Project and F-B LGA be included in the Draft Supplemental EIR/EIS.

As stated in Title 40 C.F.R., Section 1508.27, to analyze whether environmental impacts would significantly affect the quality of the human environment, an environmental document must consider both context and intensity. Because the FRA had issued a Record of Decision for the Fresno to Bakersfield Section and because the FRA's decision document did not consider discrete segments of the Preferred Alternative, but rather the alignment as a whole, the Draft Supplemental EIR/EIS considers the same approach. Potential impacts are described for the May 2014 Project and the F-B LGA in terms of context, intensity, and duration, but conclusions determining intensity of the overall impacts are not made. The NEPA analysis presented in the Draft Supplemental EIR/EIS is consistent with requirements in 40 C.F.R Section 1502.14 and allows decision makers and the public to make an informed choice on which alignment (either the May 2014 Project or F-B LGA) is the Preferred Alternative for the segment of the Fresno to Bakersfield Section between Poplar Avenue and Oswell Street.

I006-104

The commenter requests that all of the San Joaquin Community Hospital be considered for the analysis, including expansion plans, master planning, and real estate acquisitions (ongoing) that will in the future potentially expand the hospital's footprint. The Authority has found no evidence in expansion plan, master planning, or real estate acquisition documents that expansion of the hospital is imminent. An existing campus map (accessed here: https://www.adventisthealth.org/sjch/PublishingImages/Patients%20and%20Visitors/AH_Bakersfield_Aerial_Map.jpg) shows the existing facility considered in the Draft Supplemental EIR/EIS analysis. The F-B LGA footprint is 758 feet from the nearest parcel owned by San Joaquin Community Hospital; however, the nearest parcel is occupied by a "Plant Ops Building", "Patient Financial Services Building", a "Human Resources" building, and surface parking lots.

Section 3.5 of the Draft Supplemental EIR/EIS identifies San Joaquin Community Hospital and Bakersfield Memorial Hospital as the two nearest hospitals and associated medical facilities to the F-B LGA Project with potentially sensitive imaging equipment. These hospitals and medical facilities are situated further than 500 feet from the F-B LGA footprint, and thus far enough away to preclude impacts associated with HSR EMI generation. The Draft Supplemental EIR/EIS also identifies "other noted medical facilities near the San Joaquin Community Hospital" as "physicians automated laboratory, Bakersfield Pathology, Bariatric Solutions, Kern Faculty Medical Group, and Kaiser Permanent Kern County Neurological" all of which are greater than 1,000 feet from the F-B LGA footprint, and thus, located at a sufficient distance to preclude EMI with any sensitive imaging equipment.

The closest facility associated with the San Joaquin Community Hospital that may have equipment sensitive to EMF/EMI would be the Quest Imaging building located at 2700 Chester Avenue, which is located approximately 957 feet from the F-B LGA footprint. As described in the Draft Supplemental EIR/EIS, any facility further than 500 feet from the F-B LGA footprint would preclude impacts associated with HSR EMI generation. As such no further analysis or revisions are needed for the document.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-105

The commenter refers to Figure 3.5-1 of the Draft Supplemental EIR/EIS. The commenter states that the San Joaquin Community Hospital property extends to the corner of 29th and K Street, and speculates that the hospital "may" own property adjacent to Garces Circle. An existing campus map (accessed here: https://www.adventisthealth.org/sjch/PublishingImages/Patients%20and%20Visitors/AH_Bakersfield_Aerial_Map.jpg) shows the existing facility considered in the Draft Supplemental EIR/EIS analysis. The F-B LGA centerline is 548 feet from the nearest parcel owned by San Joaquin Community Hospital; however, the nearest parcel is occupied by a "Plant Ops Building", "Patient Financial Services Building", a "Human Resources" building, and surface parking lots.

The commenter requests that the "entire" San Joaquin Community Hospital (now called Adventist Health Bakersfield) be included in the analysis, including planned and proposed expansion plans. The Authority has found no evidence in expansion plan, master planning, or real estate acquisition documents that expansion of the hospital is imminent. The closest San Joaquin Community Hospital/Adventist Health Bakersfield facility that may have equipment sensitive to EMI/EMFs is the Quest Imaging building located at 2700 Chester Avenue which is located approximately 820 feet from the F-B LGA centerline. As described in the Draft Supplemental EIR/EIS, all parts of this facility would still be located further than 500 feet from the F-B LGA centerline, thus precluding any impacts associated with HSR EMI generation.

The commenter requests that distances to other nearby medical and imaging facilities be added to Figure 3.5-1 of the Draft Supplemental EIR/EIS. The map shown in Figure 3.5-1 is intended to show the distance from the San Joaquin Community Hospital/Adventist Health Bakersfield's main building to the F-B LGA footprint. The figure is not intended to show all medical and imaging facilities. No revisions are necessary to respond to the commenter's requests.

I006-106

The commenter cites the mitigation summary for the F-B LGA, which states that no mitigation is necessary as all sensitive receptors are more than 1,000 feet away. The commenter requests that these distances and subsequent impacts be rechecked regarding the San Joaquin Hospital/Adventist Health Bakersfield buildings on the east side of Chester Avenue including, but not limited to, a cancer treatment facility.

Refer to Section 3.5.2.3 of the Draft Supplemental EIR/EIS, which states the impact threshold for EMF is within 200 feet of the HSR centerline, while the impact threshold for EMI is within 500 feet of the HSR centerline. Therefore the potential for impacts from EMF does not exist beyond 200 feet of the centerline, and the potential for impacts from EMI does not exist beyond 500 feet from the centerline. For clarity, the text has been revised to read: "For the F-B LGA, sensitive locations are greater than 500 feet from the proposed alignment. This distance precludes the potential from HSR-produced EMF/EMI, and thus requires no F-B LGA specific mitigation."

The F-B LGA centerline is 541 feet from the nearest parcel owned by San Joaquin Community Hospital/Adventist Health Bakersfield. (This parcel is currently occupied by a surface parking lot.) The closest San Joaquin Community Hospital/Adventist Health Bakersfield facility that may have equipment sensitive to EMI/EMF is the Quest Imaging building located at 2700 Chester Avenue, which is located approximately 827 feet from the F-B LGA centerline. As described in the Draft Supplemental EIR/EIS, the nearest facility or portions of this facility would still be located further than 500 feet from the F-B LGA centerline, thus precluding impacts associated with HSR EMI generation. The Adventist Health AIS Cancer Center, located at 2620 Chester Avenue, is further still from the F-B LGA centerline. As is true of the other San Joaquin Hospital/Adventist Health Bakersfield facilities, the distance from the F-B LGA centerline to this facility precludes the potential impact from HSR-produced EMF/EMI.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-107

Information on the width/capacity of natural gas transmission pipelines is not included in the Draft Supplemental EIR/EIS because it does not affect the potential environmental impacts or associated mitigation measures. The type of information requested by the commenter was not included in Figure 3.6-5 of the Final EIR/EIS for the Fresno to Bakersfield Section; therefore, it is also not included in Figure 3.6-2 in the Draft Supplemental EIR/EIS.

As described in the Draft Supplemental EIR/EIS, under Impact PU&E#1, Temporary Interruption of Utility Service (page 3.6-19), implementation of both the F-B LGA and the May 2014 Project alternatives will adhere to the National Electrical Safety Code, a United States standard for the safe installation, operation, and maintenance of electric power and communication utility systems (including power substations, power and communication overhead lines, and power and communication underground lines). Impact PU&E#10, Potential Conflicts with Natural Gas Lines (page 3.6-30), describes how under the F-B LGA, as with the May 2014 Project, the Authority would work with utility owners to place affected lines underground in a protective casing so that future maintenance of the line could be accomplished outside of the F-B LGA right-of-way. The F-B LGA would also protect or relocate natural gas pipelines that traverse the proposed alignment. Protecting in place or relocating the high-pressure natural gas pipeline resolves the conflict regardless of the size or capacity of the natural gas pipeline.

No revisions to the Final Supplemental EIS have been incorporated based on this comment.

I006-108

Information on the width/capacity of natural gas transmission pipelines is not included in the Draft Supplemental EIR/EIS because it does not affect the potential environmental impacts or associated mitigation measures. The type of information requested by the commenter was not included in Figure 3.6-5 of the Final EIR/EIS for the Fresno to Bakersfield Section. As a result, it was also not included in Figure 3.6-2 in the Draft Supplemental EIR/EIS.

As described in the Draft Supplemental EIR/EIS, under Impact PU&E#1, *Temporary Interruption of Utility Service* (page 3.6-19), implementation of both the F-B LGA and the May 2014 Project alternatives will adhere to the National Electrical Safety Code, a United States standard for the safe installation, operation, and maintenance of electric power and communication utility systems (including power substations, power and communication overhead lines, and power and communication underground lines). Impact PU&E#10, *Potential Conflicts with Natural Gas Lines* (page 3.6-30), describes how under the F-B LGA, as with the May 2014 Project, the Authority would work with utility owners to place affected lines underground in a protective casing so that future maintenance of the line could be accomplished outside of the F-B LGA right-of-way. The F-B LGA would also protect or relocate natural gas pipelines that traverse the proposed alignment. Protecting in place or relocating the high-pressure natural gas pipeline resolves the conflict regardless of the size or capacity of the natural gas pipeline.

In addition, refer to the Authority's Safety and Security Management Plan (SSMP) and the Hazard Risk Acceptance Program, both available as part of the Administrative Record for the Draft Supplemental EIR/EIS, the Final Supplemental EIR, and the Final Supplemental EIS, for procedures that would be implemented if an incident occurs during construction activities. Prior to commencement of operation, the Authority will implement a Passenger Train Emergency Preparedness Plan and a Emergency Management Plan, which will provide for procedures in case of an incident during operation of the HSR.

No revisions to the Final Supplemental EIS have been incorporated based on this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-109

The KGET-17 and CBS-29 broadcast facility sites are not located in the project study area. The KGET-17 site is located approximately 13 miles from the F-B LGA alignment centerline and the CBS-29 site is located approximately 21 miles from the F-B LGA alignment centerline. Therefore, these broadcast facility sites have not be incorporated into the analysis in the Draft Supplemental EIR/EIS, and Figure 3.6-4 has not been revised to include these broadcasting facilities.

No revisions to the Final Supplemental EIS have been incorporated based on this comment.

I006-110

As described in Section 3.6 of the Draft Supplemental EIR/EIS, any natural gas pipelines (or other utilities) that would be interrupted by the project alignment would either be protected in place or relocated to facilitate project implementation and avoid utility service disruption. The location of the GET facility has not been determined at this time and would be coordinated with that transportation provider prior to construction of the F Street Station.

As shown in Table 6-1 in Section 6.1 of the Draft Supplemental EIR/EIS, line item 40, Sitework, Right-of-Way, Land, Existing Improvements, which includes utility relocation, capital costs of the high-speed rail alternatives would be lower for the F-B LGA than the May 2014 Project, at $716.4 million and $766.8 million, respectively.

No revisions to the Final Supplemental EIS have been incorporated based on this comment.

I006-111

The commenter requests that analysis to develop discrete subsection impacts and conduct a comparative intensity analysis between the May 2014 Project and F-B LGA be included in the Draft Supplemental EIR/EIS.

As stated in Title 40 C.F.R., Section 1508.27, to analyze whether environmental impacts would significantly affect the quality of the human environment, an environmental document must consider both context and intensity. Because the FRA had issued a Record of Decision for the Fresno to Bakersfield Section and because the FRA's decision document did not consider discrete segments of the Preferred Alternative, but rather the alignment as a whole, the Draft Supplemental EIR/EIS considers the same approach. Potential impacts are described for the May 2014 Project and the F-B LGA in terms of context, intensity, and duration, but conclusions determining intensity of the overall impacts are not made. The NEPA analysis presented in the Draft Supplemental EIR/EIS is consistent with requirements in 40 C.F.R Section 1502.14 and allows decision makers and the public to make an informed choice on which alignment (either the May 2014 Project or F-B LGA) is the Preferred Alternative for the segment of the Fresno to Bakersfield Section between Poplar Avenue and Oswell Street.

I006-112

The heading and subheading structure of the Draft Supplemental EIR/EIS generally follows the organizational structure of the Fresno to Bakersfield Section Final EIR/EIS for ease of comparison. Section 3.7.4.1, as indicated by the commenter, provides a summary of the analysis for the May 2014 Project. Section 3.7.4.2, as suggested by the heading title, provides the impact analysis for the F-B LGA. No revisions to the Final Supplemental EIS have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-113

The commenter has questioned the effects of the F Street Station (noise, air quality emissions, and trash) on the Kern River habitat.

An elevated structure is proposed over the Kern River, which would minimize disturbance to natural habitats associated with the Kern River wildlife movement corridor. Additionally, the proposed F Street Station would be offset approximately 900 feet from the main Kern River corridor and approximately 250 feet from the river floodplain.

The construction period impacts to wildlife movement associated with the F-B LGA are temporary and would only result in a partial barrier to wildlife movement. During project construction, mitigation measures would be implemented as described in Section 3.7.5.2 of the Draft Supplemental EIR/EIS to reduce potential construction period impacts to wildlife movement. These measures state that wildlife movement linkages, such as the Kern River corridor, would be kept free of all equipment, storage materials, construction materials, and any significant potential impediments, and that ground-disturbing activities would be minimized within the wildlife corridor during nighttime hours to the extent practicable.

Table 3.3-13 in the Draft Supplemental EIR/EIS includes a summary of the total regional criteria pollutant emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. As such, wildlife that utilize the Kern River corridor would not be adversely affected due to air quality resulting from HSR implementation, inclusive of F Street Station operation.

Research on noise effects on wildlife is limited, but suggests that noise levels above 100 decibels (dBA) Sound Exposure Level (SEL) (the total A-weighted sound experienced by a receiver during a noise event, normalized to a 1-second interval) may cause animals to alter behavior. Accordingly, the FRA High Speed Ground Transportation Noise and Vibration Impact Assessment Manual (2005) and the updated 2012 Manual consider an SEL of 100 dBA the most appropriate threshold for disturbance effects on wildlife and livestock of all types. The level is based on a summary of the research and

I006-113

studies referenced in the FRA Guidance Manual in Appendix A of the Fresno to Bakersfield Noise and Vibration Technical Report (Authority and FRA 2012). Given a reference SEL of 102 dBA at 50 feet for a 220-mph HST on ballast and tie track, an animal would need to be within 100 feet of an at-grade guideway to experience an SEL of 100 dBA. At locations adjoining an elevated guideway, which would be relevant to the F-B LGA and F Street Station in the vicinity of the Kern River corridor, an SEL of 100 dBA would not occur beyond the edge of the elevated structure. Refer to Section 3.4.2.3, Impact Assessment Guidance, and Section 3.4.4.2, Fresno to Bakersfield Locally Generated Alternative, of the Draft Supplemental EIR/EIS under the heading Noise Effects on Wildlife and Domestic Animals for further information regarding noise effects on wildlife and livestock.

The potential effect of misplaced trash on the Kern River habitat will be addressed throughout the operations and maintenance phase of the Project through routine maintenance activities including trash retrieval within the alignment easement.

I006-114

The commenter suggests adding grade separations at SR 204 and M Street, SR 204 and Q Street, and SR 204 and Union Avenue to minimize air quality impacts. (Presumably the commenter is suggesting grade separations between SR 204 and M Street, Q Street, and Union Avenue.) The intersections referenced by the commenter are not impacted by the HSR alignment; therefore, grade separations have not been included in the design.

The Draft Supplemental EIR/EIS identifies impact avoidance and minimization measures and mitigation measures for construction-related air quality (Section 3.3.7 and 3.3.8) and hydrology (Section 3.8.5) impacts. The impact avoidance and minimization measures identified in the Draft Supplemental EIR/EIS would address HSR construction-related impacts but are not intended to address existing, pre-HSR conditions.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-115

The commenter suggests that the Biological Resources Section of the Draft Supplemental EIR/EIS needs to be redone using an intensity analysis directly comparing the May 2014 Project and F-B LGA.

As stated in Title 40 C.F.R., Section 1508.27, to analyze whether environmental impacts would significantly affect the quality of the human environment, an environmental document must consider both context and intensity. Because the FRA had issued a Record of Decision for the Fresno to Bakersfield Section and because the FRA's decision document did not consider discrete segments of the Preferred Alternative, but rather the alignment as a whole, the Draft Supplemental EIR/EIS considers the same approach. Potential impacts are described for the May 2014 Project and the F-B LGA in terms of context, intensity, and duration, but conclusions determining intensity of the overall impacts are not made. The NEPA analysis presented in the Draft Supplemental EIR/EIS is consistent with requirements in 40 C.F.R Section 1502.14 and allows decision makers and the public to make an informed choice on which alignment (either the May 2014 Project or F-B LGA) is the Preferred Alternative for the segment of the Fresno to Bakersfield Section between Poplar Avenue and Oswell Street.

I006-116

Section 3.8 of the Fresno to Bakersfield Section Final EIR/EIS was reviewed and hydrology and water quality information relevant to the discrete subsection of the May 2014 Project is summarized in this section of the Draft Supplemental EIR/EIS. No changes were made to the Final Supplemental EIS as a result of this comment.

I006-117

Construction of the entire Fresno to Bakersfield Project Section began in 2015 (from Clinton Avenue to Ashlan Avenue in central Fresno). The text in Section 3.8 of the Final Supplemental EIS was updated to provide clarification to the reader. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-118

The commenter requests information contained within the Draft Supplemental EIR/EIS be added to the Executive Summary. A comparison of the hydrology and water quality impacts is included in Appendix 8-A. Table 8-A-28 in Appendix 8-A compares the amount of impervious surface area generated by the F-B LGA and May 2014 Project. Section 3.8.4.2 discusses impacts associated with the F-B LGA. Information associated with the impervious surface impacts associated with the May 2014 Project and the F-B LGA has been added to Section S.6.7 of the Summary for the Final Supplemental EIS as requested by the commenter. It should be noted that the net acres of impervious surface for the F-B LGA cited by the commenter is inaccurate. The F-B LGA would generate 82 acres of net impervious surface, not 147 acres as referenced by the commenter.

I006-119

The commenter requests information contained within the Draft Supplemental EIR/EIS be added to the Executive Summary. A comparison of the hydrology and water quality impacts is included in Appendix 8-A. Table 8-A-28 in Appendix 8-A compares the amount of disturbed soil area generated by the F-B LGA and May 2014 Project. Section 3.8.4.2 discusses impacts associated with the F-B LGA. Information associated with disturbed soil area impacts associated with the May 2014 Project and the F-B LGA has been added to Section S.6.7 of the Summary for the Final Supplemental EIS as requested by the commenter. It should be noted that the net disturbance area for the F-B LGA cited by the commenter is inaccurate. The F-B LGA would result in 780 net acres of disturbance, not 921 acres as referenced by the commenter.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-120

The engineering and design of high-speed rail projects in seismically active regions considers the seismic characteristics of the project area. The F-B LGA would not induce a seismic event. Should a seismic event occur during operation of the project, damage would be minimized as much as possible through the proper engineering and design practices. As stated in the Draft Supplemental EIR/EIS (page 3.9-30), “available information for other HSR systems in seismically active areas, such as Japan and Taiwan, suggests that the California HSR would be able to satisfy life-safety requirements in the design to mitigate hazards posed by earthquakes.”

Page 3.9-30 of the Draft Supplemental EIR/EIS states further that “detailed seismic response evaluations would be conducted, and measures such as enhanced structural detailing, more system redundancy, or special ground motion isolation systems would be implemented, as appropriate, to reduce the potential for failures from inertial forces resulting from the ground motions. In addition, a network of instruments would be installed to provide ground motion data that would be used with the operational instruments and controls system to temporarily shut down train operations in the event of an earthquake.”

No revisions have been incorporated into the Final Supplemental EIS based upon this comment.

I006-121

Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA alignment in the northeast corner, no homes, businesses, or community facilities have been constructed in this area at this time. The area of the Gossamer Grove community currently being developed is 0.5-mile from the proposed alignment. Any educational facilities present at the time of project construction will be subject to the same mitigation measures identified in the Draft Supplemental EIR/EIS for educational facilities that were present at the time of preparation of the EIR.

Consistent with California Public Resources Code Section 21151.4, the study area for schools includes the project construction footprint plus 0.25 mile on all sides of the footprint; these are indicated in Table 3.10-2 of the Draft Supplemental EIR/EIS (pages 3.10-30 –3.10-31). Potential impacts associated with educational facilities are addressed under Impact HMW #4, Temporary Hazardous Material and Waste Activities in the Proximity of Schools and Impact HMW #7, Hazardous Materials and Wastes in the Proximity of Schools. Mitigation Measure HMW-MM#1 would be implemented for all educational facilities within 0.25 mile of the project footprint, including but not limited to facilities within the Gossamer Grove community. Impacts would be less than significant with implementation of the required mitigation measure. No revisions to the Final Supplemental EIS are necessary based on this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-122

An inventory of buildings that were constructed prior to 1971 (for potential lead presence) and prior to the 1980s (for potential asbestos presence) has not been compiled for the purposes of the Draft Supplemental EIR/EIS, because doing so would be inconsistent with the methodology used for the Fresno to Bakersfield Section Final EIR/EIS. Preparation of such an inventory would also not change the nature or determination of the environmental impact analysis. As described under Impact HMW #1, Temporary Transport, Use, Storage, and Disposal of Hazardous Materials and Wastes, of the Draft Supplemental EIR/EIS (pages 3.10-32 –3.10-33), construction of the project would include implementation of a demolition plan for any location with positive results for asbestos or lead; this plan would specify how to appropriately contain, remove, and dispose of the asbestos- and/or lead-containing material while meeting all requirements to protect human health and the environment. Impacts would be less than significant.

No revisions to the Final Supplemental EIS are necessary based on this comment.

I006-123

As described in the Draft Supplemental EIR/EIS (page 3.10-34), contaminated sites requiring remediation during project construction will be identified as a part of the design and construction process. In order to ensure that the presence or potential for hazardous materials sites compiled pursuant to California Government Code Section 65962.5 (the Cortese list) would not create a significant hazard to the public or the environment, federal, state, and local regulations and policies require environmental site assessment procedures (due-diligence) for future development on or near a potentially hazardous or contaminated site. Phase I, II, and III would be implemented as required. Potential impacts would be less than significant.

Chapter 6, Project Costs and Operations, of the Draft Supplemental EIR/EIS provides information related to costs associated with site remediation. As described there, the overall cost associated with implementation of the F-B LGA would be less than the May 2014 Project. Category 40, Sitework, Right-of-Way, Land, Existing Improvements, in Table 6-1, includes cost of demolition and hazardous materials removals, among other items. As shown in Table 6-1, the cost associated with Category 40, would be greater for the May 2014 Project ($766.8 million) than for the F-B LGA ($716.4 million).

No revisions to the Final Supplemental EIS are necessary based on this comment.

I006-124

Mercy Southwest Hospital is located at 400 Old River Road in Bakersfield, California approximately 5.25 miles from the centerline of the F-B LGA Alignment. Figure 3.11-3, Sheet 2 of 2 in Section 3.11, Safety and Security depicts a 2-mile buffer from the F-B LGA Centerline. Mercy Southwest Hospital is accurately depicted on Figure 3.11-3, Sheet 2 of 2, outside of the 2-mile buffer. The statement in the document has been revised to remove Mercy Southwest Hospital from the list as it is not located within 2 miles of the F-B LGA. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-125

The commenter's statement is correct, Meadows Field Airport has an international terminal. The text in the Section 3.11 of the Final Supplemental EIS has been modified consistent with the commenter's statement. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-126

The commenter states that the Draft Making Downtown Bakersfield Station Area Vision Plan (January 2018; Vision Plan) proposes multiple 35-story high-rises within 10 feet of the F-B LGA tracks at Garces Circle. The Vision Plan does not propose any 35-story buildings. The commenter is likely referring to a conceptual rendering (Figure 50 on page 81 of the Vision Plan) depicting high-rise buildings near the F-B LGA alignment and existing UPRR alignment. This rendering shows conceptualized high-density development near the F-B LGA alignment and UPRR. The rendering is conceptual and does not accurately portray the exact location, size, and design of any planned future development in the area. Future or planned development would be required to undergo environmental clearance, at which time, it would be determined if such uses are compatible to HSR and UPRR operations. The Authority would work with the City of Bakersfield to ensure adjacent development is consistent with HSR safety and security standards. Safety and security standards would include, but would not be limited to, height limits on structures that are adjacent to or near the HSR alignment. Revisions to the Final Supplemental EIS are not needed based on this comment.

I006-127

The commenter requests a safety study that evaluates increased traffic at Garces Circle as a result of HSR. Refer to the F-B LGA Transportation Analysis Technical Report (TATR) for information about changes to traffic at Garces Circle. Though the proposed F-B LGA would add trips to Garces Circle, the traffic would also be rerouted from Garces Circle due to changes in the roadway network around the station area. The net result would actually be a reduction in total intersection traffic volume at Garces Circle. As shown in Table 6.4-10 of the F-B LGA TATR, both the intersection delay and level of service (LOS) for vehicles at Garces Circle would improve as a result of project implementation. The a.m. peak hour LOS improves from D to C with a 11.8-second reduction in delay and the p.m. peak hour LOS improves from C to B with a 8.1-second reduction in delay at Garces Circle with implementation of the F-B LGA.

Review of aerials of the existing configuration of Garces Circle indicates there are no pedestrian crosswalks at the streets that intersect Garces Circle nor are there any existing crosswalks that lead to the “open space” area at the center of Garces Circle. The existing Garces Circle includes sidewalks along the circumference of the traffic circle. The F-B LGA does not propose a new design for Garces Circle nor would the project reconfigure the streets connecting to Garces Circle (refer to Volume III Section E Roadway and Roadway Structure Plans of the Draft Supplemental EIR/EIS). The Draft Vision Plan prepared by the City of Bakersfield includes a Garces Circle Development Node which could include pedestrian and bicycle access improvements. Prior to implementation, of the Garces Circle Development Node the project (a City of Bakersfield project) would undergo the environmental review process, which would include review of pedestrian safety in the area. Since the F-B LGA would result in a net decrease in vehicle trips at Garces Circle and would not modify Garces Circle, a pedestrian and vehicle safety study would not be necessary for environmental clearance of the F-B LGA. No changes to the Final Supplemental EIS are required as a result of this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-128

Impact S&S #8 in Section 3.11.4.4 of the Draft Supplemental EIR/EIS identifies that the Authority would coordinate with emergency service responders (this includes ambulances, firefighters, law enforcement, etc.) to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs, resulting in less-than-significant impacts on response times by service providers. Furthermore, Mitigation Measure S&S MM #1 would be applicable to the F-B LGA and would require response monitoring of fire, rescue, and emergency service providers to incidents at stations to ensure that response times are not increased due to F-B LGA implementation. As such, impacts associated with emergency responses (which includes ambulance response times to San Joaquin Community and Memorial Hospitals) are discussed, analyzed, and mitigated for in the Draft Supplemental EIR/EIS.

I006-129

The commenter indicates that the statement "…viaducts as tall as 65 feet above ground through Bakersfield" is incorrect per design plans provided in Volume III Section A of the Draft Supplemental EIR/EIS. Reference to the height of the viaduct through Bakersfield has been revised to reference the 75-foot maximum height of the viaduct. This revision does not affect the analysis contained within the Draft Supplemental EIR/EIS and would not result in any new significant impacts. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-130

The commenter requested an explanation of how the Meadows Field Airport's airspace will be impacted with a future Class C airspace upgrade and a planned north-south runway. According to Table 4-23, Airport Features Meadows Field, in the County of Kern Airport Land Use Compatibility Plan (2012), planned improvements include a 4,000-foot extension of Runway 12R-30L. This extension includes a new parallel taxiway, entry and exit taxiways, and two additional taxiways connecting the extension to the northwest end of Runway 12L-30R and the rest of the airfield. According to the Meadows Field Airport website (http://www.meadowsfield.com/runway/), the Meadows Field Airport Runway Rehabilitation Project is currently under way and includes three phases: Phase 1 includes removing 12 taxiways and condensing them to seven or eight taxiways; Phase 2 includes securing 3,000 feet of runway and replacing all lighting on the runway; and, Phase 3 includes crowning the runway. Review of reference material does not indicate development of a planned north-south runway for the Meadows Field Airport. The extension that is documented as a planned upgrade, as well as the current Rehabilitation Project, would be confined to Zone Class B and would not require the expansion of the Zone Class C. As such, revisions to the Final Supplemental EIS have not been made based on this comment.

I006-131

Section 3.5 Electromagnetic Fields and Electromagnetic Interference of the Draft Supplemental EIR/EIS discusses electromagnetic effects to different land uses around the F-B LGA alignment. Effects on the Meadows Field Airport are discussed in Section 3.5.3.3, where the document states that the distance between the F-B LGA alignment and the Meadows Field Airport is 3,500 feet and would not result in interference. Revisions to the Final Supplemental EIS have not been made based on this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-132

The commenter refers to Mitigation Measures S&S MM#2 and #3, and requests a cost estimate for the purchase of property below the F-B LGA viaduct, and asks for confirmation that these costs are included in the cost estimates prepared for the F-B LGA. The acquisition of parcels or portions of parcels will be conducted by the Authority during the parcel acquisition phase of the project. During this period the Authority will negotiate with parcel owners regarding the acquisition price of the parcel or portions of the parcel based on fair market value. The Authority, per policy, does not include the acquisition price of parcels in mitigation measures of the environmental document, as negotiations for purchase prices have not been conducted between the landowner and the Authority. However, a cost estimate was prepared for purchase or lease of real estate for the F-B LGA, as reflected in the 2017 Cost Estimate Report, which is available from the Authority by request. Category 40.07 in Appendix E, page 25 of the PDF, shows that purchase or lease of real estate would cost an estimated $193,171,364, which is included in the overall costs provided in the Draft Supplemental EIR/EIS.

I006-133

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The analysis of agricultural lands evaluates impacts that would occur in the area made up of the HSR project footprint under each alternative, including the footprints for the HSR station and maintenance of infrastructure facility, as stated in Section C.1.1, Direct Impacts, of Appendix C, Agricultural Impact Analysis, of the Draft Supplemental Community Impact Assessment Technical Report for the F-B LGA.

I006-134

Consistent with the methodology used for the analysis of the Fresno to Bakersfield Section Final EIR/EIS, the analysis in the Supplemental EIR/EIS estimates the number of businesses and employees that would be displaced by the May 2014 Project and F-B LGA based on existing businesses that are currently located along each of the alignments. The analysis goes on to evaluate whether there are enough available properties for these businesses to relocate. The analysis does not, however, estimate the number of businesses that would choose to close as a result of the displacement because this information is not readily available. These decisions would be made by individual businesses responding to the new conditions, and anticipating their response would be speculative. Such speculation on potential future impacts is not required by CEQA or NEPA.

State CEQA Guidelines §15384 (substantial evidence does not include argument, speculation, unsubstantiated opinion or narrative) and upheld in Anderson First Coalition v. City of Anderson (2005) 130 Cal.App.4th 1173, 1178 (CEQA does not require speculation).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-135

The Draft Supplemental EIR/EIS evaluates the F-B LGA independently in the main document (Volume I), and then evaluates how potential impacts differ from those of the May 2014 Project in Appendix 8-A, Analysis of the Comparable Section (May 2014 Project). For a comparison of the F-B LGA to the May 2014 Project in terms of property and sales tax effects, refer to the discussion in Appendix 8-A on pages 8-A-95 through 8-A-97. The comparative impacts for short-term property and sales tax losses are also summarized in Table 8-A-45, Comparison of Annual Property Tax Losses by Jurisdiction under the F-B LGA, relative to the May 2014 Project (in 2015 dollars); and Table 8-A-46, Comparison of Annual Sales Tax Losses by Jurisdiction under the F-B LGA, relative to the May 2014 Project (in 2015 dollars). A summary of both short-term property and sales tax losses and long-term sales tax gains are included in Table 8-A-48, Socioeconomics and Communities Impact Comparison, for the May 2014 Project and F-B LGA.

No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-136

Figure 3.12-2 has been revised to include only the alignments for the F-B LGA and May 2014 Project, as requested by the commenter. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-137

The F-B LGA would not introduce a new division through any communities along Sumner Street for four reasons. First, the alignment does not cross through any residential communities in this area. The affected properties along Sumner Street generally support industrial uses as opposed to residential or other neighborhood-serving uses. Second, the alignment traverses along the railroad tracks on the eastern edge of this predominantly industrial neighborhood, and do not cross through the neighborhood. Third, the railroad tracks already divide the industrial areas located on either side of the tracks. Fourth, because the viaduct is elevated, it allows free passage underneath at all times and does not prevent passage while in use by the HSR train.

No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-138

Census block data does not precisely follow the study area, which is the area within 0.5 mile of the alignment and footprint of the station location, so population characteristics are not readily available at this level. Therefore, existing population characteristics were presented for the communities through which the study area passes. For analyses that required close examination of specific population characteristics (e.g., the analysis of minority and low-income communities in Chapter 5, Environmental Justice), the study area was adjusted to include all Census blocks that fully or partially overlie the area within 0.5-mile of the alignment and footprint of the station location, and the analysis was performed at the Census block and Census block group level. This level of detail was not necessary for the Socioeconomics and Communities analysis, which evaluates impacts to communities.

No revisions to the Final Supplemental EIS have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-139

As explained in the response to Comment I006-137, the F-B LGA would not introduce a new division through any communities along Sumner Street. Additionally, the F-B LGA travels along existing rail corridors along portions of the alignment, including the section that traverses Bakersfield. This is accurately described in the Draft Supplemental EIR/EIS, and therefore the term, "travels along existing rail corridors," has not been removed.

I006-140

The 20.1 percent increase in the region relates to the number of housing units. This data mirrors the data supplied for Kern County in the same sentence. The sentence can be interpreted as follows: “Between 2000 and 2013, the number of housing units in Kern County increased by 23.5 percent, slightly more than the region’s 20.1 percent increase [in the number of housing units].” For clarification and in response to this comment this sentence has been updated in the Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-141

Comment noted.

I006-142

This section of the document describes the existing setting in Bakersfield in general, and is not specific to the study area that was used for the analysis in the Environmental Consequences section. Therefore, no changes were made to the Final Supplemental EIS in response to this comment.

I006-143

This statement was used in support of the finding that the May 2014 Project would not result in physical deterioration of communities. The Summary section includes findings from the specific impacts that were evaluated and not necessarily the supporting discussion. Additionally, both the Truxtun Avenue Station and the F Street Station would encourage area growth including commuter and traveler oriented businesses and services in their respective locations, so it is not a differentiating feature of the Truxtun Avenue Station relative to the F Street Station, though the F Street Station would provide more opportunities for infill development and revitalization than the Truxtun Avenue station as described in Response to Comment I006-6 in Chapter 24 of this Final Supplemental EIS.

I006-144

The Kern County Museum and Sam Lynn Ballpark would not be directly affected by the F-B LGA because the project footprint would not traverse any portion of the properties on which these facilities are located. Therefore, no change has been made to the Final Supplemental EIS in response to this comment.

I006-145

The F-B LGA would not introduce a new division through any existing communities in Bakersfield in the areas where the alignment runs between CA 204 and the UPRR tracks because the affected properties in this area generally support industrial uses as opposed to residential or other neighborhood-serving uses. As such, the alignment is not traversing through a residential community. Additionally, residential communities are located west of CA 204 and east of the UPRR tracks and are divided from each other by both of these existing transportation corridors and an industrial area.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-146

Unlike the at-grade highway and railroad tracks in the existing transportation corridor, the viaduct allows free passage underneath at all times, and therefore does not prevent passage while in use by the HSR train. Therefore, the viaduct would not introduce a new barrier. Additionally, as explained in the Response to Comment I006-145 in Chapter 24 of this Final Supplemental EIS, the alignment does not cross through any existing residential communities in this area and therefore the F-B LGA would not divide an existing community.

I006-147

The quoted statement relates to operation of the HSR project. Because the viaduct is elevated, it allows free passage underneath at all times and does not prevent passage while in use by the HSR train. Therefore, as accurately stated in the Draft Supplemental EIR/EIS, the F-B LGA would not block passage on any of the streets that cross the F-B LGA. CA 204 and 24th Street would not be closed due to operation of the project.

Revisions to the Final Supplemental EIS have not been made in response to this comment.

I006-148

Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA alignment in the northeast corner, no homes, businesses, or community facilities have been constructed in this area at this time. The area of the Gossamer Grove community currently being developed is 0.5 mile from the proposed alignment.

I006-149

The analysis of displaced residential units and residents does not include entitled and planned properties that have not yet been constructed. Therefore, the entitled and planned properties in the Gossamer Grove community are not included in the analysis.

I006-150

Consistent with the methodology used for the analysis of the Fresno to Bakersfield Section Final EIR/EIS, the analysis in the Draft Supplemental EIR/EIS estimates the number of businesses and employees that would be displaced by the F-B LGA and evaluates whether there are enough available properties for these businesses to relocate. The analysis does not, however, estimate the cost of relocations because this information is not readily available. Relocation costs would be based on decisions by individual businesses responding to the new conditions, and anticipating their response would be speculative. Such speculation on potential future impacts is not required by NEPA.

I006-151

The Draft EIR for the City of Bakersfield Vision Plan was released and was available for public review from January 5, 2018 to February 1, 2018, and the Vision Plan was adopted. The Vision Plan is a reasonably foreseeable project that would be implemented by the City and should be considered in this analysis. Section 15355 of the CEQA Guidelines states, "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

No revisions to the Final Supplemental EIS have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-152

Refer to FB-Response-AG-04: Severance –Farm Infrastructure in the Fresno to Bakersfield Section Final EIR/EIS.

Refer to Section 3.3 Air Quality and Global Climate Change and Section 3.3.2.2 of the Fresno to Bakersfield Section Final EIR/EIS and for a discussion on the Sustainable Communities and Climate Protection Act. The changes associated with the LGA do not affect the project's consistency with this law, which requires CARB to develop regional reduction targets for GHG emissions. The project's consistency with the California State Planning and Zoning Law were not analyzed in the Supplemental EIR/EIS because the changes associated with the project do not affect the requirements of this law, which delegates most local land use and development decisions to cities and counties. The code describes laws pertaining to land use regulations by local governments, including the general plan requirement, specific plans, subdivisions, and zoning. The information contained within the Fresno to Bakersfield Section Final EIR/EIS would remain applicable to the F-B LGA.

I006-153

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

I006-154

The Station Area Vision Plan does include the location of the Truxtun Avenue Station in the study area, but does not include analysis for the proposed station. As discussed on page 4 in the Vision Plan, two potential HSR station locations were analyzed in the study area. Because the LGA was identified as the "preliminary preferred alternative," the development of the Vision Plan, "focused on the F street location as the City's preferred location for the HSR station, while accounting for the Truxtun location as the site of the existing Amtrak station with the possibility of future common rail service."

No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-155

The commenter requests that it be noted in Section 3.13.3.2, Fresno to Bakersfield Locally Generated Alternative Affected Environment, that the F-B LGA would displace the Bakersfield Homeless Center. In response to this comment, the text has been changed in Section 3.13 of the Draft Supplemental EIR/EIS to reflect that the F-B LGA would require the conversion of the Bakersfield Homeless Shelter. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

This change does not affect the findings of the analysis in Section 3.13 of the Draft Supplemental EIR/EIS.

I006-156

Approximately 20.6 miles for the May 2014 Project alignment would be adjacent to railroad right-of-way.

I006-157

Table 3.13-3 in Section 3.13 Station Planning, Land Use and Development of the Draft Supplemental EIR/EIS provides the number of acres of agricultural land that would be converted to transportation uses.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-158

Refer to pages 3.13-A-2 and 3.13-A-5 of Appendix 3.13-A of the Draft Supplemental EIR/EIS for discussions regarding the Gossamer Grove Specific Plan. The discussion states that the project would displace 33 acres of land.

I006-159

Refer to pages 3.13-A-2 and 3.13-A-5 of Appendix 3.13-A of the Draft Supplemental EIR/EIS for discussions regarding the Gossamer Grove Specific Plan. The discussion states that the project would displace 33 acres of land.

I006-160

The commenter requests that information related to properties that the F-B LGA transects be updated with information from 2017.

The Draft Supplemental EIR/EIS includes a thorough description of existing physical conditions as the environmental baseline for analysis. As discussed in each impact analysis section of Chapter 3, the existing conditions data was based on on-site surveys (e.g., biological resources, wetlands, cultural resources) and data collection (e.g., transportation, air quality, EMI/EMF, noise and vibration, geology and soils, agricultural land/soils, land use, station planning and development). The Draft Supplemental EIR/EIS evaluated all impacts of the F-B LGA against existing conditions in 2015 and proposed associated mitigation measures for significant adverse impacts. For the analysis of each resource area, the Draft Supplemental EIR/EIS used either data collected for the Fresno to Bakersfield Section Final EIR/EIS (including data from 2010) or current (2015) data to evaluate impacts of the F-B LGA relative to the May 2014 Project. For each analysis, the same data set was used to evaluate the May 2014 Project and F-B LGA to allow for direct comparison of the two alternatives.

In cases where the existing setting had changed substantially since publication of the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS used updated data sets to evaluate the F-B LGA. In these cases, the May 2014 Project was reevaluated based on the updated data set in order to allow for direct comparison of the two alternatives.

In other instances, the data set included in the Fresno to Bakersfield Section Final EIR/EIS was provided for the entire segment from Fresno to Bakersfield and discrete data sets for the subsection comprising the May 2014 Project were not provided. In these cases, updated data sets were used to evaluate both the F-B LGA and May 2014 Project.

Refer to pages 3.13-A-2 and 3.13-A-5 of Appendix 3.13-A of the Draft Supplemental EIR/EIS for discussions regarding the Gossamer Grove Specific Plan. The discussion states that the project would displace 33 acres of land. Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA alignment in the northeast corner, no homes, businesses, or community facilities have been constructed in this area at this

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-160

time. The area of the Gossamer Grove community currently being developed is 0.5-mile from the proposed alignment.

Since it was acknowledged in the text that the sites were entitled in 2015 (per the Cox 2015 citation), and since this information does not materially affect the analysis of this section or its findings, no changes have been made to the Final Supplemental EIS in response to this comment.

I006-161

The proximity of the F Street passenger station in Bakersfield to the Kern River Parkway is described in Table 3.15-4 (Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Study Area for the Bakersfield Station Location), provided on page 3.15-11 of the Draft Supplemental EIR/EIS. As described in Table 3.15-4, the Kern River Parkway is located approximately 180 feet from the Bakersfield passenger station. Also as described in Table 3.15-4, approximately five percent of the Kern River Parkway is located within the study area for the F-B LGA.

The study area for the Bakersfield Station location includes a 0.5-mile buffer around the station footprint, as stated in Section 3.15.2 (Methods for Evaluating Impacts) on page 3.15-2 of the Draft Supplemental EIR/EIS for the F-B LGA. The 0.5-mile buffer area was selected for consistency with the CEQA/NEPA analyses prepared for other sections of the HSR System, including the May 2014 Project. Therefore, the study area was not extended to one mile in response to this comment.

Revisions to the Final Supplemental EIS have not been incorporated in response to this comment.

I006-162

The commenter requests that the newly entitled Golden Empire Transit District facility be added to the Planned Development in the F-B LGA Station Site Study Area. Revisions have been made to this table and section with the new information. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-163

The commenter requests that the reference to the Bakersfield Homeless Center either be deleted from the identified sentence or added explicitly to the discussion for the F-B LGA. The requested changes would not materially change the findings of the assessment or add new information required to inform the decision makers and as such the requested change has not been made.

I006-164

This determination is based on Settlement Agreement between the City and Authority. Please see Sacramento County Superior Court Case: City of Bakersfield v. California High-Speed Rail Authority (2014). The Final Supplemental EIS has been updated to reflect the changed reference. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-165

Refer to Standard Response FB-LGA-Response-TR-1: Station Parking.

No revisions have been made to the Final Supplemental EIS in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-166

The Draft Supplemental EIR/EIS includes a thorough description of existing physical conditions as the environmental baseline for analysis. As discussed in each impact analysis section of Chapter 3, the existing conditions data was based on on-site surveys (e.g., biological resources, wetlands, cultural resources) and data collection (e.g., transportation, air quality, EMI/EMF, noise and vibration, geology and soils, agricultural land/soils, land use, station planning and development). The Draft Supplemental EIR/EIS evaluated all impacts of the F-B LGA against existing conditions in 2015 and proposed associated mitigation measures for significant adverse impacts. For the analysis of each resource area, the Draft Supplemental EIR/EIS used either data collected for the Fresno to Bakersfield Section Final EIR/EIS (including data from 2010) or current (2015) data to evaluate impacts of the F-B LGA relative to the May 2014 Project. For each analysis, the same data set was used to evaluate the May 2014 Project and F-B LGA to allow for direct comparison of the two alternatives.

In cases where the existing setting had changed substantially since publication of the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS used updated data sets to evaluate the F-B LGA. In these cases, the May 2014 Project was reevaluated based on the updated data set in order to allow for direct comparison of the two alternatives.

In other instances, the data set included in the Fresno to Bakersfield Section Final EIR/EIS was provided for the entire segment from Fresno to Bakersfield and discrete data sets for the subsection comprising the May 2014 Project were not provided. In these cases, updated data sets were used to evaluate both the F-B LGA and May 2014 Project.

The request to add a category for entitled and under development projects would be inconsistent with methodology used for the Fresno to Bakersfield Section Final EIR/EIS. The table includes acreage for areas depicted in Appendix 3.1-A Parcels within HSR Footprint. Please refer to Appendix 3.1-A, Parcels within the HSR Footprint, available at: http://www.hsr.ca.gov/docs/programs/fresno-baker-ir/FBLGA_Draft_EIRS_Vol_2_APPX3_1_A_Parcels_within_HSR_Footprint.pdf.

I006-167

Approximately 20.6 miles for the May 2014 Project alignment would be adjacent to railroad right-of-way.

I006-168

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

The City of Bakersfield's Vision Plan proposes a multi-use path and improvements to the Kern River Trail surrounding existing single-family residential, which would be an improvement from existing conditions.

No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-169

Refer to Standard Response FB-LGA-Response-TR-1: Station Parking.

I006-170

The Draft EIR for the City of Bakersfield Vision Plan was released and was available for public review from January 5, 2018 to February 1, 2018, and the EIR was certified and the Vision Plan adopted in May 2018. The Vision Plan is a reasonably foreseeable project that would be implemented by the City if adopted and should be considered in this analysis.

No revisions to the Final Supplemental EIS have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-171

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

The City of Bakersfield Vision Plan (2018) proposes a multi-use path and improvements to the Kern River Trail surrounding existing single-family residential, which would be an improvement from existing conditions. No General Plan land use designations or rezones are proposed. The established single-family residential neighborhood would remain single-family residential. Desired residential infill development would occur in underutilized areas based on an analysis of zoning designations, existing land uses, and the capacity for parcels to accommodate more development under current development standards.

I006-172

The Transit Center Study identifies the F Street Station as a primary site location for a transit center but was not analyzed because it was identified as a potential HSR station site.

No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-173

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.

I006-174

The Draft EIR for the City of Bakersfield Vision Plan was released and available for public review from January 5, 2018 to February 1, 2018, and the EIR was certified and the Vision Plan adopted in May 2018. The Vision Plan is a reasonably foreseeable project that would be implemented by the City if adopted and should be considered in this analysis.

No revisions to the Final Supplemental EIS have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-175

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

The F Street Station site is 1.8 miles from the Amtrak Station. The City intends to improve the public realm prior to station construction between the Amtrak station and the F Street Station. Drawing a pedestrian path under existing conditions does not affect the analysis in this Final Supplemental EIS and would not reflect proposed redevelopment efforts.

I006-176

The commenter indicates that the F Street Station is within the Bakersfield Meadows Field Glideslope and approach buffer which are part of Part 77 Airspace. Figure 4-40 of the County of Kern Airport Land Use Compatibility Plan (November 13, 2012) shows the Airspace Plan of the Bakersfield Meadows Field. The Authority has determined that the F Street Station is partially located in the Conical Surface of the Bakersfield Meadows Field Airspace Plan but is not within the Glideslope and approach buffer of the Bakersfield Meadows Field Part 77 Airspace. According to Part 77, a Conical Surface is "a surface, which extends upward and outward from the outer limits of the Horizontal Surface for a horizontal distance of 4,000 feet. The slope of the conical surface is 20-1 (5 percent) measured in a vertical plan." The Part 77 Airspace Surfaces are concerned with objects that could penetrate the imaginary air space around airports which could potentially cause obstructions to airplanes approaching and departing from the specific airport. As such, the Part 77 Airspace Surfaces does not regulate the density of development in the specific airspace surfaces.

The Kern County Airport Land Use Compatibility Plan includes the Land Use Designation map (page 4-71) for the Meadows Field Airport which provides the land uses within the Airport's Sphere of Influence (SOI). These land uses correspond to the land uses established in the Kern County General Plan. The land uses within the Airport's SOI includes AG/Open Land, Public Facility, Commercial/Industrial, Low Density Residential, Medium Density Residential, and High Density Residential. The density and type of development that could occur under these land uses is described in the Kern County General Plan Land Use Element. It should be noted that the F Street Station associated with the F-B LGA is not located within the Airport's SOI and land development regulations within the SOI would therefore not be applicable to the F Street Station and areas around the station.

It should be noted that Kern County and the airport operator did not submit concerns or comments regarding this facility.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-177

The City of Bakersfield's Vision Plan is used as a reference, but the environmental impacts associated with the Vision Plan are analyzed in a separate EIR located at: http://www.bakersfieldcity.us/gov/depts/community_development/planning_division/planning_services/making_downtown_bakersfield/plan_documents.htm

I006-178

The commenter is correct in stating that a portion of the F Street Station study area is located in a floodplain (the Kern River floodplain); however, the proximity of project features to designated floodplain areas does not restrict development potential, as long as development complies with FEMA regulations and project-specific mitigation measures and BMPs.

Floodplains are addressed throughout Section 3.8, *Hydrology and Water Quality*, of the Draft Supplemental EIR/EIS for the F-B LGA. Specifically, the discussions provided under Impact HWR#4 (Temporary Impacts on Floodplains) and Impact HWR#8 (Permanent Impacts on Floodplains), presented on pages 3.15-32 and 3.15-37, respectively, describe that Avoidance and Minimization Measure HYD-AM #2 and Mitigation Measure HWR-MM#2 would be implemented to reduce potential impacts associated with floodplains. As described on page 3.8-40, project features located within the Kern River floodplain would also be required to comply with FEMA regulations. Mitigation Measure HWR-MM#2 requires the preparation of a Conditional Letter of Map Revision/Letter of Map Revision and coordination between local jurisdictions and relevant agencies, thereby reducing permanent effects to the Kern River floodplain to a less-than-significant level under CEQA.

Revisions to the Final Supplemental EIS have not been incorporated in response to this comment.

I006-179

The language suggested by the commenter is not required to be included in the Draft Supplemental EIR/EIS, as the Truxtun Avenue Station and surrounding uses are analyzed in the Fresno to Bakersfield Section Final EIR/EIS. The proximity to existing amenities is considered in Chapter 8, Comparison of Alternatives. 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.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-180

Refer to Standard Response FB-LGA-Response-GENERAL-01: Alternatives.

In the text of the comment 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 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.

I006-180

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

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-180

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 argues that this would mitigate the adverse impacts of an elevated viaduct bisecting the Old Town Kern neighborhood.

It is highly unlikely that a second Amtrak station would be placed at the proposed Old Town Kern location, particularly as this is less than a mile from the current Bakersfield Amtrak Station, and a new Amtrak Station would cause further displacements and adverse impacts similar to those outlined above. It would be more likely (and cost effective) for a bus connector to be developed, similar to the City of Bakersfield's proposition for connecting the F Street Station and Amtrak, as described in the Making Downtown Bakersfield Station Area Vision Plan (2018). The two stations in Oakland mentioned by the commenter are approximately five miles apart, similar to other distances between Amtrak Stations in the densely populated Bay Area. The closest stations there are the Berkeley and Emeryville Stations, which are approximately two miles apart.

In response to the commenter's request, a feasibility study (Authority 2018) was conducted to determine whether a station near Beale Avenue and Miller Street in Old Town Kern would be practicable.

Engineering

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of engineering for the following reasons:

- Mainline alignments must move south to allow edge of platform to be 15 feet from UPRR Right-of-way line. 15-foot distance is required as maintenance easement along aerial structures.
- Moving the alignment would impact all properties south of Sumner Street and south of the F-B LGA alignment between Chester Avenue and SJVR wye tracks.
- Distance along the alignment between Beale Avenue and Miller Street is 1,900 feet, which would support the platform length, but the horizontal spiral between Baker Street and Beale Avenue; would force the station track turnouts to the north around the curve. This would add approximately 9,350 feet of additional viaduct. Station tracks to the east would begin approximately at the SJVR wye tracks.
- Area between Beale Avenue and Miller Street and Sumner Street and Truxtun Avenue is approximately 34 acres, but contains the BNSF mainline tracks. The BNSF tracks connect to the UPRR rail yard, and must be relocated out of the station area.
- Relocating BNSF south into the Truxtun Avenue right-of-way would cause numerous impacts to local roads as well remove the SJVR connection to the yard.
- Vehicular access to the site would be difficult and would require significant modification to City of Bakersfield arterial and collector roadways.

Environmental

The Sumner-Beale-Miller station as described by the commenter would be infeasible in terms of environmental resources for the following reasons:

- The BNSF relocation referenced in the fourth bullet under "Engineering" would move the freight rail line closer to residences south of Truxtun Avenue, likely exposing several sensitive receptors to increased noise levels.
- The Sumner-Beale-Miller site has a high sensitivity for historical archaeological deposits.
- Although the Sumner-Beale-Miller site as proposed does not contain known historic properties, there are two historic properties located in close proximity to the south that would likely be adversely affected (Salon Juarez Traditional Cultural Property and the residence at 1031 E 18th Street). These two properties were identified in the main FB HASR and APE. Placement of a station footprint here would likely cause a direct adverse effect to both properties.
- The Fresno to Bakersfield project made a considerable effort to negotiate with the Salon Juarez TCP owners to avoid, minimize, and mitigate potential effects of a HSR viaduct –a HSR station at this location would likely have more extensive adverse effects on this property and others.
- More inventory and evaluation of built environment resources would be required to the west, which includes areas outside both the F-B LGA and the FB APEs. Survey of this

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-180

area is likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

I006-181

The commenter recommends the incorporation of a mitigation measure identifying the development of a light-rail system between the F Street Station and various points throughout Bakersfield. The Draft Supplemental EIR/EIS did not identify an impact that would require the development of a light-rail system as mitigation. Additionally, the project itself will be providing multimodal facilities and access including transit, bicycle and pedestrian access in the vicinity of the station.

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.

I006-182

The community/urban area shown on Figures 3.14-1 through 3.14-4 and other figures throughout the Draft Supplemental EIR/EIS were developed using Kern County's GIS data set and depict Shafter and Bakersfield city limits and the unincorporated community of Oildale. The islands within the incorporated areas are not part of an incorporated city or unincorporated community. Regardless, the mapped community/urban areas have no bearing on the analysis of agricultural impacts.

Existing transportation corridors (i.e., other railroad rights-of-way) are depicted in the following figures on the F-B LGA: Figure S-5 in the Executive Summary shows existing rail lines; and Figures 2-3 through 2-8 in Chapter 2, F-B LGA Description, show aerial photos of the proposed alignment in proximity to the existing rail lines and major roadways.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-183

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that, for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

The methodology used in Section 3.14.3 (pages 3.14-9 through 3.14-11) of the Fresno to Bakersfield Section Final EIR/EIS was updated for the Draft Supplemental EIR/EIS. Direct impacts to Important Farmland in the permanent project footprint were calculated. The permanent project footprint includes the proposed HSR right-of-way and associated facilities, such as traction power supply stations, maintenance of infrastructure facility (MOIF), and switching and paralleling stations, as well as shifts in roadway right-of-way associated with those facilities (including overcrossings and interchanges) that would be modified to accommodate the HSR project.

Table 3.14-5 on page 3.14-34 of the Fresno to Bakersfield Section Final EIR/EIS shows the potential permanent conversion of Important Farmlands as a combination of the project footprint and non-economic remnants by alternative alignment. The totals for the Bakersfield Hybrid Alternative and BNSF Alternative in Table 3.14-5 cannot be compared to the total direct impact of Important Farmland for the May 2014 Project and F-B LGA considered in the Draft Supplemental EIR/EIS due to the difference in methodologies, as described above. Furthermore, and as stated above, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative acreage represented in Table 3.14-5 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to Figure 3.14-1 from the Draft

I006-183

Supplemental EIR/EIS provided below, indicating the extent of both the May 2014 Project and F-B LGA alignments, including areas of predominantly agricultural land that both alignments traverse.

I006-184

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Chapter 2 of the Draft Supplemental EIR/EIS states that the F-B LGA is a new alternative that was not evaluated in the Fresno to Bakersfield Section Final EIR/EIS. Section 1.1.3 of the Draft Supplemental EIR/EIS states that, for the purpose of understanding the potential impacts of the F-B LGA, the Draft Supplemental EIR/EIS compares the F-B LGA to the complementary portion of the Preferred Alternative (May 2014 Project) identified in the Fresno to Bakersfield Section Final EIR/EIS. The complementary portion of the Preferred Alternative consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.

The changes requested by the commenter would result in erroneous analyses and no updates to the Final Supplemental EIS have been made as a result of this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-185

Sam Lynn Ball Park is part of the Metropolitan Recreation Area, which is discussed in detail in Section 3.15 of the Draft Supplemental EIR/EIS. Table 3.15-1 states that the Metropolitan Recreation Area is located 100 percent within the study area for the project, including 1,000 feet from the project centerline. As stated on page 3.15-12 of the Draft Supplemental EIR/EIS, “The Metropolitan Recreation Area is 66 acres and contains softball fields, a recreational center, Sam Lynn Ball Park, a picnic area, and park offices. Joshua Park is a 0.8-acre grass park.” Also as stated on pages 3.15-18 and 3.15-19 of the Draft Supplemental EIR/EIS, transmission line modifications would be required adjacent to Sam Lynn Ball Park, located within the Metropolitan Recreation Area. These impacts are discussed under Impact PU&E#1 in Section 3.6 of the Draft Supplemental EIR/EIS.

No revisions to the Final Supplemental EIS have been incorporated based upon this comment.

I006-186

To clarify, Table 3.15-1 provides the amount of each park, recreation, or open space resource within 1,000 feet of the project centerline. This is the study area for the alignment itself. Table 3.15-4 provides the amount of each park, recreation, or open space resource within 0.5-mile buffer of the station footprint. This is the study area for the F Street Station.

During review of the identified tables, errors in several of the acreages included in the 1,000-foot buffer in Table 3.15-1 and in the 0.5-mile buffer in Table 3.15-4 were identified. The acreages within the 1,000-buffer of the alignment have been corrected in the Final Supplemental EIS for the following resources: Joshua Park, Kern County Museum, Kern River Parkway, Metropolitan Recreation Area, Riverview Park and Uplands of the Kern River Parkway. Refer to Volume I Changes to the Draft Supplemental EIS (Errata). In each case the amount of the identified park within the 1,000-foot buffer was reduced from that shown in the Draft Supplemental EIR/EIS. The acreages within the 0.5-mile buffer of the footprint have been corrected for the following resources: Kern County Museum and Kern River Parkway. These corrections reduced the acreage within the 0.5-mile buffer of the F Street Station for the Kern River Parkway and increased the acreage within the 0.5-mile buffer for Kern County Museum.

In addition, the total acreage of the Kern River Parkway in Table 3.15-1 has been corrected from 1,133.2 to 1,033.2. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

None of these revisions affect the analysis or findings in the Draft Supplemental EIR/EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-187

Aesthetic impacts associated with parks are addressed in Section 3.16 of the Draft Supplemental EIR/EIS. As described on page 3.16-86 of the Draft Supplemental EIR/EIS, with implementation of Mitigation Measures AVR-MM#1a through AVR-MM#2i, adverse effects associated with construction activities and the introduction of prominent HSR structures would be mitigated to the extent feasible, including but not limited to parks and recreation areas.

Effects associated with shade introduced by the elevated viaduct are not considered permanent because shade created by HSR structures would move throughout the day, as the earth rotates around the sun. As noted above, adverse effects associated with the introduction of prominent HSR structures would be mitigated to the maximum extent feasible.

An under-viaduct lighting plan is not included in the project design. Implementation of the project would not remove or alter existing lighting at local parks. During construction of the project, lighting and signage would be provided to avoid adverse temporary impacts associated with construction.

No revisions to the Final Supplemental EIS have been incorporated based upon this comment.

I006-188

Weill Park is entirely located within 300 feet of the project centerline. As shown in Table 3.15-1 on page 3.15-9 of the Draft Supplemental EIR/EIS, Weill Park is approximately 1.6 acres in size, and 1.6 acres of the park, or 100 percent of the total park area, is located within the project study area. In comparison, as shown in Table 3.15-4, only 0.25 acre, or 16 percent, of Weill Park is located within the study area for the Bakersfield Station. As shown in Table 3.15-5 on page 3.15-14 of the Draft Supplemental EIR/EIS, approximately 0.6 acre, or six percent of the total park area, would be permanently acquired to facilitate implementation of the F-B LGA. No revisions to the Final Supplemental EIS have been incorporated based upon this comment.

I006-189

The commenter asks how many trees would need to be removed in Weill Park as a result of the F-B LGA passing over on elevated guideway. The number of trees to be removed will be determined before the start of construction. Any removals would be mitigated by AVR-MM#2c and AVR-MM#2d, found in Sections 3.16.6.1 and 3.16.6.2 of the Draft Supplemental EIR/EIS.

I006-190

Draft Supplemental EIR/EIS Section 3.16, Aesthetics and Visual Resources, does not discuss impacts to residents in the Bakersfield Bluffs because this area is located more than one mile outside of the visual resource study area. In urbanized areas such as Bakersfield, the study area includes all areas within 0.25 mile of the alignment centerline from which the F-B LGA could be visible and those within 0.25 mile of the edge of large facilities on the alignment, including the Bakersfield F Street Station. This study area is consistent with the federal guidelines for evaluating aesthetics and visual quality impacts provided in the Visual Impact Assessment for Highway Projects (FHWA 1988) and the California Department of Transportation (Caltrans) guidelines found in the Standard Environmental Reference (Caltrans 2007), which were also applied in the Fresno to Bakersfield Section Final EIR/EIS (Authority and FRA 2014). While the HSR viaduct and associated structures could be visible in the background from the Bakersfield Bluffs (beyond a 0.5-mile distance), they would not substantially alter existing views from this area.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-191

The Central Bakersfield landscape unit analyzed in Draft Supplemental EIR/EIS Section 3.16, Aesthetics and Visual Resources, encompasses the northeastern portion of downtown Bakersfield, including roughly the area north and east of the intersection of 21st Street and Q Street. This portion of downtown Bakersfield is part of the visual resource study area within 0.25 mile of the alignment centerline in the Central Bakersfield landscape unit. The proposed HSR overcrossing of SR 178 would be visible from nearby residential neighborhoods to the north and south. In Section 3.16, key viewpoint (KVP) 10 shows existing and simulated views of the SR 178 overcrossing, looking southward from the intersection of San Dimas Street and Homaker Place, at a distance of approximately 475 feet. This southward viewpoint of the SR 178 overcrossing is also representative of northward views from nearby residential neighborhoods in downtown Bakersfield. As discussed in Section 3.16, the HSR viaduct's concrete or steel parapet and concrete columns would be visually compatible in scale and character with the SR 178 structure and surrounding industrial development. Therefore, the viaduct would not represent a substantial urban intrusion beyond existing industrial development and highway infrastructure. Additional, new analysis of a downtown Bakersfield landscape unit would not fundamentally alter the Draft Supplemental EIR/EIS's assessment of visual impacts from the SR 178 overcrossing and has not been included.

I006-192

As discussed in Response to Comment I006-91, KVP 10 showing the proposed SR 178 overcrossing is sufficiently representative of northward and southward views from nearby residential neighborhoods. The addition of new KVPs looking northeast from residences at 24th Street and R Street, and looking northward from residences at 26th Street and K Street, would not fundamentally alter the conclusions in the Draft Supplemental EIR/EIS about the SR 178 overcrossing's visual impacts. Therefore, it is unnecessary to add KVPs from these additional locations.

I006-193

In Section 3.16 of the Draft Supplemental EIR/EIS, KVP 8 looking north toward the Bakersfield F Street Station provides existing and simulated views at slightly different angles and distances from the alignment. KVP 8 in the Draft Supplemental EIR/EIS provides an adequate comparison between the existing view and the simulated view.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-194

As discussed in Section 3.16, Aesthetic and Visual Resources, of the Draft Supplemental EIR/EIS, the F-B LGA could cause visual intrusion and potential blocking of views from the use of sound barriers where these are required (page 3.16-50). Table 3.16-2, Characteristics of Typical HST Components, of the Fresno to Bakersfield Section Final EIR/EIS, indicates that sound barriers can be made from transparent materials or include surface design enhancements to blend with the area's visual context. Design considerations as to what type of barrier to use would be made during the final design stages. Typically, the style of sound barriers is selected with input from the local jurisdiction to reduce adverse visual effects on adjacent land uses.

Figure 3.4-14 in the Final EIR/EIS provides photographs of examples of sound barriers for rail corridors that could be used as part of the HSR project. Because there are a variety of sound barriers that could be used in this location, the requested change to the photo-simulation has not been made in response to this comment. However, as described on page 3.16-50 of the Draft Supplemental EIR/EIS, the analysis of secondary aesthetic impacts resulting from inclusion of sound barriers considered the various types of barriers that could be employed. Table 3.16-2, Summary of Visual Quality Changes and Impacts at Key Viewpoints (KVP), lists the changes the F-B LGA would have on the existing visual quality rating at each KVP according to the evaluation methodology, and classifies these impacts on aesthetics and visual resources according to CEQA criteria. This evaluation included consideration of inclusion of sound barriers in the location identified in Chapter 3.4, Noise and Vibration, of the Draft Supplemental EIR/EIS. Where the F-B LGA alignment would cross the Kern River Parkway, a sound barrier would be constructed atop the new viaduct. As stated on page 3.16-49 of the Draft Supplemental EIR/EIS, sound barriers would be up to 14 feet in height. Relative to the height of proposed HSR viaducts, sound barriers of this height would not substantially affect ground-level views shown in KVPs. Therefore, the photo-simulation provided in the Draft Supplemental EIR/EIS are sufficient to evaluate the project's visual effects where sound barriers would be constructed.

I006-195

As discussed in Section 3.16, Aesthetic and Visual Resources, of the Draft Supplemental EIR/EIS, the F-B LGA could cause visual intrusion and potential blocking of views from the use of sound barriers where these are required (page 3.16-50). Table 3.16-2, Characteristics of Typical HST Components, of the Fresno to Bakersfield Section Final EIR/EIS, indicates that sound barriers can be made from transparent materials or include surface design enhancements to blend with the area's visual context. Design considerations as to what type of barrier to use would be made during the final design stages. Typically, the style of sound barriers is selected with input from the local jurisdiction to reduce adverse visual effects on adjacent land uses.

Figure 3.4-14 in the Final EIR/EIS provides photographs of examples of sound barriers for rail corridors that could be used as part of the HSR project. Because there are a variety of sound barriers that could be used in this location, the requested change to the photo-simulation has not been made in response to this comment. However, as described on page 3.16-50 of the Draft Supplemental EIR/EIS, the analysis of secondary aesthetic impacts resulting from inclusion of sound barriers considered the various types of barriers that could be employed. Table 3.16-2, Summary of Visual Quality Changes and Impacts at Key Viewpoints (KVP), lists the changes the F-B LGA would have on the existing visual quality rating at each KVP according to the evaluation methodology, and classifies these impacts on aesthetics and visual resources according to CEQA criteria. This evaluation included consideration of inclusion of sound barriers in the location identified in Chapter 3.4, Noise and Vibration, of the Draft Supplemental EIR/EIS. Where the F-B LGA alignment would cross Chester Avenue near Garces Circle, a sound barrier would be constructed atop the new viaduct. As stated on page 3.16-49 of the Draft Supplemental EIR/EIS, sound barriers would be up to 14 feet in height. Relative to the height of proposed HSR viaducts, sound barriers of this height would not substantially affect ground-level views shown in KVPs. Therefore, the photo-simulation provided in the Draft Supplemental EIR/EIS is sufficient to evaluate the project's visual effects where the sound barrier would be constructed.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-196

The addition of a KVP looking east from 24th Street in central Bakersfield would be unnecessary because the segment of this roadway with visually sensitive residences is located more than 0.25 mile from the alignment centerline. At this distance, residential views along 24th Street would be outside the scope of the visual resources study area in the Supplemental EIR/EIS. Furthermore, changes to residential views would be similar to those already analyzed for a residential neighborhood along Q Street, located as close as approximately 350 feet northeast of the F-B LGA in the Central Bakersfield landscape unit. As discussed in Section 3.16, the HSR viaduct in this area would not represent a substantial urban intrusion beyond existing industrial development and highway infrastructure.

I006-197

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 F-B LGA HASR). None of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The Pyrenees Cafe building is not a historic resource because it does not meet the significance criteria required for listing in the NRHP or CRHR (refer to F-B LGA HASR). Although the F-B LGA elevated structure would be visible from Noriega's, Narducci's (Amestoy Hotel), and the former Southern Pacific Railroad Depot (now Union Pacific Railroad), this visual change would not diminish the historically significant aspects or features of these properties. The Amestoy Hotel and Union Pacific Railroad Depot buildings face away from the project, and although Noriega's would face the project, none of the significant aspects of the Noriega's traditional cultural property would be diminished by the project. The analysis of effects for all historic properties is presented in the F-B LGA Supplemental Finding of Effects. Also refer to Section 3.4 for Noise and Vibration impacts analysis; and Section 3.16 for Aesthetics and Visual impacts analysis.

I006-198

Detailed information regarding consultation and outreach conducted for purposes of identifying potential cultural, archaeological, and built environment resources is documented in the cultural resources technical reports prepared in support of the Draft Supplemental EIR/EIS, including the Historic Architectural Survey Report (HASR), the HASR Addendum 1, the Archaeological Survey Report (ASR), the Addendum to the ASR, and the Finding of Effect (FOE) document. Appendix C of the HASR and Appendix B of the ASR contain copies of the consultation notification letters and email correspondence conducted. Community open house meetings were conducted on August 25, 2015, in Bakersfield and on September 17, 2015, in Shafter.

In addition, the High-Speed Rail Authority (Authority) posted meeting notices and public documents on its website at www.hsr.ca.gov. The site included information about the HSR, the proposed HSR route, business plan updates, newsletters, press releases, board of directors meetings, recent developments, status of the environmental review process, Authority contact information, and related links. The Authority Board of Directors meetings were open to the public, and one of the first items on the meeting agenda was to provide an opportunity for public comment on any public agenda item. In addition, materials (in English and Spanish) on how to navigate the extensive document were also available online.

The Authority also formed and met with agency Technical Working Groups (TWG) composed of senior staff from county and city public works and planning departments. The purpose of these groups was to facilitate the exchange of information and ideas during the course of the study. Refer to Table 5-1 of the HASR for a summary of the Public and Agency meetings conducted for the F-B LGA.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-199

Refer to Standard Response FB-LGA-Response-GENERAL-01: Alternatives.

The commenter requests that analysis of a below grade option for F-B LGA along Golden State Avenue and Sumner Street be conducted.

Since this request is in regard to Section 3.17, Cultural Resources, it is inferred that the commenter is requesting an analysis of a below-grade alternative to avoid built-environment resources along Golden State Avenue and Sumner Street. However, since built-environment resources including the Kern County Company Warehouse (located on 210 Sumner Street), Noriega's (525-531 Sumner Street), the Bakersfield Southern Pacific Depot (Sumner Street), SR 204/Golden State Avenue, Division of Forestry Service Office (1120 Golden State Avenue), and Father Garces Statue (Golden State Avenue) would not be adversely affected by the project with avoidance and minimization measures, it is unclear what purpose this analysis would provide. In addition, a below-grade option would result in additional excavation activities, either for tunneling or trenching, and would require substantial material export, potentially increasing construction-related impacts to issues such as air quality, greenhouse gases and noise. Since the commenter does not provide an explanation of the rationale for examining a below-grade alternative or the potential impacts that such an alternative would avoid or substantially lessen, per CEQA Guidelines Section 15126.6, no further analysis of such an alternative has been conducted. As such, no revisions have been made to the Final Supplemental EIS in response to this comment.

I006-200

The commenter states that the summaries of the Community Meetings held in the City of Bakersfield on August 25, 2015 and November 5, 2015 and in Shafter on September 17, 2015 contained within the Draft Supplemental EIR/EIS is inaccurate. The issues, questions, and concerns identified in Section 3.17 of the Draft Supplemental EIR/EIS (page 3.17-22), are based on the Authority's summaries of these meetings. Additionally, the commenter mentions a third meeting in Oildale which is not specifically referenced in the text. The summary provided on page 3.17-22 is based on the testimony provided by meeting attendees or comment cards submitted to Authority staff or its representatives. Oral comments provided directly to staff and outside of the comment window provided at the meeting are not part of the official record. Additionally, a review of the meeting notes from the Oildale meeting shows that no official comments were made regarding historical resources in relationship to the F-B LGA.

I006-201

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). None of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The Pyrenees Cafe building is not a historic resource because it does not meet the significance criteria required for listing in the NRHP or CRHR (refer to F-B LGA HASR). Although the F-B LGA elevated structure would be visible from the Noriega's, Narducci's (Amestoy Hotel), and the former Southern Pacific Railroad Depot (now Union Pacific Railroad), this visual change would not diminish the significant aspects or features of these properties. The Amestoy Hotel and Union Pacific Railroad Depot buildings face away from the project, and although Noriega's would face the project, none of the historically significant aspects of the Noriega's traditional cultural property would be diminished by the project. The analysis of effects for all historic properties is presented in the F-B LGA Supplemental Finding of Effects. Also refer to Section 3.16 of the Draft Supplemental EIR/EIS for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-202

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 Draft Supplemental EIR/EIS, including the Historic Architectural Survey Report (HASR) and the HASR Addendum 1.

The Kern County Museum/Pioneer Village does not have the potential to be affected by the F-B LGA. It was therefore not included in the built environment APE and was not included in the analysis summarized in the HASR, Addendum 1 of the HASR, or the Finding of Effects (FOE) document. The guidance for delineating the APE is described in Attachment B (Area of Potential Effects Delineation) of the PA. For a depiction of the Historic Architecture APE and the resources identified within, please refer to Appendix A of the HASR and Appendix B of Addendum 1 of the HASR.

I006-203

The commenter requests a comparison of the F-B LGA to the May 2014 based on suggested differences in travel times associated with first mile/last mile connections to each station site and states the opinion that these are not the same for both stations. The distance traveled as part of the first mile/last mile portion of the journey to and from a future Bakersfield station depends on each individual travelers origin/destination point. Both the F Street and Truxtun Avenue stations are in Bakersfield's urban core and the minimal distance between the two (approximately 1.8 miles traveling on city streets) is not substantial enough to offset the modeled benefits such as reduced travel ties and costs of the HSR system for air, highway and conventional rail trips. 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 long distance inter-city trips that would have otherwise have occurred without the project.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-204

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

The commenter requests a comparison of available land development around the F Street and Truxtun Avenue stations.

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. However, it is not a greenfield area as suggested by the commenter. 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.

Refer to Response to Comment I006-363 in Chapter 24 of this Final Supplemental EIS for a discussion of the interaction of the proposed F Street Station and Meadows Field. Refer to Response to Comment I006-178 in Chapter 24 of this Final Supplemental EIS for a discussion of the influence of the Kern River floodplain on development potential in the F Street Station area.

I006-205

The operational analysis in the Draft Supplemental EIR/EIS is consistent with that prepared for the May 2014 Project as it evaluates GHG-related impacts in the context of the entire Fresno to Bakersfield Section alignment. Both project alternatives would affect long distance, city-to-city vehicular travel along freeways and highways throughout the state, and long distance, city-to-city aircraft takeoffs and landings. Both the Draft Supplemental EIR/EIS and the Fresno to Bakersfield Section Final EIR/EIS include analysis of operational GHG emissions from on-road vehicles and use average, daily vehicle miles traveled (VMT) estimates and associated average daily speed estimates for each affected county. Both the May 2014 Project and the F-B LGA would result in a net statewide reduction in on-road VMT (including from autos and light-duty trucks) and a net statewide GHG reduction. In addition, both project alternatives would help the state meet the GHG emissions reduction goals established by AB 32, SB 32, and EO B-30-15. The specific station location, F-B LGA or May 2014 Project, would not change the beneficial impact identified in both the Final EIR/EIS and the Draft Supplemental EIR/EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-206

The commenter requests deletion of a statement on the grounds that it is inconsistent with the 2003 KernCOG Terminal Impact Analysis Study. The statement explains that the F-B LGA would encourage compact and efficient land use in the region and higher-density infill development around the proposed F Street Station. The commenter states that, according to the 2003 Terminal Impact Analysis Study, the Truxtun Avenue Station would support more high-density development than the Golden State Avenue Station (F Street Station).

Upon review of the 2003 KernCOG Terminal Impact Analysis Study, it was found that the Study suggests that both the Golden State Avenue Station (F Street Station) and the Truxtun Avenue Station would have “high potential to encourage infill development” including “concentrated residential and commercial uses.”

The statement made in the Draft Supplemental EIR/EIS regarding the F Street Station’s potential for compact and efficient land use in the region and high-density infill development is not incorrect, nor is it inconsistent with the 2003 Study to which the commenter refers. This statement has not been deleted from the Final Supplemental EIS.

I006-207

The commenter requests that a statement be added about the increased potential for VMT from motorized vehicle trips to connect to/from F-B LGA Station to/from Amtrak, Rabobank Arena, and the Convention Center. While this comment is noted, the statement referenced by the commenter is not discussing VMT and is a lead-in statement to define the Cumulative study area for traffic. As noted in Section 3.19.4.2, Transportation, the primary and cumulative study area are based on the extent of the roadway networks and intersections that may experience change in traffic volume of more than 50 peak hour vehicular trips as a result of the project. Since the commenter's statement does not alter the study area, no revisions to the Final Supplemental EIS have been made in response to this comment.

I006-208

Section 3.3, Air Quality and Global Climate Change, of the Draft Supplemental EIR/EIS includes an analysis of the F-B LGA’s GHG-related impacts. The scope of this operational GHG analysis is consistent with what was prepared in the Fresno to Bakersfield Section Final EIR/EIS, as it evaluates GHG-related impacts for the entire Fresno to Bakersfield Section alignment. The Final EIR/EIS does not include an analysis of the GHG emissions associated with varying modal choices for first- and last-mile connections from the stations considered in that document, including the Truxtun Avenue station. Instead, the Final EIR/EIS compares emissions associated with the construction and operation of end-to-end alternative alignments. To provide a consistent comparison between the May 2014 Project and the F-B LGA, the Draft Supplemental EIR/EIS compares GHG emissions associated with construction of both alternatives in a manner similar to that used for the Final EIR/EIS. Operationally, emissions from the two alternatives would be the same because both would result in similar estimates in terms of ridership, regional vehicle travel, aircraft and power plants, and direct project operational emissions from HSR stations, maintenance facilities, and train movements, as described in Impact AQ#11, Greenhouse Gas Analysis During Operation, in Section 3.3 of the Draft Supplemental EIR/EIS. As noted therein, both projects would have a beneficial impact on statewide GHG emissions regardless of station location, resulting in a net statewide GHG reduction of at least 1.7 or 2.5 MMT CO2e per year (based on HSR ticket prices that cost 83 percent or 50 percent of airfare, respectively) compared to the 2035 no project condition. The resulting net statewide GHG reduction would be at least 1.6 or 2.4 MMT CO2e per year compared to existing, no project conditions.

Page 3.3-39 of the Draft Supplemental EIR/EIS includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

As shown in Table 8-A-5 of the Draft Supplemental EIR/EIS, the May 2014 Project and the F-B LGA would result in similar construction and operational impacts and GHG impacts. Based on the analysis and the comparable findings documented in the Draft Supplemental EIR/EIS, a separate analysis of criteria pollutants associated with the F-B

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-208

LGA and the May 2014 Project is not warranted.

I006-209

The operational analysis in the Draft Supplemental EIR/EIS is consistent with that prepared for the May 2014 Project as it evaluates GHG-related impacts in the context of the entire Fresno to Bakersfield Section alignment. Both project alternatives would affect long distance, city-to-city vehicular travel along freeways and highways throughout the state, and long distance, city-to-city aircraft takeoffs and landings. Both the Draft Supplemental EIR/EIS and the Fresno to Bakersfield Section Final EIR/EIS include analysis of operational GHG emissions from on-road vehicles and use average, daily vehicle miles traveled (VMT) estimates and associated average daily speed estimates for each affected county. Both the May 2014 Project and the F-B LGA would result in a net statewide reduction in on-road VMT (including from autos and light-duty trucks) and a net statewide GHG reduction. In addition, both project alternatives would help the state meet the GHG emissions reduction goals established by AB 32, SB 32, and EO B-30-15. The specific station location, F-B LGA or May 2014 Project, would not change the beneficial impact identified in both the Final EIR/EIS and the Draft Supplemental EIR/EIS.

I006-210

The Draft EIR for the City of Bakersfield Vision Plan has been released and was available for public review from January 5, 2018 to February 19, 2018, and the EIR was certified and the Vision Plan adopted in May 2018. The Vision Plan is a reasonably foreseeable project that would be implemented by the City if adopted and should be considered in this analysis. Section 15355 of the CEQA Guidelines states, "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

No revisions to the Final Supplemental EIS have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-211

GIS data used to support the F-B LGA analysis was downloaded from the City of Bakersfield GIS portal on December 7, 2015 and was used to support the analysis provided in the Draft Supplemental EIR/EIS for the F-B LGA. The December 2015 data was the most current data available at the time of preparation of the Draft Supplemental EIR/EIS. The analysis for the May 2014 Project was based on data published in 2011, combined with the City's December 2015 GIS data. This data shows Mill Creek Park and Central Park as two separate facilities.

On January 31, 2018, in response to this comment, updated GIS data for the F-B LGA study area was downloaded from the City of Bakersfield GIS portal. Unlike the December 2015 GIS data, the January 2018 data delineates a portion of Mill Creek Linear Park as extending to the northeast from Mill Creek Park. This newly-defined park area extends to within 300 feet of the F-B LGA alignment centerline, which means that the F-B LGA could impact a portion of Mill Creek Linear Park that was not assessed in the Draft Supplemental EIR/EIS.

As such, a Use Assessment for Mill Creek Linear Park has been added to Chapter 4 of the Final Supplemental EIS and references to "Central Park" have been revised to to include the new single park facility "Mill Creek Linear Park". Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-212

Figure 4-1 has been revised. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-213

Figure 4-3, Table 4-2, and associated text has been revised to include Mill Creek Linear Park. A Use Assessment for Mill Creek Park has been added to Chapter 4 of the Final Supplemental EIS. Central Park has been removed from Table 4-2 and associated text since the park is located further than 1,000-foot buffer. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-214

Figure 4-6, Table 4-2, and associated text has been revised to include Mill Creek Linear Park. A Use Assessment for Mill Creek Park has been added to Chapter 4 of the Final Supplemental EIS. Central Park has been removed from Table 4-2 and associated text since the park is located further than the 1,000-foot buffer. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-215

Volume III, Section A, PDF Page 59, HSR Elevated Structures of the Draft Supplemental EIR/EIS, shows the elevated viaduct at 40 feet (base elevation to bottom of structure) and 55 feet (to bottom of structure) in the area over the Kern River Parkway as indicated on page 4-31. The statement referencing the viaduct height in Chapter 4 has been revised accordingly. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-216

The City of Bakersfield's Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan) does not reference a conversion of the Metropolitan Recreation Center hence there is no inconsistency between the Vision Plan and the Draft Supplemental EIR/EIS. No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-217

The screening distance for vibration impacts is 275 feet from the HSR alignment. Land uses located beyond 275 feet from the HSR alignment would not have long-term operational vibration impacts. The Kern County Museum and park is located approximately 100 feet to the F Street Station and approximately 450 feet to the HSR track. The vibration analysis is based on the distance to the HSR track (not the F Street Station because the station would not generate vibration levels). Because the distance to the track exceeds the screening distance, no vibrational impact analysis is needed.

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I006-218

The alignment crosses over Weill Park at approximate station 6909+00 shown in Volume III, Section A, sheet TT-D1040 of the Draft Supplemental EIR/EIS. The top of rail is approximately elevation 476 and the elevation of the park is 403. The difference to top of rail is 73 feet, and the clearance to the bottom of the structure is 58 feet. Chapter 4 of the Final Supplemental EIS has been revised accordingly. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-219

Shading effects do not directly or indirectly alter the proposed Use of the Park. A permanent maintenance easement will be required and is discussed under the Kern River Parkway and Weill Park Use Assessments in Chapter 4. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-220

Kern River Parkway and Weill Park are the only parks where the F-B LGA crosses above on viaduct. Information regarding viaduct height and discussion of Aesthetics impacts are included in Section 4.3.2.1 under the Use Assessment for each park. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-221

Weill Park was evaluated for potential vibration impacts from long-term operation of the HSR because it is located within the screening distance of 275 feet from the HSR alignment. The projected vibration level from the HSR is 74.7 VdB and this vibration level would not exceed the threshold of 75 VdB for Category 3 land uses (Institutional land uses with primarily daytime use including parks). Therefore, no vibration impacts would occur at Weill Park from long-term operation of the F-B LGA. The appropriate text in Chapter 4 of the Final Supplemental EIS has been revised accordingly. Refer Volume I Changes to the Draft Supplemental EIS (Errata).

I006-222

As the commenter acknowledges, a finding of de minimis impact has been made for Weill Park. When a finding of de minimis impact is made, Section 4(f) does not require mitigation.

I006-223

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

The commenter requests a study evaluating the anticipated loss of economic opportunity relative to the Truxtun Avenue Station area if the F Street Station is selected. Since the May 2014 Project station has not been constructed and the station area has not been developed, it would be speculative to try to assess the “impacts of lost/foregone economic growth around the May 2014 Project Station Area if the F-B LGA is selected.”

The F Street station site 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. Public benefits derived from the Truxtun Avenue station location would be concentrated in a small geographic area that is already developed (2 percent of the Truxtun Avenue Station study area is vacant), with little benefit to the rest of the city. Although the May 2014 Project would result in benefits to those communities immediately adjacent to the Truxtun Avenue Station, which include minority and low-income populations, 6 percent of the F-B LGA (F Street Station) study area includes underutilized or vacant lands and is anticipated to generate greater economic growth that would benefit a larger population, including minority and low-income communities throughout the City.

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, resulting in fewer impacts to minority and low-income residents adjacent to the Truxtun Avenue Station than would occur with the F Street Station.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-224

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

The commenter cites text from Section 5.2.3 of the Draft Supplemental EIR/EIS and requests incorporation of additional local studies. The planning documents listed in Section 5.2.3 of the Draft Supplemental EIR/EIS are consistent with the applicable documents discussed in the Fresno to Bakersfield Section Final EIR/EIS.

The KernCOG Transit Center Study is referenced in Section 3.13 of the Draft Supplemental EIR/EIS.

The Kern Council of Governments' Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis (2003) evaluates three site areas for the Bakersfield Station: Airport Area (7th Standard Road), Golden State/M Street, and Truxtun Avenue/S Street. The Terminal Impact Analysis concludes that: "While all three station site vicinities appear capable for supporting high speed rail service, the Truxtun site is recommended as the most attractive site for the Bakersfield Station. All three of the identified station site vicinities appear to be physically developable into a station to serve future high speed rail patrons." (Kern Council of Governments, 2014: page E-5).

I006-225

The commenter questions the census data used to perform the analysis in the Draft Supplemental EIR/EIS. The analysis provided in Chapter 5 of the Draft Supplemental EIR/EIS uses the 2010 U.S. Census data for minority populations and the 2013 ACS data for poverty status. The same data sets were used to identify the minority and low-income populations for both the May 2014 Project and the F-B LGA.

I006-226

The commenter requests that the F-B LGA be analyzed in accordance with CalEnviroScreen data. CalEnviroScreen is a screening tool that evaluates the burden of pollution from multiple sources in a region while accounting for potential vulnerability to the adverse effects of pollution. CalEnviroScreen ranks census tracts in California based on the likelihood that residents could be exposed to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions. Each of the 20 CalEnviroScreen indicators is assigned a score for each census tract in the state based on the most up-to-date suitable data. Scores are weighted and added together to generate scores for pollution burden and population characteristics. Those scores are multiplied to give the final CalEnviroScreen score (OEHHA 2016). While CalEnviroScreen is regarded as a useful tool in screening for environmental burdens, it does not meet the needs for the level of analysis in the Draft Supplemental EIR/EIS for determining the HSR project's environmental impacts. The tool lacks the geographic specificity used in the identification of minority and low-income communities for the Draft Supplemental EIR/EIS; CalEnviroScreen does not account for historical and natural community divisions that pre-date the F-B LGA; and, the methodology for CalEnviroScreen is not compatible with the Fresno to Bakersfield Section Final EIR/EIS.

The process for identifying minority and low-income populations for the F-B LGA followed the methodology that was used for the Fresno to Bakersfield CIA, to maintain comparability between the F-B LGA and the HSR project alternatives presented in the Fresno to Bakersfield Section Final EIR/EIS. These methodologies are provided in the California High-Speed Train Project-Level Environmental Analysis Methodologies (Authority and FRA 2014). No variations from these procedures were made for the F-B LGA analysis, but United States Census (US Census) data was updated to reflect the most recently available data.

Summary Explanation of the F-B LGA's Environmental Justice Methodology in Comparison to CalEnviroScreen.
The F-B LGA methodology for identification of minority and low-income communities is compared to CalEnviroScreen's methodology for identification of minority and low-income communities and summarized below:

Table 4 Comparison of Methodologies in the Identification of Minority and Low-

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I006-226

Income Communities

F-B LGA	CalEnviroScreen

I006-226

Minority and low-income areas are geographically defined as census block and block group populations that meet either or both of the following criteria: 1. The census block contains 50 percent or more minority persons and/or the census block group contain 25 percent or more low-income persons. 2. The percentage of minority and/or low-income persons in any census block or census block group is more than 10 percentage points greater than county average. [1] 3. Kern County data was used to determine whether an area qualifies as minority or low-income under the second criterion above. Given that 61.4 percent of Kern County residents qualify as minorities and 22.9 percent of the population is below the poverty line, under the second criterion, communities with a minority population of 71.4 percent and/or a low-income population of 32.9 percent would be considered minority or low-income communities.	CalEnviroScreen uses an overall score based on pollution burden, sensitive population and socioeconomic population indicators to identify "disadvantaged" populations[2]. The socioeconomic factors indexed for the overall CalEnviroScreen score for each California census tract include indicators on educational attainment, housing burdened low income households, unemployment, poverty, and linguistic isolation. Percentiles are assigned for each indicator and then the average of those values is calculated for a population characteristic score. The population characteristic score and the pollution burden score is scaled and then multiplied together to calculate an overall CalEnviroScreen score, which represents a given census tract's score relative to other places in the state.[3] Indicators used in the CalEnviroScreen tool that are most similar to minority and low-income communities are the indicators poverty and linguistic isolation, as summarized: *Poverty, using the sampled data of the 2011-2015 American Community Survey, is defined as the "Percent of the population living below two times the federal poverty level."*[3] *Linguistic Isolation, using the sampled data*

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-226

	of the 2011-2015 American Community Survey, is defined as the "Percent [of population within the census tract with] limited English-speaking households."[3]

[1]California High-Speed Rail Authority and U.S. Department of Transportation Federal Railroad Administration (Authority and FRA). 2017 California High-Speed Rail Authority Technical Report Community Impact Assessment. January, 2017.

[2]California Communities Environmental Health Screen Tool, Version 2 (CalEnviroScreen 2.0).2014. Figure 1 –CalEnviroScreen 2.0 Indicator and Component Scoring. Office of Environmental Health Hazard Assessment (CalOEHHA) and the California Environmental Protection Agency, Sacramento, CA. Accessed Online on February 20, 2017 at https://oehha.ca.gov/media/downloads/calenviroscreen/report/approachesnidentifydisadvantagedcommunitiesaug2014.pdf

[3]CalOEHHA. 2017. CalEnviroScreen 3.0. Office of Environmental Health Hazard Assessment (CalOEHHA) and the California Environmental Protection Agency, Sacramento, CA. Accessed Online on February 20, 2017 at https://oehha.ca.gov/media/downloads/calenviroscreen/report/ces3report.pdf

The methods explained in Table 4 show a fundamental difference in methodology for identifying minority and low-income communities. For the F-B LGA, minority and low-income census block and block group populations were identified as described in Table 4, and then the project's specific environmental effects were analyzed to determine if such effects would result in disproportionately high and adverse effects to identified minority and low-income populations. CalEnviroScreen analyzes existing conditions to determine where minority and low-income communities might exist and the level of environmental effect to which they might be exposed. CalEnviroScreen does not analyze a project's impact on the environment; rather, its use is limited to that of a screening tool and is not specific to a project's impacts. CalEnviroScreen assesses environmental factors and effects on a regional or communitywide basis and cannot be used in lieu of performing an analysis of the potentially significant impacts of any specific

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project. Accordingly, the tool is not intended to be used as a health or ecological risk assessment for a specific area or site[1]. CalEnviroScreen cannot produce risk assessments or predict cumulative health exposures; rather, it serves to provide a broad, geospatial summary of existing environmental justice conditions only. Following the methodology explained in Table 4, the F-B LGA identified potential environmental justice populations. Through extensive public outreach and community engagement processes as described in Section 5.5, Engagement with Potential Environmental Justice Populations of the Draft Supplemental EIR/EIS, the Authority reached out to minority and low-income community members and community-based organizations to receive input on potential impacts and mitigation in order to avoid, minimize, or mitigate disproportionately high and adverse effects on the populations; to ensure full and fair participation by minority and low-income populations in the process; and to prevent denial of, reduction in, or significant delay in the receipt of project benefits by minority and low-income populations (Authority and FRA 2017b). During the analysis of impacts, FRA and the Authority identified whether any of the minority and low-income populations would potentially be disproportionately affected by the project, taking into consideration the potential benefits to the community. Where minority or low-income populations were identified within the study area (the study area for environmental justice is located entirely within Kern County and is defined as the project corridor for the HSR project; this includes the F-B LGA, and the census blocks and block groups that lie completely or partially within a 0.5-mile radius of the F-B LGA and station facility), the impacts experienced by that population were compared with the resource study area and the larger reference community (Kern County) to determine whether the project would result in a disproportionately high and adverse impact. In addition, in determining whether the impact would be disproportionately borne by a minority and/or low-income population, the analysis considered if the project would implement measures to avoid or reduce the adverse effect, and/or provide benefits that would affect the minority and low-income populations.

CalEnviroScreen approaches environmental justice using the census tract as its scale of analysis. Census tracts are comprised of block groups, which are comprised of census blocks. Analyzing a project's impact using the population scale of a census tract is not ideal for linear-shaped projects like the F-B LGA. Census tracts generally have a population size between 1,200 and 8,000 people, with an optimum size of 4,000 people.

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A census tract usually covers a contiguous area; however, the spatial size of census tracts varies widely depending on the density of settlement (US Census Bureau 2012). By using a study area that is defined by both geographic (0.5-mile radius) and population size (census blocks or block groups), the analysis of environmental justice impacts is more precise than if the F-B LGA were to follow CalEnviroScreen's census tract-level analysis. The radius of impacts for the F-B LGA is no greater than 0.5 miles; therefore, if the Census tract methodology of CalEnviroScreen is used, the F-B LGA project would appear to result in greater impacts to minority and low-income population than it would in actuality.

Furthermore, CalEnviroScreen's methodology does not include the presence of historical and/or natural community divisions that pre-date the F-B LGA. Through consultation with minority and low-income community members and community-based organizations, the F-B LGA was able to leverage the qualitative data gained in these public outreach sessions to create an alignment that adheres to several existing community divisions, e.g., highways, the UPPR tracks, etc. In contrast, CalEnviroScreen, in some instances, could favor the creation of new community divisions—an impact that would negatively affect Kern County as a whole, as well as minority and low-income communities.

Because the F-B LGA comprises a portion of the larger Fresno to Bakersfield Section, it is important to maintain consistency across all high-speed rail segments when analyzing project impacts related to environmental justice. The F-B LGA methodology for analyzing environmental justice is the same methodology that was applied to the Fresno to Bakersfield Section Final EIR/EIS, which was certified by the Authority. Changing the environmental justice methodology that was applied in the Fresno to Bakersfield Section Final EIR/EIS for the F-B LGA analysis would create inconsistencies in avoidance and minimization and mitigation strategies among environmental justice populations along the high-speed train route.

The use of CalEnviroScreen as the sole environmental justice screening tool for the F-B LGA project would produce inadequate environmental justice impact analysis because of its broad, census tract-based identification of minority and low-income communities, its lack of analysis of natural and/or historical community divisions, and its inconsistency

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with the HSR environmental justice methodology. The current methodology used to analyze the project's environmental justice impacts meets the needs of the project and is sufficient in determining environmental justice impacts along the F-B LGA alignment.

[1] CalEPA and Office of Health Hazard Assessment (OEHHA), 2014. "California Communities Environmental Health Screening Tool Version 2.0 (CalEnviroScreen 2.0) –General Notes and Limitations, page iii." Accessed on July 17, 2017 at https://oehha.ca.gov/media/CES20FinalReportUpdateOct2014.pdf.

I006-227

The commenter requests clarification to the Draft Supplemental EIR/EIS text. As stated on pages 5-5 and 5-6 of the Draft Supplemental EIR/EIS, the resource study area for environmental justice includes the census blocks and block groups that lie completely or partially within a 0.5-mile radius from the F-B LGA centerline, proposed F Street station, and maintenance of infrastructure facility (MOIF). Many of these census blocks lie partially in the study area, but for the purpose of this analysis, the entire census block is considered. Therefore, for those census blocks that lie partially within the boundary, but extend further, the study area includes the entire census block. As a result, in some locations the environmental justice study area extends beyond the 0.5-mile boundary. This same study area boundary definition was used for the May 2014 Project.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-228

The commenter questions why the Draft Supplemental EIR/EIS identifies a higher percentage of minority and low-income populations than those identified in the Fresno to Bakersfield Section Final EIR/EIS. It is unclear to which numbers in Table 3.12-6 of the Fresno to Bakersfield Section Final EIR/EIS the commenter is referring. However, as described in Response to Comment I006-225 in Chapter 24 of this Final Supplemental EIS, to provide a valid comparison between the May 2014 Project and the F-B LGA, newer data sources were used to characterize the baseline conditions for the May 2014 Project than were used for the Fresno to Bakersfield Section Community Impact Assessment. In addition, the environmental justice study area for the May 2014 Project was determined based on the approved May 2014 Project alignment, which consists of a portion of the BNSF Alternative (from Poplar Avenue to Hageman Road) and the Bakersfield Hybrid (from Hageman Road to Oswell Street), as defined in the Fresno to Bakersfield Section Final EIR/EIS. Therefore, the numbers provided in the Draft Supplemental EIR/EIS are more current and more accurate than those presented in the Fresno to Bakersfield Section Final EIR/EIS.

I006-229

The commenter questions the limits of the May 2014 Project study area. As outlined in Response to Comment I006-227 in Chapter 24 of this Final Supplemental EIS, the environmental justice study area used for analysis includes the census blocks and block groups that lie completely or partially within a 0.5-mile radius of the May 2014 Project. Only those shaded areas (blocks) lying within or partially within the 0.5-mile radius were included in the analysis. The other shaded areas shown in Figure 5-2 are provided for information only and were not included in the analysis.

I006-230

The commenter requests revisions suggesting that the Truxtun Avenue Station is located in a low-income/minority population while the F Street Station is not. The Draft Supplemental EIR/EIS clearly describes the minority and low-income populations located in proximity to both the Truxtun Avenue and F Street station sites. On page 5-23, the Draft Supplemental EIR/EIS states:

As shown in Figure 5-2 and described above, minority and low-income populations in the May 2014 Project study area are located primarily in the urban areas of Shafter and Bakersfield. The communities around the proposed Truxtun Avenue Station contain many minority and low-income populations.

With regard to the F Street Station, the Draft Supplemental EIR/EIS states:

Around the F Street Station, minority and low-income populations are located primarily east/northeast of the station site (east of Chester Avenue) and south of SR 99.

No changes to the Final Supplemental EIS are required in response to this comment.

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I006-231

The commenter requests the evaluation of impacts by city districts. In the Fresno to Bakersfield Section CIA (2012), Bakersfield was divided into districts for the analysis because the project alternative alignments would have traversed some of the city's neighborhoods. In the case of the F-B LGA, however, the majority of the alignment runs along major highways and existing railroad tracks, and in some areas, lies between major neighborhoods. When the F-B LGA first enters Bakersfield, it runs along State Route (SR) 99, between Bakersfield's northwest and northeast districts, as defined in the Fresno to Bakersfield Section CIA (2012). Therefore, the alignment would not result in a major division of either of these neighborhoods along this segment. As the alignment continues across the central district and into the eastern portion of the northeast district, it follows SR 204 and then the existing railroad corridor that traverses the city. A division already exists along this section based on existing transportation corridors, and the F-B LGA would not introduce a new division through these neighborhoods. Baseline data for the city was, therefore, presented as a whole rather than being divided into districts. Although this analysis provides Census data for the city as a whole, a qualitative analysis was performed regarding the potential division of neighborhoods, and quantitative minority and low-income community information was provided for all Census blocks along the proposed alignment.

The F-B LGA does not traverse the northwest district, but, instead runs along its eastern edge, between the northwest and northeast districts. In the areas where the F-B LGA crosses through the central and northeast districts, it generally follows either the highway or the railroad. Through the central district, the F-B LGA alignment is located between the highway and the railroad; however, no residential neighborhoods are located in this area. In the southern portion of the northeast district, the F-B LGA more closely follows the railroad and does not bisect any neighborhoods that are not already divided by the railroad. The properties that are affected along this section of the F-B LGA are generally industrial businesses. Given that the alignment does not traverse residential neighborhoods, there is little to no value in breaking apart the information by district.

The May 2014 Project, on the other hand, traverses through the middle of the northwest district. The majority of the alignment follows the BNSF railway and would not divide the communities in these areas; however, in the area where this alignment crosses Palm

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Avenue, it would bisect a residential neighborhood. Therefore, for the Fresno to Bakersfield Section CIA (2012), it made sense to disaggregate the data by district.

I006-232

The commenter states that the F-B LGA traverses the central and northeast districts of Bakersfield. As described above, the Draft Supplemental EIR/EIS acknowledges that the F-B LGA follows existing transportation corridors, including SR 204 and Sumner Street. However, no residential neighborhoods are located in these areas. Given that the alignment does not traverse residential neighborhoods, there is little to no value in breaking apart the information between the districts. For further explanation see Response to Comment I006-232 in Chapter 24 of this Final Supplemental EIS.

It is unclear how the referenced map link relates to the comments provided.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-233

The commenter points out that Oildale is in the unincorporated section of Kern County. Page 5-13 of the Supplemental EIR/EIS acknowledges that the community of Oildale is part of unincorporated Kern County: "Within Kern County, the F-B LGA directly affects three urban areas: the incorporated Cities of Shafter and Bakersfield, and the unincorporated community of Oildale. Unincorporated portions of Kern County are also included in the resource study area." However, unlike other unincorporated areas of Kern County, the community of Oildale is defined as a Census-Designated Place (CDP)[1] by the United States Census Bureau. The Census Bureau publishes much of the same data for CDPs as for incorporated areas, and therefore Census data was available for the community of Oildale. In addition, the community of Oildale is more densely populated than other areas in unincorporated Kern County and includes areas with minority and low-income populations. Therefore, data for the community of Oildale was included in the analysis, along with the data for unincorporated Kern County.

[1] A census-designated place (CDP) is a concentration of population defined by the United States Census Bureau for statistical purposes only. CDPs are populated areas that generally include one officially designated but currently unincorporated small community, plus surrounding inhabited countryside. The boundaries of a CDP have no legal status.

I006-234

The commenter requests an evaluation of environmental justice impacts by city districts. In the Fresno to Bakersfield Section CIA (2012), Bakersfield was divided into districts for the analysis because the project alternative alignments would have traversed some of the city's neighborhoods. In the case of the F-B LGA, however, the majority of the alignment runs along major highways and existing railroad tracks, and in some areas, lies between major neighborhoods. When the F-B LGA first enters Bakersfield, it runs along State Route (SR) 99, between Bakersfield's northwest and northeast districts, as defined in the Fresno to Bakersfield Section CIA (2012). Therefore, the alignment would not result in a major division of either of these neighborhoods along this segment. As the alignment continues across the central district and into the eastern portion of the northeast district, it follows SR 204 and then the existing railroad corridor that traverses the city. A division already exists along this section based on existing transportation corridors, and the F-B LGA would not introduce a new division through these neighborhoods. Baseline data for the city was, therefore, presented as a whole rather than being divided into districts. Although this analysis provides Census data for the city as a whole, a qualitative analysis was performed regarding the potential division of neighborhoods, and quantitative minority and low-income community information was provided for all Census blocks along the proposed alignment.

The F-B LGA does not traverse the northwest district, but, instead runs along its eastern edge, between the northwest and northeast districts. In the areas where the F-B LGA crosses through the central and northeast districts, it generally follows either the highway or the railroad. Through the central district, the F-B LGA alignment is located between the highway and the railroad; however, no residential neighborhoods are located in this area. In the southern portion of the northeast district, the F-B LGA more closely follows the railroad and does not bisect any neighborhoods that are not already divided by the railroad. The properties that are affected along this section of the F-B LGA are generally industrial businesses. Given that the alignment does not traverse residential neighborhoods, there is little to no value in breaking apart the information between the districts.

The May 2014 Project, on the other hand, traverses through the middle of the northwest district. The commenter is correct that the majority of the alignment follows the BNSF railway and would not divide the communities in these areas; however, in the area

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I006-234

where this alignment crosses Palm Avenue, it would bisect a residential neighborhood. Therefore, for the Fresno to Bakersfield Section CIA (2012), it made sense to disaggregate the data by district.

I006-235

The commenter requests the evaluation of environmental justice impacts by city districts. In the Fresno to Bakersfield Section CIA (2012), Bakersfield was divided into districts for the analysis because the project alternative alignments would have traversed some of the city's neighborhoods. In the case of the F-B LGA, however, the majority of the alignment runs along major highways and existing railroad tracks, and in some areas, lies between major neighborhoods. When the F-B LGA first enters Bakersfield, it runs along State Route (SR) 99, between Bakersfield's northwest and northeast districts, as defined in the Fresno to Bakersfield Section CIA (2012). Therefore, the alignment would not result in a major division of either of these neighborhoods along this segment. As the alignment continues across the central district and into the eastern portion of the northeast district, it follows SR 204 and then the existing railroad corridor that traverses the city. A division already exists along this section based on existing transportation corridors, and the F-B LGA would not introduce a new division through these neighborhoods. Baseline data for the city was, therefore, presented as a whole rather than being divided into districts. Although this analysis provides Census data for the city as a whole, a qualitative analysis was performed regarding the potential division of neighborhoods, and quantitative minority and low-income community information was provided for all Census blocks along the proposed alignment.

The F-B LGA does not traverse the northwest district, but, instead runs along its eastern edge, between the northwest and northeast districts. In the areas where the F-B LGA crosses through the central and northeast districts, it generally follows either the highway or the railroad. Through the central district, the F-B LGA alignment is located between the highway and the railroad; however, no residential neighborhoods are located in this area. In the southern portion of the northeast district, the F-B LGA more closely follows the railroad and does not bisect any neighborhoods that are not already divided by the railroad. The properties that are affected along this section of the F-B LGA are generally industrial businesses. Given that the alignment does not traverse residential neighborhoods, there is little to no value in breaking apart the information between the districts.

The May 2014 Project, on the other hand, traverses through the middle of the northwest

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I006-235

district. The commenter is correct that the majority of the alignment follows the BNSF railway and would not divide the communities in these areas; however, in the area where this alignment crosses Palm Avenue, it would bisect a residential neighborhood. Therefore, for the Fresno to Bakersfield Section CIA (2012), it made sense to disaggregate the data by district.

I006-236

The commenter points out that Oildale is in the unincorporated section of Kern County. Page 5-13 of the Draft Supplemental EIR/EIS acknowledges that the community of Oildale is part of unincorporated Kern County: "Within Kern County, the F-B LGA directly affects three urban areas: the incorporated Cities of Shafter and Bakersfield, and the unincorporated community of Oildale. Unincorporated portions of Kern County are also included in the resource study area." However, unlike other unincorporated areas of Kern County, the community of Oildale is defined as a Census-Designated Place (CDP)[1] by the United States Census Bureau. The Census Bureau publishes much of the same data for CDPs as for incorporated areas, and therefore Census data was available for the community of Oildale. In addition, the community of Oildale is more densely populated than other areas in unincorporated Kern County and includes areas with minority and low-income populations. Therefore, data for the community of Oildale was included in the analysis, along with the data for unincorporated Kern County.

[1] A census-designated place (CDP) is a concentration of population defined by the United States Census Bureau for statistical purposes only. CDPs are populated areas that generally include one officially designated but currently unincorporated small community, plus surrounding inhabited countryside. The boundaries of a CDP have no legal status.

I006-237

In order to provide a valid comparison between the May 2014 Project and F-B LGA, newer data sources were used to characterize the baseline conditions for both the May 2014 Project and the F-B LGA. The same updated data sources were used in the analysis of the May 2014 Project and the F-B LGA.

I006-238

The commenter states that the outreach conducted prior to 2014 is not specific to the F-B LGA. Page 5-15 of the Draft Supplemental EIR/EIS clearly states that these 170 meetings were conducted for the Fresno to Bakersfield Section. Section 5.5 (pages 5-15 through 5-21) of the Draft Supplemental EIR/EIS provides a summary of the public outreach conducted for the overall Fresno to Bakersfield Section, as well as the outreach conducted specifically for the F-B LGA. All of the public input gathered during the outreach process, including the outreach conducted for the Fresno to Bakersfield Section and specific outreach conducted for the F-B LGA, has informed the development and analysis of the F-B LGA.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-239

The commenter requests revision to the references citing outreach prior to 2014. Section 5.5.1.2 of the Draft Supplemental EIR/EIS details the public outreach efforts specific to the F-B LGA and describes how outreach efforts targeted minority and low-income communities. As stated on page 5-19, five community open house meetings were held and outreach for those meetings included canvassing of Sumner Street and El Mercado Latino Area; mailing bilingual postcards to adjacent buildings and buildings within 0.5 mile of the proposed station; delivering flyers to organizations, including faith-based and environmental justice groups, social service agencies, local libraries, and community centers. The Authority hosted an activity center at El Mercado Latino Tianguis, various one-on-one stakeholder meetings, and meetings with the Bakersfield Chamber of Commerce, Shafter Chamber of Commerce and Sumner Street businesses. In addition, an F-B LGA-specific environmental justice-focused outreach community meeting, the Oildale Community Meeting, was held at the Riverview Community Center-Gymnasium in Bakersfield.

In response to this comment, the text of the Final Supplemental EIS has been revised to clarify the meetings targeted toward minority and low-income populations since December 2014. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-240

The commenter states that the outreach conducted prior to 2014 is not specific to the F-B LGA. Page 5-15 of the Draft Supplemental EIR/EIS clearly states that these 170 meetings were conducted for the Fresno to Bakersfield Section. Section 5.5 (pages 5-15 through 5-21) of the Draft Supplemental EIR/EIS provides a summary of the public outreach conducted for the overall Fresno to Bakersfield Section, as well as the outreach conducted specifically for the F-B LGA. All of the public input gathered during the outreach process, including the outreach conducted for the Fresno to Bakersfield Section and specific outreach conducted for the F-B LGA, has informed the development and analysis of the F-B LGA.

The commenter requests revision to the references citing outreach prior to 2014. Section 5.5.1.2 of the Draft Supplemental EIR/EIS details the public outreach efforts specific to the F-B LGA and describes how outreach efforts targeted minority and low-income communities. As stated on page 5-19, five community open house meetings were held and outreach for those meetings included canvassing of Sumner Street and El Mercado Latino Area; mailing bilingual postcards to adjacent buildings and buildings within 0.5 mile of the proposed station; delivering flyers to organizations, including faith-based and environmental justice groups, social service agencies, local libraries, and community centers. The Authority hosted an activity center at El Mercado Latino Tianguis, various one-on-one stakeholder meetings, and meetings with the Bakersfield Chamber of Commerce, Shafter Chamber of Commerce and Sumner Street businesses. In addition, an F-B LGA-specific environmental justice-focused outreach community meeting, the Oildale Community Meeting, was held at the Riverview Community Center-Gymnasium in Bakersfield.

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I006-241

The commenter alleges that the Executive Director of the Kern County Black Chamber of Commerce (and his guests) were denied entry and the ability to attend the presentation given to the Greater Bakersfield Chamber of Commerce described in Section 5.5.1.2, Outreach Events, in Chapter 5 Environmental Justice of the Draft Supplemental EIR/EIS. The commenter goes on to request that this event be removed from the section. The commenter goes on state that the Kern County Black Chamber of Commerce and Hispanic Chamber of Commerce were excluded from these outreach efforts and query why.

The Authority is committed to ensuring that no person or group is excluded from participation in the activities or services from this program. The Authority and its representatives have held meetings with government and public agencies throughout the project timeline to keep local officials and the population informed about the California High-Speed Rail progress. Refer to the California High-Speed Rail Authority's policy on Title VI and Environmental Justice at http://www.hsr.ca.gov/Programs/title_VI_program.html.

I006-242

The commenter states that the summary of the Oildale Community Meeting contained within the Draft Supplemental EIR/EIS is inaccurate. The issues, questions, and concerns identified in Chapter 5 of the Draft Supplemental EIR/EIS (page 5-21), specifically, those raised at the Oildale Community Meeting, are based on the Authority's summary of this meeting. The summary provided on page 5-21 is based on the testimony provided by meeting attendees or comment cards submitted to Authority staff or its representatives. Oral comments provided directly to staff and outside of the comment window provided at the meeting are not part of the official record.

I006-243

This comment relates to purported emails that were sent to the Authority questioning the outreach efforts. In 2015, the automated reply generated by the Authority's email response program acknowledged commenters' support of the Bakersfield F Street Station Alignment (earlier name to the F-B LGA). The automated reply was later revised to include a neutral reply. The comments submitted by the individuals referenced in this comment have been reviewed and none of the commenters commented on low-income or minority populations or opportunities. The topics ranged from their preference of the hybrid alignment, requests for additional meetings, and clarification questions regarding opportunities to comment.

I006-244

The commenter requests a discussion of the impacts of siting the HSR Station at F Street as opposed to Truxtun Avenue. The commenter is correct that the area around the proposed Truxtun Avenue Station includes residential uses, with minority and low-income communities concentrated south of Truxtun Avenue. The area around the F Street Station has limited residential uses with minority and low-income populations located primarily east/northeast of the station site and south of State Route 204 as shown in Figure 5-3 (page 5-18 of the Draft Supplemental EIR/EIS). However, the F Street station site 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 through the downtown and the revitalization of underutilized land, including development of transit-oriented housing, which could benefit minority and low-income populations. Furthermore, the F Street Station would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities.

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, resulting in fewer impacts to minority and low-income residents adjacent to the Truxtun Avenue Station than would occur with the F-B LGA.

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I006-245

The commenter is correct. Bakersfield High School would not be impacted by the May 2014 Project. Chapter 5 of the Final Supplemental EIS has been revised to remove references to impacts to Bakersfield High School associated with the May 2014 Project, as detailed below.

Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-246

Page 5-28 of the Draft Supplemental EIR/EIS states:

The May 2014 Project would result in disproportionately high and adverse effects on minority and low-income populations. As described below, for most resource topics, implementation of avoidance and minimization measures, as well as mitigation measures would reduce identified impacts such that disproportionately high and adverse effects on minority and low-income populations would not occur. However, for noise and vibration, socioeconomics and communities, land use, parks and recreation, and visual resources, the mitigation measures would not completely reduce impacts resulting from operation of the May 2014 Project in communities with minority and low-income populations. Because the mitigation measures do not eliminate the adverse impacts and because the noise and vibration, socioeconomics and communities, land use, parks and recreation, and visual impacts would be greater for minority and low-income populations when compared to the reference community, operation of the May 2014 Project would have a disproportionately high and adverse effect on minority and low-income populations.

As stated above, the May 2014 Project would result in disproportionately high and adverse effects on minority and low-income populations related to noise and vibration, socioeconomics and communities, land use, parks and recreation, and visual impacts. No changes have been made to the Final Supplemental EIS based on this comment.

I006-247

The purpose of the Draft Supplemental EIR/EIS is to evaluate the environmental impacts of the F-B LGA. For comparison, a summary of the impacts resulting from the May 2014 Project have been provided for each environmental topic. The section referenced by the commenter provides a discussion of the community division impacts associated with the F-B LGA; therefore, a statement about the May 2014 Project would be inappropriate in this context.

Chapter 2 (page 2-6) provides a description of the May 2014 Project alignment as follows:

The May 2014 Project alignment runs primarily at-grade as it follows the BNSF corridor and SR 43 through Shafter and SR 58 into Bakersfield. It parallels the F-B LGA until approximately Beech Avenue, where it diverges from the F-B LGA, parallels the BNSF right-of-way in a southeasterly direction, and then curves back to the northeast to parallel the BNSF tracks toward Kern Junction. After crossing Truxtun Avenue, the alignment curves to the southeast to rejoin the F-B LGA and parallel the UPRR tracks and Edison Highway to its terminus at Oswell Street. The May 2014 Project begins at-grade but elevates through Shafter for a distance of about 4 miles between North Shafter Avenue and Cherry Avenue and in Bakersfield at Country Breeze Place and continues as an elevated structure all the way to the project terminus at Oswell Street.

To address the comment, Chapter 5 of the Final Supplemental EIS has been revised to reflect proximity of the May 2014 Project alignment to the BNSF railway. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

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I006-248

Table 5-3 provides a summary comparison of the disproportionately high and adverse effects to minority and low-income communities resulting from construction and operation of the May 2014 Project and the F-B LGA. The identification of impacts is based on the analysis provided in the Fresno to Bakersfield Section Final EIR/EIS and the assessment of environmental impacts identified in the environmental sections in the Draft Supplemental EIR/EIS. Revisions made to the Final Supplemental EIS in response to comments submitted on the document have not resulted in changes to the findings of the document. Accordingly, Table 5-3 has not been revised.

I006-249

As described in Response to Comment I006-225 in Chapter 24 of this Final Supplemental EIS, to provide a valid comparison between the May 2014 Project and the F-B LGA, the analysis for the May 2014 Project was updated using newer data sources and the approved May 2014 Project alignment. As such, the data and impact numbers included in the Draft Supplemental EIR/EIS are more accurate than the tables provided in the Fresno to Bakersfield Section Final EIR/EIS. Therefore, the statement that: "Lesser impacts would occur under the F-B LGA as it would result in the displacement of 86 residential units compared to the May 2014 Project, which would displace 384 residences" is correct. No changes to the Final Supplemental EIS are required in response to this comment.

I006-250

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

As described in Response to Comment I006-225 in Chapter 24 of this Final Supplemental EIS, to provide a valid comparison between the May 2014 Project and the F-B LGA, the analysis for the May 2014 Project was updated using newer data sources and the approved May 2014 Project alignment. As such, the data and impact numbers included in the Draft Supplemental EIR/EIS is more accurate than the tables provided in the Fresno to Bakersfield Section Final EIR/EIS. However, the numbers provided in Chapter 5 are slightly different than those presented in Section 3.13 Station Planning, Land Use, and Development. Therefore, Chapter 5 of the Final Supplemental EIS has been revised for consistency. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-251

Although the May 2014 Project would follow the existing BNSF railway corridor, as described in Response to Comment I006-231, the May 2014 Project would convert more residential land uses to transportation uses than the F-B LGA. Further, much of the residential land that would be converted as a result of the May 2014 Project is located within urban areas where minority and low-income populations are located. Therefore, for the purposes of the environmental justice analysis, fewer impacts associated with conversion of land would occur under the F-B LGA compared to the May 2014 Project.

Page 5-47 of the Draft Supplemental EIR/EIS describes potential impacts to minority and low-income populations resulting from conversion of agricultural land associated with the F-B LGA:

In rural areas, such as the unincorporated rural agricultural areas in Kern County, implementation of the F-B LGA would convert agricultural land uses to transportation uses. The F-B LGA would substantially increase the intensity of the use of this land but would not change adjacent land uses. Existing adjacent agricultural land would continue in agricultural use, and the alignment would not have an indirect effect on adjoining agricultural uses. These rural areas have few scattered low-density minority and/or low-income populations. For discussion of the impact of the F-B LGA on agricultural lands see Section 3.14 of the Draft Supplemental EIR/EIS.

Because the conversion of agricultural land has limited impacts to minority and low-income populations, it is not discussed further in Table 5-3.

I006-252

As described on page 8-A-114 of the Draft Supplemental EIR/EIS, “potential impacts to parks, recreation, and open space would be less under the F-B LGA than the May 2014 Project due to the fewer number of parks and schools located in the study area, as well as the nature and intensity of anticipated impacts.”

Specifically, the May 2014 Project would result in more intense impacts to the Kern River Parkway, and would result in permanent impacts to Mill Creek Linear Park. Permanent impacts to Mill Creek Linear Park would not occur under the F-B LGA, though temporary, construction-related impacts would occur and be reduced to a less-than-significant level with implementation of required mitigation measures. Weill Park would be impacted by the F-B LGA, but would not be impacted by the May 2014 Project. Both Weill Park and Mill Creek Linear Park are located in proximity to minority and low-income populations. However, Weill Park is a smaller recreational facility, consisting of grassy fields and is not adjacent to residences. Mill Creek Linear Park is a larger recreational facility, which would be more intensely, impacted by the May 2014 Project due to the introduction of a new 90-foot-wide maintenance easement to accommodate the placement of permanent footings for columns that would support the guideway.

Therefore, the statement on page 5-50 of the Draft Supplemental EIR/EIS is correct: “Lesser impacts would occur under the F-B LGA because fewer parks and schools are located in close proximity to project activities than under the May 2014 Project and mitigation would provide appropriate compensation for permanently acquired parklands.”

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-253

As described above in Response to Comment I006-226 in Chapter 24 of this Final Supplemental EIS, the two primary sources for demographic data are the Decennial Census of Population and the 5-year ACS from the U.S. Census Bureau. For this analysis, the identification of minority populations relies on data provided for all individuals in the study area and the identification of low-income communities relies on data provided by households (e.g., residences). Based on this data, it is impossible to identify minority and low-income businesses or to distinguish minority and low-income property owners from minority and low-income business operators. However, information on minority and low-income businesses has been gathered through public outreach and other community sources.

Key to the visual impact analysis is viewer exposure and view sensitivity. Viewer exposure is the physical location of each viewer group, the number of people in each viewer group, and the duration of their view. Visual sensitivity is the receptivity of different viewer groups to the visual environment and its elements. Local business staff and commuters are generally considered low to moderate sensitive viewers because visual quality is not typically a focus or expectation associated with their activity (Authority and FRA 2014). By contrast, local residents are usually considered highly sensitive viewers because the duration of views, perception to visual changes, and the expectation of visual quality is high. As such, visual impacts to residences are considered to be more substantial than those for businesses or commercial areas.

I006-254

See Responses to Comments I006-239 and I006-253 in Chapter 24 of this Final Supplemental EIS. Section 5.5.1.2 of the Draft Supplemental EIR/EIS details the public outreach efforts specific to the F-B LGA and describes how outreach efforts targeted minority and low-income communities.

I006-255

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

The commenter requests a study evaluating the anticipated loss of economic opportunity relative to the Truxtun Avenue Station area if the F Street Station is selected. Since the May 2014 Project station has not been constructed and the station area has not been developed, it would be speculative to try to assess the “impacts of lost/foregone economic growth around the May 2014 Project Station Area if the F-B LGA is selected.”

The F Street station site 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. Public benefits derived from the Truxtun Avenue station location would be concentrated in a small geographic area that is already developed (2 percent of the Truxtun Avenue Station study area is vacant), with little benefit to the rest of the city. Although the May 2014 Project would result in benefits to those communities immediately adjacent to the Truxtun Avenue Station, which include minority and low-income populations, 6 percent of the F-B LGA (F Street Station) study area includes underutilized or vacant lands and is anticipated to generate greater economic growth that would benefit a larger population, including minority and low-income communities throughout the City.

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, resulting in fewer impacts to minority and low-income residents adjacent to the Truxtun Avenue Station than would occur with the F Street Station.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-256

Page 3.12-49 of the Draft Supplemental EIR/EIS describes the potential impacts of placing the F-B LGA along Sumner Street:

The rail line would remain elevated on a viaduct structure and would generally parallel the UPRR corridor throughout the portion of the F-B LGA that traverses the city of Bakersfield. Along Sumner Street and Edison Highway, the rail line would be elevated on viaduct directly above these streets. The F-B LGA would not, therefore, block passage on any of the streets that cross the F-B LGA through the city, and existing connections and linkages between neighborhoods would be maintained.

The F-B LGA would not introduce a new division through any communities along Sumner Street for four reasons. First, the alignment would not cross through any residential communities in this area because the affected properties along Sumner Street generally support industrial uses rather than residential or other neighborhood-serving uses. Second, the alignment would follow the railroad tracks on the eastern edge of this predominantly industrial neighborhood, and would not cross through the neighborhood. Third, the railroad tracks already divide the industrial neighborhoods that are located on either side of the tracks. Fourth, because the viaduct is elevated, it allows free passage underneath at all times and does not prevent passage while in use by the HSR train.

I006-257

The commenter asks how minority and low-income communities would be impacted from the lack of an Amtrak/Bakersfield HSR intermodal connection, and asks how the removal of a planned intermodal Amtrak connection considered under the May 2014 Project is considered a transit improvement.

Minority and low-income communities would not be impacted from a lack of Amtrak/Bakersfield HSR intermodal connection, as this has not yet been built and therefore cannot be removed. Transit links between the F Street Station and the existing Amtrak Station are planned by the City of Bakersfield, as discussed in the Making Downtown Bakersfield Station Area Vision Plan, adopted in May 2018. The F-B LGA would provide transit improvements for minority and low-income communities compared to existing conditions, which do not include high-speed rail access at all.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-258

The commenter asks why a document, the Hybrid LGA Cost Estimate Report, that was provided by Authority was not provided as an appendix to or as part of the Draft Supplemental EIR/EIS itself. The Authority provided this document to the commenter per his request and was not used in preparation of the Draft Supplemental EIR/EIS. This document, dated October 26, 2017, was prepared when the Draft Supplemental EIR/EIS was already in production. A previous version, dated December 8, 2016, of the Hybrid LGA Cost Estimate Report was used in the Draft Supplemental EIR/EIS and is also available upon request from the Authority. The Draft December 2016 version of the Cost Estimate Report and the Final October 2017 version of the Cost Estimate Report relied on the same methodology as was presented in the 2013 Cost Estimate Report (Final EIR/EIS). The changes made to the Cost Estimate Report between the draft and final versions did not change the findings presented in Chapter 6 of the Draft Supplemental EIR/EIS. No changes have been made to the Final Supplemental EIS in response to this comment.

The commenter asks why the document in question was not circulated as an appendix to or as part of the Draft Supplemental EIR/EIS itself. All source documents used in the preparation of the Draft Supplemental EIR/EIS, Final Supplemental EIR, and Final Supplemental EIS are available by request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority's website.

The Authority encourages written requests submitted via email to records@hsr.ca.gov.

To send a written request via postal mail:
California High-Speed Rail Authority
Marie Hoffman/Public Records Officer
770 L Street, Suite 620 MS1
Sacramento, CA, 95814

Written requests should include details that will enable staff to identify and locate the requested records. The request should include a telephone number where the person requesting the records can be reached to discuss the request if the Authority needs additional information to locate records.

I006-258

Within 10 days from the date the request is received, the Authority will make a determination on the request and will notify the requester of its decision. If the determination cannot be made within 10 days due to unusual circumstances as defined in Government Code section 6253.1, the Authority will notify the requesting person of the reasons for the delay and the date when the determination will be issued. No such notice shall specify a date that results in an extension of more than 14 days.

I006-259

The commenter asks why costs associated with the HMF are included in cost estimates for the May 2014 Project. The commenter asks what the May 2014 Project costs would be without the HMF. The indicated costs, from line 40.08.442 of Appendix E of the October 26, 2017 Cost Estimate Report, refers to "Roadway Overcrossing HSR –2 lane roadway on embankment over 4 tracks," and is not associated with the Shafter HMF as the commenter claims. According to the Fresno to Bakersfield Final EIR/EIS Volume III Section C Roadway and Grade Separation Plans, there are six instances of two-lane roadways crossing over four rail tracks south of Poplar Ave (including Poplar Ave), and these are not associated with the proposed Shafter HMF. These are the correct May 2014 Project costs and do not include transportation improvements specific and only required as part of the HMF, as the commenter has asserted.

I006-260

The commenter asks whether unit price adjustments were made for both the May 2014 Project and F-B LGA cost estimates. Cost estimates were adjusted to be comparable across all categories, in order to maintain a consistent programmatic approach to the estimate.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-261

The commenter refers to meeting minutes from the December 19, 2016 FB LGA Engineering Cost Estimate Validation Meeting, which were included as Appendix I, and asks whether item 2: Spreadsheet Logic has been completed. This calls attention to item 10.14, in which values have been doubled, and requests that this be corrected for the May 2014 Project and the F-B LGA. The December 19, 2016 meeting was in response to the December 8, 2016 Cost Estimate Report. In the October 26, 2017 Cost Estimate Report, the doubled values for item 10.14 as seen in the December 8, 2016 Cost Estimate Report have been corrected for the May 2014 Project and the F-B LGA.

The Draft December 2016 version of the Cost Estimate Report and the Final October 2017 version of the Cost Estimate Report relied on the same methodology as was presented in the 2013 Cost Estimate Report (Final EIR/EIS). The changes made to the Cost Estimate Report between the draft and final versions did not change the findings presented in Chapter 6 of the Draft Supplemental EIR/EIS. No changes have been made to the Final Supplemental EIS in response to this comment.

I006-262

The commenter refers to meeting minutes from the December 19, 2016 FB LGA Engineering Cost Estimate Validation Meeting, which were included as Appendix I, and asks whether the City Cost Index was changed to Los Angeles. Estimating methodology and basis of unit prices presented were corrected to be consistent with “Capital Cost Estimate Report - Fresno to Bakersfield Section High-Speed Train Project Final EIR/EIS” dated January 2014 (CCER).

I006-263

The commenter refers to meeting minutes from the December 19, 2016 FB LGA Engineering Cost Estimate Validation Meeting, which were included as Appendix I, and asks whether UPRR structures were added to Maintenance of Traffic. UPRR structures were added to Maintenance of Traffic, as evidenced by the increased cost for the F-B LGA in 10.02.99, Maintenance of Traffic in the October 26, 2017 Cost Estimate Report as compared to the December 8, 2016 Cost Estimate Report.

I006-264

The commenter refers to meeting minutes from the December 19, 2016 FB LGA Engineering Cost Estimate Validation Meeting, which were included as Appendix I, and asks why the quantity of Ballasted Track for the hybrid was revised from 2 to 3.37 miles. This correction amends an error in previous calculations. This correction was made before the calculations presented in the December 8, 2016 Cost Estimate Report and is carried forward in the October 27, 2017 Cost Estimate Report. The miles of Ballasted Track for the F-B LGA remains higher (3.45 miles) than the May 2014 Project.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-265

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding viaduct structures. The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The F-B LGA would be elevated on viaduct for approximately 9.9 miles, whereas the May 2014 Project would be elevated on viaduct for approximately 12.4 miles.

The commenter also asks whether design changes could reduce the cost of the May 2014 Project Track Structure Viaduct. The requirements of the alignment, particularly in the approach to Bakersfield from west to east, dictate the amount of viaduct necessary. This section of viaduct accounts for 8.4 of the 12.4 miles of viaduct along the May 2014 Project, primarily necessary because the approach would include too many road over- or undercrossings to be feasible, if changed to at-grade.

I006-266

The commenter asks why the May 2014 Project includes a Maintenance of Way Facility, referred to in the Draft Supplemental EIR/EIS as a Maintenance of Infrastructure Facility (MOIF), while the F-B LGA does not. The F-B LGA would have a MOIF, which is proposed near Shafter. Refer to Section 2.4.4.1 of the Draft Supplemental EIR/EIS for more information about the F-B LGA MOIF. Estimated costs for this facility are the same as for the May 2014 Project, as shown on line 30.04.010, on page 10 of Appendix E of the October 2017 Cost Estimate Report, or page 24 of the PDF of the October 2017 Cost Estimate Report.

I006-267

The commenter asks why the May 2014 Project includes “Ballasted Track –Yard Track” and “Ballasted Turnout, No. 15,” while the F-B LGA does not. The F-B LGA would include “Ballasted Track –Yard Track” and “Ballasted Turnout, No. 15.” There would be 3.37 route miles of Ballasted Track –Yard Track for the May 2014 Project, and 3.45 route miles for the F-B LGA. Costs for these are similar to costs listed for the May 2014 Project, as shown on line 30.05.110, on page 10 of Appendix E of the October 2017 Cost Estimate Report, or page 24 of the PDF of the October 2017 Cost Estimate Report.

I006-268

The commenter asks why the May 2014 Project includes a “Retaining Wall –1 Wall (6’ Avg. Height)” while the F-B LGA does not. The F-B LGA would include a “Retaining Wall –1 Wall (6’ Avg. Height).” The May 2014 Project would require 27,615 feet of retaining walls with 6-foot average height, while the F-B LGA would require 190 feet of comparable retaining wall. Costs for these are shown on line 40.05.006, on page 11 of Appendix E of the October 2017 Cost Estimate Report, or page 25 of the PDF of the October 2017 Cost Estimate Report.

I006-269

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding Category 20.07, “Automobile, bus, van accessways including roads.” The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The breakdown of items under category 20.07 shows that none of the individual items are required in similar quantities for the May 2014 Project and the F-B LGA, which in part accounts for the difference in overall costs under this category.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-270

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding Category 40.02, "Site Utilities, Utility Relocation." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The breakdown of items under category 40.02 shows that, in particular, Utility Relocation Allowance, Level 6 would be required for 11.94 route miles of the May 2014 Project and 5.42 route miles of the F-B LGA, and Major Utility Relocation, Aerial Transmission Line would be required for 23.91 route miles of the May 2014 Project, while it would only be required for 0.48 route mile of the F-B LGA. These differences account for a large part of the difference in overall costs under this category.

I006-271

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding Category 40.05, "Site Structures Including Retaining Walls, Sound Walls." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The breakdown of items under category 40.05 shows that, in particular, the May 2014 Project would require 27,615 feet of retaining walls with 6-foot average height, while the F-B LGA would require 190 feet of comparable retaining wall. Additionally, Blast Wall (At Stations), Sound Walls, Canal Realignments, and Hydraulic Crossings would all create higher costs for the May 2014 Project than for the F-B LGA. These differences account for a large part of the difference in overall costs under this category.

I006-272

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding Category 40.06 "Temporary facilities and other indirect costs during construction." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable.

I006-273

The commenter asks why there are cost variations between the Hybrid Alignment (May 2014 Project) and the F-B LGA regarding Category 40.07 "Purchase or lease of real estate." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The May 2014 Project would require more land acquisition than the F-B LGA, which accounts for a large part of this variation. Refer to Sections 3.12, 3.13, 3.14, and Appendix 8-A of the Draft Supplemental EIR/EIS for more information about land acquisition.

I006-274

The commenter lists individual highway, pedestrian overpass, and grade separation cost items, asking whether they are included in F-B LGA. Refer to page 11 of Appendix E, page 25 of the PDF. As the alignments are different, some cost items are applicable to the May 2014 Project (lines 40.08.346, 40.08.432, and 40.08.422) and some are applicable to F-B LGA (40.08.425A, 40.08.425B, 40.08.425C, 40.08.425D, 40.08.435A, 40.08.435B, and 40.08.440A). Only one category, 40.08.999, "Maintenance of Traffic," is applicable to both alternatives.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-275

The commenter asks for the distances and costs associated with elevated and at-grade tracks; the commenter also asks for per-mile and aggregate cost estimates of both types of track for both the F-B LGA and the May 2014 Project. Chapter 6 of the Draft Supplemental EIR/EIS was prepared providing the same level of detail as presented in the Fresno to Bakersfield Section Final EIR/EIS. The specific costs the commenter asks for would not, therefore, belong in the Draft Supplemental EIR/EIS chapter. Refer to the October 2017 Cost Estimate Report for this level of detail. In the October 2017 Cost Estimate Report, on pages 23 and 24 of the PDF, 10.01 through 10.14 provide a breakdown of track costs and mileage for the May 2014 Project and the F-B LGA.

There are 27 different types of elevated track in the Cost Estimate for F-B LGA, and 21 different types for the May 2014 Project. Each type has its own unit price. Equally, there are a large number of different at-grade track types, with different unit prices. The Cost Estimate Report provides this breakdown.

I006-276

The commenter states that the stations for the May 2014 Project and the F-B LGA are supposed to be comparable facilities and requests an explanation for the $10 million cost difference.

Refer to the October 2017 Cost Estimate Report for details, available from the Authority upon request. In the October 2017 Cost Estimate Report, on page 24 of the PDF, 20.02 through 20.07 provide a breakdown of station area costs for the May 2014 Project and the F-B LGA. Station building costs, according to category 20.02, are the same. The cost difference comes from pedestrian and bike access, landscaping, parking lots, and accessways including roads for automobile, bus, and vans. In particular, the May 2014 Project would require significantly more roadway modifications and refurbished paving than the F-B LGA. 20.07 “Automobile, bus, van accessways including roads” shows an approximately $6,545,730 difference between the May 2014 Project and the F-B LGA, primarily in items 20.07.010 “Roadway Modification New AC Paving” and 20.07.035 “Roadway Modification, Refurb AC Paving (including Curb &Sidewalk).” Costs for pedestrian or bike access and accommodation, landscaping, and parking lots for the F-B LGA are also lower than the May 2014 Project. 40.08.435A and 40.08.435B on page 25 of the 2017 Cost Estimate Report include the two planned pedestrian overcrossings for station access. These values total approximately $844,907, less than the approximately $1,841,538 for the May 2014 Project’s comparable 20.06 “Pedestrian/bike access and accommodation, landscaping, and parking lots for the May 2014 Project.”

Refer to Appendix D of the 2017 Cost Estimate Report (page 12 of the PDF) for Allocated Contingency calculations, which are based on the total allocated costs. For 20 “Stations, Terminals, Intermodal,” the May 2014 Project’s higher station costs (approximately $8,387,268 higher) means that the allocated contingency for the May 2014 Station is also higher, by approximately $2,096,817. When summed the total difference in station costs between the May 2014 Project and the F-B LGA is approximately $10,475,085, as reflected in Table 6-1 of the Draft Supplemental EIR/EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-277

The commenter asks for an explanation of the cost difference between the May 2014 Project and the F-B LGA given that the F-B LGA would impact large commercial and industrial facilities, including some with identified hazardous materials. Refer to the October 2017 Cost Estimate Report for details.

In the October 2017 Cost Estimate Report, on pages 24 and 25 of the PDF, 40.01-40.08 provide a breakdown of Site Work, Right-of-Way, Land, and Existing Improvements costs for the May 2014 Project and the F-B LGA. In particular, the May 2014 Project would require significantly more route miles of 40.02.060 "Major Utility Relocation, Aerial Transmission Line," more 40.05.006 "Retaining Wall –1 Wall (6' Average Height)," more 40.05.212 "Sound Wall –1 Wall (16' Average Height),", and more 40.07 "Purchase or lease of real estate." There are other categories for which F-B LGA costs are higher, such as 440.02.004 "Utility Relocation Allowance, Level 4," 40.05.404 "Canal Realignments (155' x 10' Trench)," and 40.08 "Highway/pedestrian overpass/grade separations." There are also several categories that have roughly similar costs for both the May 2014 Project and the F-B LGA, such as 30.05 "Yard and yard track," 20.02 "Station Buildings: Joint use (commuter rail, intercity bus)." Cost estimates for hazardous materials are also included in the Cost Estimate Report: 40.03.105 "Hazardous Material Removal Allowance, Medium" shows that costs for hazardous material removal would be similar for both alternatives.

I006-278

The commenter asks why there are cost variations between the May 2014 Project and the F-B LGA regarding line "50: Communications and Signaling." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The May 2014 Project is 0.81 mile longer than the F-B LGA, resulting in slightly higher costs for communications and signaling.

I006-279

The commenter asks why there are cost variations between the May 2014 Project and the F-B LGA regarding line "60: Electric Traction." The May 2014 Project and the F-B LGA follow different alignments and involve different construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The May 2014 Project is 0.81 mile longer than the F-B LGA, resulting in slightly higher costs for electric traction.

I006-280

The commenter asks why there are cost variations between the May 2014 Project and the F-B LGA regarding line "80: Professional Services." The May 2014 Project and the F-B LGA follow different alignments and involve different design requirements, construction footprints, structures, viaducts, etc. That the costs associated with each alignment would be different is inevitable. The May 2014 Project has higher costs associated with Final design, construction administration and management, and legal fees, permit fees, and fees for review by other agencies, cities, etc., than the F-B LGA, resulting in higher costs altogether.

I006-281

The commenter asks why line "90: Unallocated Contingency" shows higher costs for the May 2014 Project than for the F-B LGA. The unallocated contingency represents approximately 3.9 percent of the total cost estimate for each alignment. The differences between the May 2014 Project and F-B LGA unallocated contingencies are proportionate to the differences in cost estimates for the total alignments.

I006-282

The commenter asks for the costs associated with constructing the interchange at F Street and Golden State Avenue. Refer to the October 2017 Cost Estimate Report for this level of detail. In the October 2017 Cost Estimate Report, on page 25 of the PDF, 40.08.425A provides a cost estimate for the interchange equaling $44,970,428.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-283

The commenter cites a statement from Chapter 6 of the Supplemental EIR/EIS, which states that environmental mitigation costs are estimated at approximately 1 percent of the capital cost, given potential project impacts and typical mitigation costs in the region. The commenter asks whether this is an appropriate methodology, and points out that the May 2014 Project impacts more residential land uses and the F-B LGA impacts more commercial and industrial land uses.

The mitigation costs are not determined by taking 1 percent of the capital costs; this is not the methodology used to estimate the environmental mitigation costs. As the statement from Chapter 6 explains, the environmental mitigation costs were calculated based on potential project impacts and typical mitigation costs in the region. The total that was estimated for environmental mitigation was then compared to the total capital cost for the project, and was found to be approximately 1 percent. In fact, as the commenter compares the differing impacts of the May 2014 Project and the F-B LGA, it may be useful to point out that the F-B LGA's environmental mitigation costs are estimated to be, more specifically, 0.83 percent of capital costs, the May 2014 Project's environmental mitigation costs are estimated to be 0.72 percent of capital costs for that alignment.

While the F-B LGA and the May 2014 Project have differing impacts, the potential project impacts are accounted for in the cost estimates prepared for environmental mitigation. Refer to page 25 of the PDF, page 11 of Appendix E, of the October 2017 Cost Estimate Report for details about the environmental mitigation cost estimates for the May 2014 Project and the F-B LGA.

I006-284

The commenter cites a statement from Chapter 6 of the Draft Supplemental EIR/EIS, which states that "HSR service during Phase 2 would extend to Sacramento and San Diego after" and requests that this statement be updated per the most recent business plan. The commenter has not included the full sentence, which reads "HSR service during Phase 2 would extend to Sacramento and San Diego starting after 2025." This statement is per the 2016 Business Plan, which was the most recent plan at the time of the preparation of the Draft Supplemental EIR/EIS. In particular refer to page 100 of the 2016 Business Plan, which, under the heading "BY 2025 AND BEYOND, WE ENVISION THAT:" lists "Planning and project development work will continue, leading to eventual construction of Phase 2 extensions to Sacramento and San Diego."

Following the circulation of the Draft Supplemental EIR/EIS, the Authority released the Draft 2018 California HSR Business Plan (Authority 2018), which was made available for review on the Authority's website on March 9, 2018. While the 2018 Business Plan does not identify an anticipated service date for Phase 2 of the HSR System, the current estimate of completion for Phase 1 is 2033; therefore, the statement included in the Draft Supplemental EIR/EIS (i.e., Phase 2 service starting after 2025) is still accurate. No changes have been made to the Final Supplemental EIS in response to this comment.

I006-285

The commenter cites a footnote from Chapter 6 of the Draft Supplemental EIR/EIS, which states "The May 2014 Project includes a curve that limits operating speed through the City of Bakersfield. This curve is needed to avoid specific critical community features as identified by the City. The F-B LGA does not require an operating speed limiting curve to avoid community features critical to the City of Bakersfield." The commenter then asks why "this mitigation measure" was not considered sufficient to address the City of Bakersfield's claimed impacts. The curve found in the May 2014 Project was a design feature, and not a mitigation measure. Further, though the curve allows the alignment to avoid certain community features, the fact remains that the May 2014 Project would still impact other community features, as outlined by the City of Bakersfield in the legal settlement and development of the F-B LGA.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-286

The commenter asks why the costs in Table 6-4 in Chapter 6 of the Draft Supplemental EIR/EIS are higher than costs in Table 6-5. Table 6-4, titled "Annual 2035 Operating and Maintenance Costs Apportioned to the Fresno to Bakersfield Section (2010 $millions)," shows operating and maintenance costs for the entire Fresno to Bakersfield alignment, as described in the text immediately preceding the table. Table 6-5, titled "Annual 2035 Operating and Maintenance Costs Apportioned to the May 2014 Project and F-B LGA," shows operating and maintenance costs for the May 2014 Project and the F-B LGA. As stated in Chapter 6, "The May 2014 Project and the F-B LGA have approximately the same number of trainset miles, stations, and route miles. Therefore, O&M costs for each of these alignments are considered to be the same."

Costs shown in Table 6-4 are higher because they represent the whole Fresno to Bakersfield Section, as stated in the text. Only Table 6-5 shows costs for the May 2014 Project and the F-B LGA specifically.

I006-287

The commenter requests confirmation that Tables 6-4 and 6-5 were calculated using the same inflation-adjusted currency year and that both were developed by extrapolating from the data in Table 6-3, as described in the text of Chapter 6 of the Draft Supplemental EIR/EIS. Both tables were prepared using 2010 inflation-adjusted currency. A parenthetical statement has been added to the title of Table 6-5 to match Tables 6-3 and 6-4 and to clarify the currency year used in preparation of the table. The parenthetical addition is as follows "(2010 $millions)."

I006-288

The commenter cites a paragraph from Chapter 6 of the Supplemental EIR/EIS. which explains that operation and maintenance costs for the May 2014 Project and the F-B LGA would be approximately the same, given that they have approximately the same number of trainset miles, stations, and route miles. The paragraph goes on to explain how the operation and maintenance costs were extrapolated from the data in Table 6-3. The commenter asks why "the costs differ so significantly from infrastructure that is comparatively the same," and requests that numbers given be checked and explained. The commenter seems to be referring to Tables 6-4 and 6-5.

Table 6-4, titled "Annual 2035 Operating and Maintenance Costs Apportioned to the Fresno to Bakersfield Section (2010 $millions)," shows operating and maintenance costs for the entire Fresno to Bakersfield alignment, as described in the text immediately preceding the table. Table 6-5, titled "Annual 2035 Operating and Maintenance Costs Apportioned to the May 2014 Project and F-B LGA," shows operating and maintenance costs for the May 2014 Project and the F-B LGA. As stated in Chapter 6, "The May 2014 Project and the F-B LGA have approximately the same number of trainset miles, stations, and route miles. Therefore, O&M costs for each of these alignments are considered to be the same."

Costs shown in Table 6-4 are higher because they represent the whole Fresno to Bakersfield Section, as stated in the text. Only Table 6-5 shows costs for the May 2014 Project and the F-B LGA specifically.

Therefore the costs for infrastructure that is approximately the same are not different, and are in fact reported as the same in Table 6-5.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-289

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Oil fields located along the project alignment and in the vicinity of the alignment are assessed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, of the Draft Supplemental EIR/EIS. As shown in Figure 3.9-7 of the Draft Supplemental EIR/EIS (page 3.9-19), there are four oil fields located along the project alignment, including: Fruitvale Oil Field, Kern Front Oil Field, Rosedale Oil Field, and North Shafter Oil Field. Potential impacts related to the presence of oil fields are addressed under Impact GSSP #5, Encountering Mineral and Energy Resources during Construction and Loss of Availability of Known Mineral or Energy Resources of Statewide or Regional Significance (Draft Supplemental EIR/EIS, page 3.9-27) and would be less than significant.

No revisions to the Final Supplemental EIS are necessary based upon this comment.

I006-290

The paragraph cited in the comment summarizes the public's and agencies' concerns and comments about the Preferred Alternative prior to the development of the F-B LGA. Refer to Volumes IV, V, and VI of the Fresno to Bakersfield Section Final EIR/EIS for a complete listing of commenters and their comments.

I006-291

A transcript of the public hearing held on December 19, 2017 was prepared. All oral and written comments made during the hearing have been responded to in the Final Supplemental EIS and are included in Volume IV. The transcript requested by the commenter is available in Chapter 25 of this Final Supplemental EIS.

I006-292

Refer to Standard Response FB-LGA-Response-GENERAL-01: Alternatives.

The statement referenced by the commenter was included in the Draft Supplemental EIR/EIS, Chapter 8. The City of Bakersfield's support for the F-B LGA was referenced because the city had expressed their support at the time the Draft Supplemental EIR/EIS was prepared, whereas the City of Shafter and Kern County had not documented support or opposition. Since that time the City of Shafter and Kern County have provided comments on the Draft Supplemental EIR/EIS. The City of Shafter's comments are included as Submission L001 in Chapter 22 of this Final Supplemental EIS, and Kern County's comments are included as Submissions L003 and L004 in Chapter 22 of this Final Supplemental EIS.

Refer to the Checkpoint C Summary Report for information pertaining to the public interest. The Checkpoint C Summary Report states, "Under Section 404 of the Clean Water Act, the decision made by the USACE of whether to issue a permit for discharge of dredged or fill material is subject to a “public interest review” involving the evaluation of the probable impact, including cumulative effects, of a proposed activity/LEDPA on factors such as property ownership, local land use, and the needs and welfare of the people affected by the proposal (33 C.F.R. Sections 320.4[a], [g], and [j]). Federal guidance further identifies the importance of both local and state land use decisions, indicating that local and state land use decisions should typically be afforded deference, unless there are significant issues of national importance (33 C.F.R. 320.4[j][2]). This guidance thus directs USACE to consider local land use preferences and adopted policies as well as local economic effects in evaluating permits."

I006-293

Refer to Response to Comment I006-289 in Chapter 24 of this Final Supplemental EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-294

The commenter cites a summary which states that the F-B LGA would result in a greater number of business relocations in the city of Shafter and community of Oildale than the May 2014 Project would, but that the F-B LGA would result in fewer business relocations in the city of Bakersfield and in unincorporated Kern County than the May 2014 Project. The commenter points out that Oildale is in unincorporated Kern County, and requests and explanation of this perceived inconsistency.

The F-B LGA would result in more business relocations in Oildale than the May 2014 Project, as the May 2014 Project would not result in any business relocations in Oildale. However, in terms of the number of business relocations in all of unincorporated Kern County, the F-B LGA would not result in as many business relocations as the May 2014 Project.

I006-295

Refer to Response to Comment I006-289 in Chapter 24 of this Final Supplemental EIS.

I006-296

The commenter cites several former elected officials listed as recipients of the Draft Supplemental EIR/EIS in Chapter 10 of the Supplemental EIR/EIS. The commenter asks why these former elected officials were included rather than the current seat-holders. The commenter requests that a revised Draft Supplemental EIR/EIS be redistributed to a correct list of elected officials, and requests that the public comment period be extended to allow these elected officials the opportunity to comment.

According to the official distribution list created and maintained for the Draft Supplemental EIR/EIS, the current seat-holders, and not the former seat-holders, were recipients. This is true for all of the cases cited by the commenter, including Senator Kamala Harris, Assemblymember Vince Fong, and Bakersfield Mayor Karen Goh. Chapter 10 in the Final Supplemental EIS has been revised to reflect the actual distribution of the Draft Supplemental EIR/EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-297

The commenter questions whether any Supplemental EIR/EIS preparers have financial or real property interests in the affected jurisdictions, or if the preparers are under contract with the affected jurisdictions. The Authority compared the list of preparers versus the list of property owners of the affected properties. There does not appear to be any overlap between the preparers and the property owners. The names in the list of preparers were cross-referenced with the list of owners of affected properties. The Authority did not research the individual owners in the case of corporate ownership. However, businesses where the company name included the last name of one of the preparers were flagged. These companies include the following:

Morales Rosalio and Concepcion
GOMEZ ROMAN MORALES &MORALES LOURDES DE

Gomez Nora Idalia
GOMEZ ROMAN MORALES &MORALES LOURDES DE

Both Jeff Morales and Diana Gomez are shown in the list of preparers. Based on the names of ownership of the above-referenced companies, the Authority has determined that the preparers listed in Chapter 11 of the Draft Supplemental EIR/EIS do not have real property interests in affected properties along the alignment.

I006-298

The commenter cites a number of references listed in Chapter 12 of the Draft Supplemental EIR/EIS which are, with one exception, personal communications that were used in the preparation of the Draft Supplemental EIR/EIS. The commenter states that these documents are not publicly available and requests that copies are included as an appendix in the final environmental document to "allow the public to comment as part of a revised draft EIR/EIS."

All source documents used in the preparation of the Draft Supplemental EIR/EIS, Final Supplemental EIR, and Final Supplemental EIS are available by request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority's website.

The Authority encourages written requests submitted via email to records@hsr.ca.gov.

To send a written request via postal mail:
California High-Speed Rail Authority
Marie Hoffman/Public Records Officer
770 L Street, Suite 620 MS1
Sacramento, CA, 95814

Written requests should include details that will enable staff to identify and locate the requested records. The request should include a telephone number where you can be reached to discuss the request if we need additional information to locate records for you.

Within 10 days from the date the request is received, the Authority will make a determination on the request and will notify the requester of its decision. If the determination cannot be made within 10 days due to unusual circumstances as defined in Government Code section 6253.1, the Authority will notify the requesting person of the reasons for the delay and the date when the determination will be issued. No such notice shall specify a date that results in an extension of more than 14 days.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-299

The commenter states that the ridership forecasts used in the development of the F-B LGA differ from the 2016 California HSR Business Plan, citing Exhibit 7.1 in the 2016 Business Plan as an example.

The F-B LGA Transportation Analysis Technical Report (Authority and FRA 2017) includes analysis of station access and takes into account access via different modes including, buses, bicycle, and pedestrians. The ridership forecasting model used to generate trip generation forecasts for the Draft Supplemental EIR/EIS is described in Chapter 2, Section 2.5 of the Fresno to Bakersfield Section Final EIR/EIS and was prepared by Cambridge Systematics. The model has three basic components: trip frequency/group size; destination; and choice of mode. As identified in the Draft Supplemental EIR/EIS, the F-B LGA would result in the same estimates in terms of ridership when compared to the May 2014 Project.

As described in Section 2.7 of the Draft Supplemental EIR/EIS, the travel demand and ridership forecasts discussed in the Fresno to Bakersfield Section Final EIR/EIS were applied to the F-B LGA to provide a comparison of effects between the F-B LGA and May 2014 Project. Exhibit 7.1 in the 2016 Business Plan, as referenced by the commenter, reflects a 2035 Phase I ridership ranging between 31.1 million and 53.2 million. Table 2-2 in Section 2.7 of the Draft Supplemental EIR/EIS indicates that the Phase I range of ridership forecasts in 2035 is 40.2 million to 57.0 million, which is higher than the ridership reflected in Exhibit 7.1 in the 2016 Business Plan. The Draft 2018 California HSR Business Plan reflects a slightly lower anticipated ridership than the 2016 Business Plan. Therefore, the Draft Supplemental EIR/EIS reflects a conservative assumption of ridership. Furthermore, as stated in Table 2-2 of the Draft Supplemental EIR/EIS, full system ridership (i.e., operation between Sacramento, San Diego, San Francisco, and Anaheim) was assumed for the Fresno to Bakersfield Section to provide a "worst-case" scenario (69.3 million to 98.2 million passengers annually). As identified in the Draft Supplemental EIR/EIS, the F-B LGA would result in the same estimates in terms of ridership when compared to the May 2014 Project.

I006-300

The commenter states that the benefits from the May 2014 Project are not directly analogous to the F-B LGA. The commenter cites the proximity of the Truxtun Avenue Station to the Rabobank Convention Center and Arena, and the potential for intermodal transit connections with the existing Amtrak station, and notes that the F Street Station would be approximately 2 miles from those same facilities. The commenter asks how the benefits analysis accounts for these differences, and how this was factored into traffic models.

The benefits discussed in the quote cited by the commenter include "reduced VMT, reduced energy use for transportation, and reduced air pollution from transportation sources, including reduced emissions of GHGs." Both the May 2014 Project and the F-B LGA would result in these benefits, regardless of station locations. HSR is a mode, not an attraction. The attractions mentioned have their purpose that brings patrons (e.g., arena events, court dates, etc.). The HSR is simply the mode (like passenger car, bus, bike or walking) to convey people 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. 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.

The commenter expresses concerns about the distance between the downtown core and the F Street station and pedestrian access/walkability, and the potential for this distance to impact the availability of project benefits.

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,

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-300

open space, storage and warehouse, light industrial, commercial, and residential uses (Exhibit GENERAL-5.1).

The City of Bakersfield prepared a Vision Plan for the HSR Station Area in coordination with the Authority. The May 2018 Making Bakersfield Station Area Vision Plan includes an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages the physical development of the station area, and enhances the community's sustainability by encouraging infill development and multimodal connectivity, in particular transit-, pedestrian-, and bicycle-oriented connectivity. The Vision Plan includes phased development priorities (see Chapter 4 of the Vision Plan), a regional transit center located at the F Street Station, and a potential shuttle or other transport options between the F Street Station/Transit Center and the Downtown Bakersfield Amtrak Station. Pedestrian and bicycle connections with local trails (Kern River Parkway and Mill Creek Linear Park) and streets are also included in the Vision Plan (see in particular sections 3.3 and 3.4 of the Vision Plan). The Vision Plan will build on existing planning efforts to create a vision for the development and revitalization of Downtown Bakersfield in conjunction with the HSR. Intermodal connectivity would be developed for the F Street Station, allowing for ease of access to the facilities listed by the commenter.

I006-301

The operational analysis in the Draft Supplemental EIR/EIS is consistent with that prepared for the May 2014 Project as it evaluates GHG-related impacts in the context of the entire Fresno to Bakersfield Section alignment. Both project alternatives would affect long distance, city-to-city vehicular travel along freeways and highways throughout the state, and long distance, city-to-city aircraft takeoffs and landings. Both the Draft Supplemental EIR/EIS and the Final EIR/EIS include analysis of operational GHG emissions from on-road vehicles and use average, daily vehicle miles traveled (VMT) estimates and associated average daily speed estimates for each affected county. Both the May 2014 Project and the F-B LGA would result in a net statewide reduction in on-road VMT (including from autos and light-duty trucks) and a net statewide GHG reduction. In addition, both project alternatives would help the state meet the GHG emissions reduction goals established by AB 32, SB 32, and EO B-30-15. The specific station location, F-B LGA or May 2014 Project, would not change the beneficial impact identified in both the Final EIR/EIS and the Draft Supplemental EIR/EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-302

The commenter requests to know what the increased air pollution and GHG emissions from new vehicular traffic of high-speed rail riders connecting between a F-B LGA Station and other regional facilities.

Per Section 3.3.3:

The methods for evaluating impacts are intended to satisfy the federal and state requirements, including NEPA, CEQA, and general conformity. In accordance with CEQA requirements, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project. Those conditions, in turn, 'will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.' (CEQA Guidelines Section 15125[a])

For a project such as the HSR project that would not commence operation of HSR service for almost 10 years and would not reach full operation for almost 25 years, use of only existing conditions as a baseline for air quality impacts would be misleading. It is more likely that existing background traffic volumes (and background roadway changes from other programmed traffic improvement projects) and vehicle emission factors would change between today and 2020/2035 than it is that existing conditions would remain unchanged over the next 10 to 25 years. For example, RTPs include funded transportation projects programmed to be constructed by 2035. To ignore that these projects would be in place before the HSR project reaches maturity (i.e., the point/year at which HSR-related traffic emissions reaches its maximum), and to evaluate the HSR project's air quality impacts ignoring that these RTP improvements would change the underlying background conditions to which HSR project traffic would be added, would be misleading because it would represent a hypothetical comparison.

Therefore, the air quality analysis for operations uses a dual-baseline approach. That is, the HSR project's air quality impacts are evaluated both against existing conditions and against background (i.e., No Project) conditions as they are expected to be in 2035.

Section 3.3.6 of the Fresno to Bakersfield Final EIR/EIS (Authority and FRA 2014a: pages 3.3-13 through 3.3-36) provides further detail on the methods used for evaluating potential impacts on air quality, including developing study areas, background review, and establishing a reasonable baseline for analysis.

I006-302

and establishing a reasonable baseline for analysis.

Additionally, 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, court cases, etc.). The HSR is simply the mode (like passenger car, bus, bike or walk) to convey passengers 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.

I006-303

The commenter states that the removal of the intermodal rail connection from the F-B LGA prevents it from having the same benefit as the May 2014 Project.

It should be noted that on the prior page, 1-B-4 of the Draft Supplemental EIR/EIS:

The F-B LGA Supplemental EIR/EIS Air Quality section analysis is based on the premise that the relocation of the Bakersfield station from Truxtun Avenue to F Street will not have appreciable regional effects on mobility and origin/destination linkages. While a small fraction of individual trips may result in differing trip durations (longer or shorter trips) as a result of the relocated station, the regional change is negligible. Regional shifts in mobility affecting air quality as a result of HSR are similar if not the same when comparing the May 2014 Project to the F-B LGA.

As such, no revisions have been made to the Final Supplemental EIS in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-304

A number of technical appendices included as part of the Fresno to Bakersfield Section Final EIR/EIS have not been updated for the Draft Supplemental EIR/EIS because the information contained within the technical appendix remains applicable to the F-B LGA and revisions were determined to be unnecessary. Appendix 2-C did not require an update for the F-B LGA analysis and therefore is not included in Volume II Changes to the Draft Supplemental EIR/EIS (Errata). To review the appendix in its entirety, refer to the Authority's Final EIR/EIS: Fresno to Bakersfield website.

The May 2014 Appendix 2-C Operations and Service Plan Summaries does not include costs of operations and maintenance, and as such, no adjustments/revisions were made to the methodologies contained within Appendix 2-C of the Draft Supplemental EIR/EIS.

I006-305

The commenter requests that the version of each applicable design standard for both the May 2014 and the F-B LGA be provided.

As noted in Appendix 2-D, Applicable Design Standards, in the Fresno to Bakersfield Section Final EIR/EIS, there are numerous design standards that the HSR will need to comply with. Since design of the HSR is ongoing and because the project must always comply with the latest design standards it is not possible to state what the Final 100% Plans Specifications and Estimates design for the Authority approved Bakersfield alignment alternative will be at this time. Furthermore, because these design standards are part of either the advisory process for local and regional agencies required by law, including the precise design standard for the current design is neither feasible nor warranted to provide an adequate environmental analysis in the Draft Supplemental EIR/EIS. As such, no revisions to Appendix 2-D have been made in response to this comment.

I006-306

Refer to Section 3.1.3.3 for a discussion of the methods by which impacts were evaluated in the Draft Supplemental EIR/EIS. Refer to Response to Comment I006-305 in Chapter 24 of this Final Supplemental EIS. The standards referenced in the Fresno to Bakersfield Section Final EIR/EIS were utilized for the EMF/EMI analysis in the Draft Supplemental EIR/EIS to provide an apples-to-apples comparison between the F-B LGA and the May 2014 Project.

I006-307

The commenter asks whether any of the design standards listed in Appendix 2-D have been updated since 2014.

Refer to Section 3.1.3.3 for a discussion of the methods by which impacts were evaluated in the Draft Supplemental EIR/EIS. As noted in Appendix 2-D, Applicable Design Standards, in the Fresno to Bakersfield Section Final EIR/EIS, there are numerous design standards that the HSR will need to comply with. Since design of the HSR is ongoing and because the project must always comply with the latest design standards, whether these have been updated since 2014 is irrelevant to the analysis of the individual alignments. Furthermore, because these design standards are part of either the advisory process for local and regional agencies required by law, including the precise design standard for the current design is neither feasible nor warranted to provide an adequate environmental analysis in the Draft Supplemental EIR/EIS. The standards referenced in the Fresno to Bakersfield Section Final EIR/EIS were utilized in the Draft Supplemental EIR/EIS to provide an apples-to-apples comparison between the F-B LGA and the May 2014 Project. As such, no revisions to Appendix 2-D have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-308

The Draft Supplemental EIR/EIS evaluates a Maintenance of Infrastructure Facility (MOIF) for both the May 2014 Project and the F-B LGA, as described in Chapter 2 of the Draft Supplemental EIR/EIS. For both alternatives, the MOIF would be sized and outfitted to support the maintenance of infrastructure requirements for 75 miles of HSR system track in either direction. The footprint for the May 2014 Project MOIF is 38 acres, as shown on Drawing Number CB1466 of the Volume III Alignment Plans (Section B Alignment Plans, Part 2 of 2 [File 3 of 5]) for the Fresno to Bakersfield Section Final EIR/EIS, available on the Authority's website. The MOIF for the F-B LGA is 50.95 acres. The figures included in the Draft Supplemental EIR/EIS suggest that the May 2014 Project MOIF is larger; however, the May 2014 Project MOIF appears larger due to the realignment of Santa Fe Way, as shown on Drawing Number CR1905 in the Volume III Roadway and Grade Separation Plans (Section D, Part 2 of 2 [File 4 of 6]). Thus, as depicted in the figures included in the Draft Supplemental EIR/EIS, the environmental footprint in the vicinity of the May 2014 Project includes the MOIF, realigned road around the perimeter of the MOIF, and the property between them. Therefore, the Draft Supplemental EIR/EIS analyses included similarly sized MOIF facilities for the May 2014 Project and F-B LGA.

I006-309

The commenter refers to Appendix 2-F, which is a Flysheet linking to Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to the Appendix 2-F prepared for the Final EIR/EIS. The commenter states that the information contained in the interim use section of this appendix is not applicable to the F-B LGA.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-310

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to the Appendix 2-F prepared for the Final EIR/EIS. The commenter refers to a statement which explains that ICS track infrastructure would be built near the location of the Shafter HMF site. The commenter indicates that the Shafter HMF site is not located along the F-B LGA alignment, and that the F-B LGA alignment does not pass through or near an Amtrak station. The commenter asks how the interim use plan, which the commenter states is specific to the May 2014 Project, is applicable to the F-B LGA. The commenter asks how trains will be shifted between the F-B LGA alignment and the indicated interim station. The commenter asks how Amtrak will use the F Street Station. The commenter asks what the economic implications would be to the EJ community and the local neighborhood in proximity to the existing Amtrak station if Amtrak service is moved to a different site.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-311

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter asks about noise levels modeled for receptor sites along the F-B LGA, how many sites were included, and where the analysis specific to the F-B LGA can be found. The noise analysis for the F-B LGA is located in Section 3.4 of the Draft Supplemental EIR/EIS and the F-B LGA Noise and Vibration Technical Report. A total of 8,665 receptors representing 13,672 land uses were included in the noise analysis.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-312

Page 3.3-35 of the Supplemental EIR/EIS includes a summary of the total emission changes due to the HSR system operation. As identified in the Supplemental EIR/EIS, the F-B LGA would result in similar estimates in terms of ridership, regional vehicle travel, aircraft, and power plants, and direct project operational emissions from HSR stations, maintenance facilities, and train movements. The VMT, aircraft, and power plant demands were estimated based on a statewide assessment of the HSR System. VMT estimates, aircraft takeoff and landing estimates, and the electrical demand associated with the Fresno to Bakersfield Section of the statewide analysis are applicable to both the May 2014 Project and the F-B LGA, as the Fresno to Bakersfield Project would have the same operational emission estimates under the May 2014 Project and the F-B LGA as ridership would be the same for both options. Therefore, operational emissions estimates would be similar to those identified in the Fresno to Bakersfield Section: Air Quality Technical Report. The emission changes are shown in Table 3.3-13 of the Draft Supplemental EIR/EIS.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-313

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter asks what would happen in terms of land use for both the existing Amtrak Station and the F Street Station if Amtrak service was moved to the F Street Station for interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-314

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Table 2-F-6 and Table 2-F-7, asking how many acres of farmland would be impacted during interim use for the F-B LGA, and what the impacts on agriculture would be. The commenter asks whether the Authority is stating that the May 2014 Project and the F-B LGA would have identical impacts on agriculture during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-315

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Table 2-F-8 and asks which parks would be impacted by the F-B LGA during interim use. The commenter refers specifically to the Kern River Parkway and Weill Park.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-316

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter notes that the analysis in the Final EIR/EIS Appendix 2-F is based on five of six daily Amtrak trains currently operating. The commenter states that there are currently 7 daily Amtrak trains, and asks for an explanation of this discrepancy.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-317

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter notes that the interim use plan as presented in the Final EIR/EIS Appendix 2-F is designed for alignments analyzed in the Final EIR/EIS. The commenter asks what the interim use plan for F-B LGA would be, what station would be used, and what would happen to the existing Bakersfield Amtrak station if service was moved during interim use.

The commenter asks what economic impacts and subsequent mitigation of those impacts might be if the existing Bakersfield Amtrak Station was closed and Amtrak service was relocated to the F Street Station. The commenter asks where trains would shift between HSR and conventional rail tracks.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-318

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Tables 2-F-3, 2-F-4, and 2-F-5 and asks what the impacts on Terrestrial Wildlife Habitat Types, Special-Status Plant Communities, and Wetlands and Jurisdictional Waters would be for the F-B LGA alignment during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-319

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter queries the ICS construction and operational land use impacts for the F-B LGA.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-320

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that “Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS” (page 2-F-1). The commenter refers to Table 2-F-7 and asks what the impacts to Agricultural Lands would be for the F-B LGA alignment during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board’s and FRA’s approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-321

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that “Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS” (page 2-F-1). The commenter refers to Table 2-F-8 and asks what the impacts to Parks and Recreational Resources would be for the F-B LGA alignment during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board’s and FRA’s approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-322

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that “Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS” (page 2-F-1). The commenter refers to Table 2-F-9 and asks what the Visual Quality Changes impacts and impacts at Key Viewpoints would be for the F-B LGA alignment during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board’s and FRA’s approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-323

Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS addresses "Potential Interim Service on the Initial Construction Segment [ICS]." The appendix states that because interim use would use the same track "...analyzed in the environmental documents already, construction impacts that stem from ground disturbance or 'footprint' impacts (e.g., biological resources, agricultural land conversion, etc.) would be the same for HST service (already evaluated in both the MF EIR/EIS and this FB EIR/EIS) as this interim use service." The interim service would operate from a point south of the Madera Amtrak Station to the vicinity of the Shafter HMF site, therefore, none of the National Register of Historic Places and/or California Register of Historical Resources-eligible historic properties or historical resources in the City of Bakersfield would be affected by this service.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board’s and FRA’s approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-324

The commenter refers to Appendix 2-F, which is a Flysheet linking to the Appendix 2-F prepared for the Final EIR/EIS. The Flysheet states that "Appendix 2-F did not require an update for the F-B LGA analysis and therefore is not included in Volume II of the Fresno to Bakersfield Section Draft Supplemental EIR/EIS" (page 2-F-1). The commenter refers to Figure 1 and asks where the F-B LGA alignment is depicted, and where the tie-ins for the F-B LGA would be located during interim use.

Interim service was evaluated in Appendix 2-F of the Fresno to Bakersfield Section Final EIR/EIS. At the time that the Final EIR/EIS was developed the Authority had not decided on an approach to procuring the Design-Build project. Subsequent to the Board's and FRA's approval the Authority procured Construction Package 4, which stopped north of Shafter and not at 7th Standard Road as was approved by the Authority. An interim service plan would locate platforms in Construction Package 4. The construction footprint for interim service would not differ significantly from the construction footprint in the Construction Package 4 alignment. Construction impacts and operational effects from interim service would be similar to those that were evaluated in Appendix 2-F. Any further changes to the construction footprint or potential impacts would be subject to the CEQA/NEPA reexamination process.

I006-325

The commenter cites Appendix 2-G: Fresno to Bakersfield Mitigation Monitoring and Enforcement Plan and asks where the mitigation measures specific to F-B LGA are to be found. This appendix is specific to the Fresno to Bakersfield Section, and does not include any new measures based on the analysis in the Draft Supplemental EIR/EIS. An MMEP will be prepared as part of the NEPA Supplemental Record of Decision. Any mitigation measures required for the F-B LGA can be found in the resource sections of the Draft Supplemental EIR/EIS.

I006-326

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-327

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The commenter also states that the May 2014 Project MOIF is 28 acres. The footprint for the May 2014 Project MOIF is 38 acres, as shown on Drawing Number CB1466 of the Volume III Alignment Plans (Section B Alignment Plans, Part 2 of 2 [File 3 of 5]) for the Fresno to Bakersfield Section Final EIR/EIS, available on the Authority's website.

I006-328

Due to the high speed of the HSR, the design requires long sweeping turns instead of sharper/shorter turns that are used for freight/passenger rails, and in some areas both the May 2014 Project and F-B LGA required deviation from transportation corridors. The May 2014 Project follows the BNSF corridor and deviates from this corridor in the City of Bakersfield for approximately 3.95 miles, until it turns and parallels the BNSF corridor in the vicinity of Commerce Drive in Bakersfield leading to the Truxtun Avenue Station. The F-B LGA follows the BNSF corridor and deviates in the vicinity of Cherry Avenue, just southeast of Shafter, for 7.29 miles until it reaches Verdugo Lane where it turns again and parallels the UPRR corridor through the F Street Station to the terminus of the F-B LGA alignment in East Bakersfield. The F-B LGA deviates from existing transportation corridors for a longer stretch, through rural, mostly agricultural land, while the May 2014 Project deviates from existing transportation corridors through the City of Bakersfield.

Refer to Section 3.3.6.1 of the Draft Supplemental EIR/EIS for a discussion of the General Conformity determination associated with the F-B LGA.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-329

Tables showing the F-B LGA noise impacts are located in Appendix 3.4-B. The tables in Appendix 3.4-B present the noise impact data from the long-term and short-term noise level measurements. A detailed side-by-side comparison of the May 2014 Project and the F-B LGA would not provide a meaningful comparison because of differences in the HSR alignments, different noise measurement locations, and differing outdoor noise-sensitive spaces along both alignments based on receipt of permissions to enter. Note that Appendix 3.4-A provides information for each of the alternatives in the Fresno to Bakersfield Section Final EIR/EIS but does not provide the type of side-by-side comparison requested by the commenter. A general side-by-side comparison of the May 2014 Project and F-B LGA is discussed in Appendix 8-A.

I006-330

The commenter inquires where in the Draft Supplemental EIR/EIS electromagnetic measurements for the F-B LGA are discussed. Appendix 3.5-A was used as a baseline for EMF/EMI measurements along the F-B LGA and the May 2014 Project alignments. Section 3.5.3.2 of the Draft Supplemental EIR/EIS (pgs. 3.5-4 and 3.5-5) describe how Appendix 3.5-A data was extrapolated and used for the F-B LGA and May 2014 Project and provides reasons as to why new EMF/EMI baseline measurements for these two alignments were not required or applicable. Refer to Section 3.5.3.2 of the Draft Supplemental EIR/EIS for the reasoning for not performing additional in-field measurements for the F-B LGA. Table 3.5-1 of the Draft Supplemental EIR/EIS (pg. 3.5-5) provides an EMF/EMI comparison of the May 2014 Project and F-B LGA alignments. The left column of Table 3.5-1 lists the 10 measurement locations along the May 2014 Project and the right column lists comparable land use locations along the F-B LGA. Based on the similarities in land use, power and communications infrastructure, and similar environment, it was concluded that the prevailing electromagnetic fields along the F- B LGA were effectively the same as at locations along the May 2014 Project alignment from Shafter to Bakersfield. As such, Appendix 3.5-A does not require incorporation of EMI/EMF field measurements for locations adjacent to the F-B LGA and May 2014 Project.

I006-331

Local last-mile connectivity is currently being evaluated by the City of Bakersfield as a separate project which is focusing on land use and local multi-modal transportation accessibility around the station site. This connectivity is being analyzed in detail in the "Making Downtown Bakersfield Station Area Vision Plan" which is available on the City's website. No revisions to the Final Supplemental EIS have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-332

Water usage along the F-B LGA alignment and at the Bakersfield passenger station is reasonably assumed to be comparable to those along alternative alignments and at passenger stations evaluated in the Fresno to Bakersfield Section Final EIR/EIS. This is because there are no features associated with the F-B LGA that would increase water use requirements compared to project alternatives. As described in Appendix 3.6-B to the Draft Supplemental EIR/EIS, Water Usage Analysis Technical Memorandum, a number of technical appendices included as part of the Fresno to Bakersfield Section Final EIR/EIS were not recreated for the F-B LGA Draft Supplemental EIR/EIS because the information contained in the technical appendix is directly applicable to the F-B LGA. Appendix 3.6-B to the Final EIR/EIS for the Fresno to Bakersfield Section describes water use requirements associated with HSR components.

As described in Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS, operational water use at the MOIF is estimated based on a per-capita rate of 30 gallons per day (the same rate assumed for the Heavy Maintenance Facility [HMF]/MOIF in the Fresno to Bakersfield Section Final EIR/EIS). This is based on water use data from a comparable facility operated by BART in Hayward, California and is a conservative estimate because the per-capita rate used for the HMF/MOIF also accounted for train washing at the HMF, which would not occur at the MOIF (the May 2014 Project co-located the HMF and MOIF). It was further assumed that water use at the MOIF would occur 365 days per year, and overall water use was rounded up from 5.84 acre-feet per year to six acre-feet per year. It was also assumed that operational water use at the F Street Station in Bakersfield would be the same as that for the Truxtun Avenue Station in the Fresno to Bakersfield Section Final EIR/EIS, as these two stations would be designed to accommodate the same number of passengers and employees.

No revisions to the Final Supplemental EIS were incorporated based on this comment.

I006-333

Total annual water usage for the F-B LGA alignment is estimated to be 65 acre-feet per year, as described in Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS for the F-B LGA.

I006-334

Total annual water usage for the F-B LGA passenger station in Bakersfield is estimated to be 52 acre-feet per year, as described in Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS for the F-B LGA.

I006-335

Construction of the F-B LGA would require an estimated total of 244.05 acre-feet of water. Table 3.6-5, Construction Water Use Summary, on pages 3.6-21 and 3.6-22 of the Draft Supplemental EIR/EIS, identifies water use requirements associated with specific project components, including the following:

•Rail alignment concrete work (24.74 acre-feet)
•Rail alignment earth work (3.25 acre-feet)
•Rail alignment dust control (79.11 acre-feet)
•Rail alignment irrigation (17.88 acre-feet)
•MOIF concrete work (9.78 acre-feet)
•MOIF dust control (80.68 acre-feet)
•MOIF irrigation (7.33) acre-feet
•F Street Station concrete work (1.31 acre-feet)
•F Street Station dust control (19.23 acre-feet)
•F Street Station irrigation (0.75 acre-foot).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-336

The commenter refers to the construction phase of the Fresno to Bakersfield Section, but the comment addresses operational water use requirements. Construction water requirements were not compared to existing land uses because they are temporary in nature. Therefore, this response focuses on operational water uses.

Operational water use requirements associated with the F-B LGA were compared to existing water use associated with land uses along the proposed F-B LGA alignment footprint. Existing water uses are delineated in Table 3.6-6, Existing Water Use for the F-B LGA, on pages 3.6-22 and 3.6-23 of the Draft Supplemental EIR/EIS for the F-B LGA. As shown in that table, existing land uses in the proposed F-B LGA footprint require approximately 1,892.3 acre-feet of water per year, accounting for land uses that include single-family and multi-family residential, commercial, industrial, institutional, roadways and rights-of-way, and agricultural. As shown in Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS, operation of the F-B LGA would require an estimated 65 acre-feet of water per year. This is approximately 1,827.3 acre-feet per year less than water demands associated with current land uses in the proposed F-B LGA footprint, or approximately 3.4 percent of existing water uses in the F-B LGA footprint.

I006-337

Existing land uses in the F-B LGA footprint are described on pages 3.6-21 and 3.6-22 of the Draft Supplemental EIR/EIS for the F-B LGA and generally include single-family and multi-family residential, commercial, industrial, institutional, roadways and rights-of-way, and agricultural land uses.

Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS presents water demands associated with the F-B LGA passenger station in Bakersfield. Operation of the F Street Station would require an estimated 59 acre-feet of water per year.

Table 3.6-5, Construction Water Use Summary, on pages 3.6-21 and 3.6-22 of the Draft Supplemental EIR/EIR presents the construction water use summary for the F-B LGA. Construction water requirements are specified for individual project components, including the following:

•Rail alignment concrete work (24.74 acre-feet)
•Rail alignment earth work (3.25 acre-feet)
•Rail alignment dust control (79.11 acre-feet)
•Rail alignment irrigation (17.88 acre-feet)
•MOIF concrete work (9.78 acre-feet)
•MOIF dust control (80.68 acre-feet)
•MOIF irrigation (7.33 acre-feet)
•F Street Station concrete work (1.31 acre-feet)
•F Street Station dust control (19.23 acre-feet)
•F Street Station irrigation (0.75 acre-foot).

Table 3.6-6, Existing Water Use for the F-B LGA, on pages 3.6-22 and 3.6-23 of the Draft Supplemental EIR/EIS provides existing water use for the F-B LGA MOIF site, track alignment, and passenger station. The table shows existing land uses in the proposed F-B LGA footprint require approximately 1,892.3 acre-feet of water per year, and accounts for single-family and multi-family residential, commercial, industrial, institutional, roadways and rights-of-way, and agricultural land uses.

Table 3.6-8, Operational Water Demand Summary, on page 3.6-32 of the Draft Supplemental EIR/EIS identifies operational water use demands for the F-B LGA MOIF

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-337

Supplemental EIR/EIS identifies operational water use demands for the F-B LGA MOIF site, track alignment, and passenger station. Operation of the F-B LGA would require an estimated 65 acre-feet of water per year.

I006-338

As stated in Appendix 3.7-A of the Draft Supplemental EIR/EIS, a number of technical appendices included as part of the Fresno to Bakersfield Section Final EIR/EIS were not updated because the information contained within the technical appendix remains applicable to the F-B LGA and revisions were determined to be unnecessary. Appendix 3.7-A did not require an update for the F-B LGA analysis and therefore is not included in Volume II Changes to the Draft Supplemental EIR/EIS (Errata). For additional detail related to the special-status plant and wildlife species considered for the analysis of the F-B LGA, refer to Appendices C and E in the F-B LGA Biological Resources and Wetlands Technical Report, available on the Authority's website. For locations of the habitats observed within the F-B LGA and the layout of the F-B LGA alignment, refer to Figure 3.7-3 in the Draft Supplemental EIR/EIS.

I006-339

Appendix 3.7-A includes a list of special-status species potentially occurring within the Fresno to Bakersfield Section and figures showing the Fresno to Bakersfield alignment and its observed habitats. Refer to Section 3.7.4.2 of the Draft Supplemental EIR/EIS, specifically Tables 3.7-6 through 3.7-9, for information that validates the impacts on biological resources within the F-B LGA alignment as summarized in Appendix 3.7-B. Table 3.7-3 and 3.7-4 of the Draft Supplemental EIR/EIS provide a list of special-status species potentially occurring within the F-B LGA study area, and Figure 3.7-3 shows the wildlife habitat types associated with the F-B LGA.

I006-340

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For a similar table that summarizes the aquatic resources existing within the wetland study area for the F-B LGA, refer to Table 4-2 in the F-B LGA Final Wetlands Report, available on the Authority's website.

I006-341

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about the watershed profile of the F-B LGA alignment, refer to Section 3.7.3.2 of the Draft Supplemental EIR/EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-342

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about direct-permanent impacts to aquatic resources within the F-B LGA alignment, refer to Table 3.7-9 in Section 3.7.4.2 of the Draft Supplemental EIR/EIS. For additional information related to the quality of aquatic resources impacted by the F-B LGA, refer to Table 5-2 in the Supplemental Checkpoint C Summary Report, available on the Authority's website.

I006-343

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Figure 1-3 in the Draft Supplemental EIR/EIS shows the location of the F-B LGA alignment along with all the other alignment alternatives.

I006-344

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For additional information about the methodology of assessments to the aquatic resources within the F-B LGA alignment, refer to Sections 4.1, 4.2.1.2, and 4.2.2.6 of the F-B LGA Biological Resources and Wetlands Report, available on the Authority's website. Section 3.3 of the Supplemental Checkpoint C Summary Report, also available on the Authority's website, contains detail related to the assessment of relative condition of the aquatic resources within the F-B LGA footprint.

I006-345

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about the methodology of assessments to the aquatic resources within the F-B LGA alignment, refer to Sections 4.2.2.6, 5.6, and 6.1 of the F-B LGA Biological Resources and Wetlands Report, available on the Authority's website.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-346

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about permanent and temporary impacts to aquatic resources within the F-B LGA alignment, refer to Section 3.7.4.2 of the Draft Supplemental EIR/EIS. There are no vernal pools or swale features located within the F-B LGA footprint.

I006-347

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about indirect impacts to aquatic resources within the F-B LGA alignment, refer to Section 3.7.4.2 of the Draft Supplemental EIR/EIS. Additional detail is included in Sections 5.1 and 5.2 of the Supplemental Checkpoint C Summary Report, available on the Authority's website.

I006-348

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS.

As reflected in Sections 3.3 and 5.2 of the Supplemental Checkpoint C Summary Report, available on the Authority's website, the relative condition of the aquatic resources for both the May 2014 Project and F-B LGA is similar, and, thus, these features generally provide the same functions and values. The post-project conditions of the aquatic resources summarized in Section 3.4.1.1 of the Watershed Evaluation Report would be similar for the F-B LGA. For a summary of CEQA significance after mitigation which provides the basis for a no-net loss determination for aquatic resources within the F-B LGA alignment, refer to Section 3.7.5.3 of the Draft Supplemental EIR/EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-349

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS.

The F-B LGA diverges from the BNSF railroad alignment at the northern extent of the alignment at Poplar Avenue and parallels the UPRR from 7th Standard Road to the southern terminus of the F-B LGA at Oswell Street. Both sections of railroad are within urban areas and have little to no adjacent aquatic resources with the exception of the Kern River corridor. As reflected in Sections 3.3 and 5.2 of the Supplemental Checkpoint C Summary Report, available on the Authority's website, the relative condition of the aquatic resources for both the May 2014 Project and F-B LGA is similar, and, thus, these features generally provide the same functions and values. The post-project conditions of the aquatic resources summarized in Section 3.4.1.1 of the Watershed Evaluation Report would be similar for the F-B LGA.

I006-350

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For information about the environmental setting associated with the F-B LGA alignment, refer to Chapter 5 of the F-B LGA Biological Resources and Wetlands Report, available on the Authority's website.

I006-351

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Refer to Figure 3.7-2 in the Draft Supplemental EIR/EIS for the position of the F-B LGA alignment in relation to the watersheds of the Tulare Lake Basin. For information about the watersheds, refer to Section 3.7.3.2 of the Draft Supplemental EIR/EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-352

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Refer to Figure 3.7-2 in the Draft Supplemental EIR/EIS for the position of the F-B LGA alignment in relation to the watersheds of the Tulare Lake Basin. For information about the watersheds, refer to Section 3.7.3.2 of the Draft Supplemental EIR/EIS.

I006-353

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Refer to Figure 3.8-2 in the Draft Supplemental EIR/EIS for the position of the F-B LGA alignment in relation to the surface waters and floodplains of the region.

I006-354

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Refer to Figure 3.7-2 in the Draft Supplemental EIR/EIS for the soil associations within the F-B LGA alignment.

I006-355

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states “The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013).” Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. Refer to Figure 3.9-1 in the Draft Supplemental EIR/EIS for the physiographic characteristics associated with the F-B LGA alignment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-356

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For the habitat types within the F-B LGA alignment, refer to Figure 3.7-3 in the Draft Supplemental EIR/EIS.

I006-357

A number of technical appendices included as part of the Fresno to Bakersfield Section Final EIR/EIS have not been updated for the Draft Supplemental EIR/EIS because the information contained within the technical appendix remains applicable to the F-B LGA and revisions were determined to be unnecessary. Appendix 3.7-C did not require an update for the F-B LGA analysis and therefore is not included in Volume II Changes to the Draft Supplemental EIR/EIS (Errata). To review the appendix in its entirety, refer to the Authority's Final EIR/EIS: Fresno to Bakersfield website. To maintain consistency with wildlife habitat types presented in the Fresno to Bakersfield Section Final EIR/EIS, the BNSF Urban designation is inclusive to all railroad rights-of-way including the UPRR. Refer to Section 5.2.2.1 in the Supplemental Biological Resources and Wetlands Technical Report.

I006-358

Section 3.7.2.4 of the Draft Supplemental EIR/EIS states "The aquatic features in the F-B LGA Wetland Study Area occur in essentially the same plant communities as the aquatic features in the Fresno to Bakersfield Wetland Study Area and the functions and values of the aquatic features are very similar. Additionally, the overall value of the features are low (with the exception of the Kern River). Consequently, data to develop conditions assessments and watershed profiles was extrapolated from the Fresno to Bakersfield Watershed Evaluation Report (2013)." Therefore, the Watershed Evaluation Report was not updated to reflect the F-B LGA for the reasons stated in Appendix 3.7-C of the Draft Supplemental EIR/EIS. For the jurisdictional waters delineation areas within the F-B LGA alignment, refer to Figure 3.7-10 in the Draft Supplemental EIR/EIS.

I006-359

Tables 3.8-B5 and 3.8-B6 in the Fresno to Bakersfield Section Final EIR/EIS show the hydraulic modeling results, including the change in water surface elevation, for two flood scenarios of the Kern River crossing associated with the May 2014 Project: (1) the lower dirt road embankment adjacent to the north bank of the Kern River from Coffee Road to Mohawk Street would not fail during a 100-year flow; and (2) the lower dirt road embankment would fail during a 100-year flow. According to Table 3.8-B5 and 3.8-B6, the Bakersfield Hybrid alternative, which is a component of the May 2014 Project, would cause up to a 0.41-foot rise in the channel for the FEMA 100-year flow and up to a 0.48-foot rise in the channel for the CVFPB 100-year flow. The hydraulic modeling results, including the change in water surface elevation, for the Kern River crossing associated with the F-B LGA is shown in Table 4-2 through Table 4-5 in the Fresno to Bakersfield Project Section Bakersfield F Street Station Alignment Draft PEPD Floodplain Impact Report. The F-B LGA would cause up to a 0.1-foot rise in the channel for the FEMA 100-year flow assuming FEMA 100-year water surface elevation, up to a 0.4-foot rise in the channel for the FEMA 100-year flow assuming normal channel depth, up to 0.5-foot rise in the channel for the CVFPB 100-year flow assuming normal depth, and up to 0.7-foot rise in the channel for the CVFPB 200-year flow assuming normal depth (Tables 4-2 through 4-5).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-360

Appendix 3.11-A, Safety and Security Data, provides a baseline for the train accidents and casualties that have occurred in the study area of the May 2014 Project during the 2004 to 2009 period. This data was used for the F-B LGA in order to perform an apples-to-apples comparison of the same timeline (2004 to 2009) for train accidents and casualties data. The resulting information is provided for the F-B LGA in Section 3.11.3.2 of the Draft Supplemental EIR/EIS. Furthermore, the data provides background/setting information but is not utilized to evaluate impacts. No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-361

The commenter requests the highway-rail grade crossing accidents/incidents along the F-B LGA alignment. The requested information is provided in Volume I, Section 3.11.3.2, under the Rail and Airports subsection. The information and data presented in that section is based on occurrences within the F-B LGA Study Area, which includes the HSR right-of-way, areas adjacent to the construction footprint, and the area within a 0.5-mile radius of the proposed F-B LGA centerline.

I006-362

The commenter requests identification of the critical facilities and infrastructure in the HSR Study Area. These facilities are described in Volume 1, Section 3.11.3 of the Draft Supplemental EIR/EIS for both the May 2014 Project and F-B LGA. Critical facilities within the F-B LGA study area are shown on Figure 3.11-3, Sheets 1 and 2 in Volume 1, Section 3.11.3.2 of the Draft Supplemental EIR/EIS. Figures 3.11-6 and 3.11-7 in Section 3.11 of the Fresno to Bakersfield Section Final EIR/EIS (pages 3.11-13 and 3.11-14) show critical facilities and infrastructure between Shafter and Bakersfield along the BNSF Alternative and Bakersfield Hybrid alignments, which are complementary to the May 2014 Project alignment.

I006-363

The commenter indicates that the F Street Station is within the Bakersfield Meadows Field Glideslope and approach buffer which are part of Part 77 Airspace. Figure 4-40 of the County of Kern Airport Land Use Compatibility Plan (November 13, 2012) shows the Airspace Plan of the Bakersfield Meadows Field. The Authority has determined that the F Street Station is partially located in the Conical Surface of the Bakersfield Meadows Field Airspace Plan but is not within the Glideslope and approach buffer of the Bakersfield Meadows Field Part 77 Airspace. According to Part 77, a Conical Surface is "a surface, which extends upward and outward from the outer limits of the Horizontal Surface for a horizontal distance of 4,000 feet. The slope of the conical surface is 20-1 (5 percent) measured in a vertical plan." The Part 77 Airspace Surfaces are concerned with objects that could penetrate the imaginary air space around airports which could potentially cause obstructions to airplanes approaching and departing from the specific airport. As such, the Part 77 Airspace Surfaces does not regulate the density of development in the specific airspace surfaces.

The Kern County Airport Land Use Compatibility Plan includes the Land Use Designation map (page 4-71) for the Meadows Field Airport which provides the land uses within the Airport's Sphere of Influence (SOI). These land uses correspond to the land uses established in the Kern County General Plan. The land uses within the Airport's SOI includes AG/Open Land, Public Facility, Commercial/Industrial, Low Density Residential, Medium Density Residential, and High Density Residential. The density and type of development that could occur under these land uses is described in the Kern County General Plan Land Use Element. It should be noted that the F Street Station associated with the F-B LGA is not located within the Airport's SOI and land development regulations within the SOI would therefore not be applicable to the F Street Station and areas around the station.

It should be noted that Kern County and the airport operator did not submit concerns or comments regarding this facility.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-364

The PEPD Record Set Design prepared for the F-B LGA included a TOWAIR Analysis Report to determine if the F-B LGA was located in Part 77 Airspace Surfaces for Bakersfield Meadows Field and Shafter-Minter Field. The TOWAIR Analysis for the F-B LGA took into account every radio tower along the alignment which are considered the tallest design features of the alignment and which could penetrate the Part 77 Airspace Surfaces of Shafter-Minter Field. All of the features of the F-B LGA in proximity to the Shafter-Minter Field passed the TOWAIR Analysis and confirms that if any of the design features are indeed within the Shafter-Minter Field Part 77 Airspace Surfaces that they would not impact airport operations.

I006-365

Mill Creek Linear Park is a tree-lined walkway along a drainage canal in Bakersfield. Mill Creek Linear Park is within 300 feet of the F-B LGA alignment centerline. See also Response to Comment B031-3 in Chapter 23 of this Final Supplemental EIS for more discussion regarding impacts to Mill Creek Linear Park. Mill Creek Park (also known as “Central Park” or “Central Park at Mill Creek”) is located outside of the 1,000-foot buffer from the F-B LGA alignment centerline and is therefore outside the study area.

I006-366

The Kern Council of Governments Terminal Impact Analysis Study was not evaluated in either the Fresno to Bakersfield Section Final EIR/EIS or the Supplemental EIR/EIS. While the document provides an assessment of three potential station areas, it does not include adopted plans, goals, or policies with which the project could be compared for consistency. The terminal impact analysis was prepared in 2003. Subsequent to 2003, the Kern Council of Governments adopted the Metropolitan Bakersfield Transit Center Study in 2015. The 2015 Metropolitan Bakersfield Transit Center Study supersedes the 2003 Terminal Impact Analysis.

I006-367

The Draft EIR for the City of Bakersfield Vision Plan has been released and was available for public review from January 5, 2018 to February 1, 2018. The Vision Plan is a reasonably foreseeable project that would be implemented by the City if adopted and should be considered in this analysis. Section 15355 of the CEQA Guidelines states, “Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

I006-368

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-369

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The commenter is questioning why the May 2014 Project, as depicted in Appendix 3.14-B of the Draft Supplemental EIR/EIS, correctly includes only the Maintenance of Infrastructure Facility (MOIF) while the other sections of the Draft Supplemental EIR/EIS appear to include the Shafter Heavy Maintenance Facility (HMF).

The commenter also correctly notes that Figure 3.14-B-2 (Sheet 3) in Appendix 3.14-B of the Draft Supplemental EIR/EIS accurately shows the location of the MOIF for the May 2014 Project. In order to fully address this comment, the other figures in the Draft Supplemental EIR/EIS depicting the May 2014 Project were reviewed for accuracy. Figure 2-1, F-B LGA and May 2014 Project, was updated as part of the Final Supplemental EIS to accurately portray the location of the MOIF. This figure, as included in the Draft Supplemental EIR/EIS, incorrectly identified the construction area on the east side of the May 2014 Project alignment as the MOIF and potentially resulted in the impression that the Shafter HMF was included in the project footprint. Refer to Volume I Changes to the Draft Supplemental EIS (Errata). All other figures included in the Draft Supplemental EIR/EIS correctly show the May 2014 MOIF and adjacent construction areas.

I006-370

The commenter notes that the Flysheet for Appendix 3.14-C links to Appendix 3.14-C prepared for the Final EIR/EIS, which analyzes alignments proposed in that document. The commenter asks where the analysis for the F-B LGA is located. The analysis for the F-B LGA is located under Impact-AG#3 and Impact-AG#9 in Section 3.14 of the Draft Supplemental EIR/EIS. The information provided in Appendix 3.14-C of the Final EIR/EIS is sufficient to support this analysis.

I006-371

The Section 106 Programmatic Agreement (PA) delegates the Authority as the agency responsible for federal actions under the National Historic Preservation Act (NHPA) of 1966, as amended, with the exception that FRA retains the responsibility to conduct Government-to-Government consultation. The NHPA is a federal law separate from NEPA. With the Authority as the federal lead agency, the Section 106 PA still applies in the identification, evaluation, and treatment of historic properties.

I006-372

The commenter asks why the “Downtown Bakersfield High Speed Rail Station Area Vision Plan,” or the Draft Making Downtown Bakersfield Station Area Vision Plan (Vision Plan), is included in the list of planned and potential projects for analysis of cumulative impacts in the Draft Supplemental EIR/EIS. The Vision Plan is a strategic planning document which, as the commenter points out, does not include physical projects or zoning changes. Instead, the Vision Plan is intended to build on the Bakersfield General Plan to guide future development in the station area in Bakersfield. The Vision Plan’s Draft EIR is a Program EIR, intended to streamline environmental review of projects that fall within the Vision Plan’s purview. Though the Vision Plan does not involve physical projects or zoning changes, it is the most cohesive look at what the City is planning and what could potentially be developed in the station area and along the alignment in downtown Bakersfield. The F-B LGA cumulative impact analysis considers past, present, and reasonably foreseeable projects within the 2035 planning horizon. Therefore, it is relevant to include the Vision Plan as a part of the cumulative impacts analysis for the F-B LGA. Refer to Section 3.19 of the Draft Supplemental EIR/EIS for more information about cumulative impact methodology and analysis. Refer to the Vision Plan EIR for more information about Vision Plan project impacts and cumulative impacts.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-373

The commenter refers to Figure 4 of Appendix 3.19-A to ask why the project boundaries of the Making Downtown Bakersfield Station Area Vision Plan were not included in the mapped projects, and to ask why the communities of Oildale and East Bakersfield were not labeled on the map. Figure 4 has been revised to include the Vision Plan's project boundaries and labels for the communities of Oildale and East Bakersfield. Refer to Volume II Changes to the Draft Supplemental EIR/EIS (Errata).

I006-374

The commenter refers to Table B-3 of Appendix 3.19-B in the Draft Supplemental EIR/EIS and asks why the planned Centennial Corridor, Beltway Operation Improvements, Oak Street and Truxtun Ave, and Oak Street and 24th Street intersection improvements projects have not been included.

While the Oak Street and 24th Street intersection improvements project is included under the 24th Street Improvement Project listed in Table B-3, the Centennial Corridor, Beltway Operational Improvements, and Truxtun Avenue Operational Improvements have been added to the table as requested. Refer to Volume II Changes to the Draft Supplemental EIR/EIS (Errata). The addition of these planned transportation projects does not affect the analysis contained within the Draft Supplemental EIR/EIS.

I006-375

The commenter refers to Figure 4 of Appendix 3.19-B to ask why the communities of Oildale and East Bakersfield were not labeled on the map. Figure 4 has been revised to include labels for the communities of Oildale and East Bakersfield. Refer to Volume II Changes to the Draft Supplemental EIR/EIS (Errata).

I006-376

The commenter refers to Appendix 5-A, which is a Flysheet. Appendix 5-A: Operating Cost Memorandum was not updated for the F-B LGA, as operating costs estimated for the F-B LGA are approximately the same for the May 2014 Project and the F-B LGA. The Appendix from the Fresno to Bakersfield Final EIR/EIS to which the Flysheet refers considers the entire Fresno to Bakersfield section, and provides operation and maintenance cost estimates that include an HMF as well as estimates that do not include an HMF. The commenter suggests that references throughout the Draft Supplemental EIR/EIS be changed to "May 2014 Project Impacts with HMF" and "May 2014 Project Impacts without HMF." The Draft Supplemental EIR/EIS, when comparing potential impacts of the May 2014 Project and the F-B LGA, does not include the HMF, as this would not provide an apples-to-apples comparison. The only times that the potential inclusion of an HMF is discussed in the Draft Supplemental EIR/EIS is to refer to the potential inclusion of such facility in the Fresno to Bakersfield section as a whole, rather than specifically within the footprint of the May 2014 Project.

I006-377

The commenter asks if the early train operator reviewed and commented on this section (referring to Technical Appendix 5-A of the Draft Supplemental EIR/EIS).

The Authority awarded the early train operator contract to DB Engineering &Consulting USA on November 15, 2017, after the release of the Draft Supplemental EIR/EIS. The early train operator was not under contract prior to the release of the Draft Supplemental EIR/EIS and therefore did not review Technical Appendix 5-A of the Supplemental EIR/EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-378

The commenter states that the May 2014 Project included a station that would have the main north station entrance centered at V St and Truxtun Avenue (rather than Union Avenue and Truxtun Avenue).

The statement the commenter is referencing never specifies the main station entrance, but simply states that the it would be constructed at the corner of Truxtun Avenue and Union Avenue. No revisions have been made to the Final Supplemental EIS based on this comment.

I006-379

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-380

Figure 8-A-2 is for both stations. Intersections have been color coded to illustrate which station alternative the intersections are being analyzed. No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-381

Figure 8-A-4 Existing Plus May 2014 Project: Average Daily Traffic and Number of Lanes illustrates traffic volumes under existing conditions, as the Centennial Corridor was not in operation under existing conditions year. The year 2035 analysis takes into account the traffic shift due to the large scale roadway improvement projects referenced by the commenter. No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-382

At the time the project was being evaluated, Centennial Corridor was yet to be constructed. As such, all TRIP projects have been included in the year 2035 analysis by which time they are all anticipated to be completed. The year 2035 analysis is based on the KernCOG Travel Demand Model which includes all trip projects. Project traffic impacts have been determined considering all these improvements will be in place by year 2035. No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-383

The TRIP projects that currently do not exist have all been included in the year 2035 traffic analysis. Project impacts under the 2035 scenario have been identified after the improvements are in place and corresponding mitigation measures have been reported in the analysis. No revisions to the Final Supplemental EIS have been made in response to this comment.

I006-384

The commenter asserts that the summary statement following Table 8-A-1 in the Draft Supplemental EIR/EIS is incorrect and should be revised. The Authority does not agree that the summary statement should be revised because the valuation of the metrics considered in the table are subjective. The rows specifying roadway segments and study intersections reflect pre-mitigation impacts. Post-mitigation, each of these metrics would result in less than significant impacts for the F-B LGA and the May 2014 Project. Additionally, comparing the value of one construction period intersection impact to removal of seven BNSF at-grade crossings is not a fair comparison. Additionally, the May 2014 Project only evaluated station area impacts along the May 2014 Project HSR alignment (refer to the text following Table 8-A-1 in the Draft Supplemental EIR/EIS). The F-B LGA evaluated impacts for the station area as well as areas in City of Shafter, Kern County, and rest of Bakersfield. Comparing just station area impacts, the F-B LGA creates impacts at 9 intersections compared to 11 under May 2014 Project under year 2035 conditions. No changes have been made to the Final Supplemental EIS in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-385

The commenter states that for Table 8-A-1, Transportation Impact Comparison, that 5,200 parking spaces for the F-B LGA is more parking spaces and should not be considered a lower impact than the 4,500 parking spaces for the May 2014 Project.

In terms of parking impacts, Section 3.2 of the Draft Supplemental EIR/EIS provides an analysis of parking demand and concludes that 5,200 parking spaces would provide sufficient parking for the Station. Vehicular trips are accounted for within the Travel Demand Model. Also refer to Response to Comment I006-384 which responds to the question of why the F-B LGA has fewer transportation impacts than the May 2014 Project. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-386

Page 3.3-39 of the Draft Supplemental EIR/EIS includes a summary of the total emission changes due to the HSR system operation including emissions associated with ridership, regional vehicle travel, and direct project operation emissions from HSR stations. Emission results indicate the project would result in a net regional decrease in emissions of criteria pollutants. These decreases would be beneficial to the SJVAB and help the basin meet its attainment goals.

As shown in Table 8-A-5 of the Draft Supplemental EIR/EIS, the May 2014 Project and the F-B LGA would result in similar construction and operational impacts and GHG impacts. Based on the analysis and the comparable findings documented in the Draft Supplemental EIR/EIS, a separate analysis of criteria pollutants associated with the F-B LGA and the May 2014 Project is not warranted.

I006-387

The purpose of Table 8-A-7 in Appendix 8-A is to provide a quantitative comparison between the post-mitigation noise and vibration impacts associated with the May 2014 Project and the F-B LGA. Table 8-A-7 in Appendix 8-A is not meant to provide detailed impact information on specific land uses such as the San Joaquin Community Hospital. Tables 3.4-20 and 3.4-21 and Figures 3.4-4 and 3.4-5 of the Draft Supplemental EIR/EIS present the pre-mitigation noise impacts on receptors in the study area. One hospital is listed in Tables 3.4-20. This listing corresponds to the San Joaquin Community Hospital. Tables 3.4-26 (under N&V-MM#3) and 3.4-28 of the Draft Supplemental EIR/EIS present the post-mitigation noise impacts for the same receptors presented in Tables 3.4-20 and 3.4-21. As shown in Table 3.4-28, the San Joaquin Community Hospital would result in no impact with the implementation of a 14-foot noise barrier.

I006-388

The purpose of Table 8-A-7 is to provide a quantitative comparison between post-mitigation noise and vibration impacts associated with the May 2014 Project and the F-B LGA Project. Table 8-A-7 is not meant to provide detailed impact information on specific land uses such as the Kern County Museum. Tables 3.4-20 and 3.4-21 and Figures 3.4-4 and 3.4-5 of the Draft Supplemental EIR/EIS present the pre-mitigation noise impacts. Tables 3.4-26 (under N&V-MM#3) and 3.4-28 of the Draft Supplemental EIR/EIS present the post-mitigation noise impacts for the same receptors presented in Tables 3.4-20 and 3.4-21. Also, Table 8-A-7 indicates that there are no noise impacts on historic properties when mitigation measures are implemented.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-389

The noise impact analysis and the discussion on schools are located in Section 3.4, Noise and Vibration of the Draft Supplemental EIR/EIS. All schools located within 2,500 feet from the centerline of the F-B LGA alignment were included in the noise impact analysis (Table 3.4-21), including but not limited to the Valley Oaks Charter School. Table 8-A-7 was not meant to provide detailed impact information on specific land use categories such as schools. In addition, impacts from noise and vibration are separated as two different types of impacts and are broken down as separate categories. To provide clarification, the land use categories listed in Table 8-A-7 have been indented to show the difference between the comparative noise and vibration impacts. Refer to Volume II Changes to the Draft Supplemental EIS (Errata).

I006-390

The equivalent figures depicting the noise impacts for F-B LGA are shown in Figures 3.4-4 and 3.4-5 in Section 3.4, Noise and Vibration of the Draft Supplemental EIR/EIS. The comparison of noise impacts between the May 2014 Project and the F-B LGA is shown in Table 8-A-7 in Appendix 8-A, while F-B LGA-specific analysis is included in Chapter 3 of the Draft Supplemental EIR/EIS.

I006-391

The commenter requests that an additional sentence be added to the comparative discussion. The current text already suggests that the "F-B LGA would have greater vibration impacts than the May 2014 project" by stating that vibration effects from the F-B LGA would be noticeable to 18 receivers and to no receivers under the May 2014 Project. No changes to the Final Supplemental EIS text have been made in response to this comment.

I006-392

The commenter cites text referring to Figure 8-A-6 the Electromagnetic Field/Electromagnetic Interference (EMF/EMI) section of Appendix 8-A of the Draft Supplemental EIR/EIS. The commenter asks for confirmation that the analysis presented reflects “May 2014 Project Alignment B3 and not May 2014 Project Alignment B1 or B2.” The May 2014 Project, which is the portion of the Preferred Alternative from the Fresno to Bakersfield Section Final EIR/EIS which is comparable to the F-B LGA, consists of the portion of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street.” The segments reflected in the portion of the BNSF Alternative and the portion of the Bakersfield Hybrid Alternative that make up the May 2014 Project are WS1 and B3, respectively. There is no May 2014 Project Alignment B1 or B2. The May 2014 Project alignment is static throughout the Draft Supplemental EIR/EIS. The May 2014 Project used in Technical Appendix 8-A of the Draft Supplemental EIR/EIS reflects the B3 alignment segment.

The commenter asks if there are any medical imaging facilities in the San Joaquin Community Hospital Building (now called Adventist Health Bakersfield) along K Street, in particular a cancer center. The F-B LGA centerline is 541 feet from the nearest parcel owned by San Joaquin Community Hospital/Adventist Health Bakersfield. (This parcel is currently occupied by a surface parking lot.) The closest San Joaquin Community Hospital/Adventist Health Bakersfield facility that may have equipment sensitive to EMI/EMF is the Quest Imaging building located at 2700 Chester Avenue, which is located approximately 827 feet from the F-B LGA centerline. As described in the Draft Supplemental EIR/EIS, the nearest facility or portions of this facility would still be located further than 500 feet from the F-B LGA centerline, thus precluding impacts associated with HSR EMI generation. The Adventist Health AIS Cancer Center, located at 2620 Chester Avenue, is further still from the F-B LGA centerline. As is true of the other San Joaquin Hospital/Adventist Health Bakersfield facilities, the distance from the F-B LGA centerline to this facility precludes the potential impact from HSR-produced EMF/EMI.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-393

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-394

Comment noted; however, additional clarity is unwarranted as these tables are located in a section titled Special-Status Plant Communities. The text also references that black willow thickets are the only special-status community within the May 2014 Project and F-B LGA study areas.

I006-395

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-396

Table 8-A-28 in Appendix 8-A compares the hydrology impacts of the F-B LGA and the May 2014 Project. As shown in the table, the May 2014 Project would be the least impact alternative for surface waters, water districts, disturbed surface area, and net impervious surface area. The May 2014 Project and F-B LGA would result in a similar level of impacts for groundwater basins and floodplains. No changes were made.

I006-397

Table 8-A-30 is in Appendix 8-A, Analysis of the Comparable Section (May 2014 Project), of the Draft Supplemental EIR/EIS, and only addresses the May 2014 Project. The equivalent information for the F-B LGA is provided in the Fresno to Bakersfield Draft Supplemental Hazardous Materials and Wastes Technical Report, Table 5-1 (Sites with Potential Environmental Concerns Identified in the Study Area [EDR Database Search Report]).

No revisions to the Final Supplemental EIS are necessary based upon this comment.

I006-398

Airports / airstrips / heliports located within two miles of the F-B LGA are identified in Table 3.11-2, Airports, Airstrips, and Heliports within 2 Miles of the F-B LGA Centerline, in Section 3.11, Safety and Security of the Draft Supplemental EIR/EIS (page 3.11-11).

Educational facilities located within 0.25 mile of the F-B LGA are shown on Figure 3.10-1, Overview of Potential Environmental Concern Sites and Educational Facilities in the Study Area, of the Draft Supplemental EIR/EIS (pages 3.10-7 through 3.10-21).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-399

The commenter indicates that the statement “In addition, potential impacts associated with the presence of airports/airstrips/heliports, educational facilities, and wildlands are comparable between the F-B LGA and the May 2014 Project, because the same precautions associated with the transport, use, handling, and storage of hazardous materials would be implemented under each, thereby minimizing or avoiding impacts.” combines two different things and needs to be separated. The commenter also requests impacts and analysis on glide slope, approach, and other requirements for Bakersfield Meadows Field; asks how the F-B LGA would impact future facility growth including the ability of the airport to upgrade to Class C or B Airspace; and, what impacts Class B and C airspace and addition or reconfiguration of Meadows Field runways would have around the F-B LGA station/station areas.

The commenter is taking the statement in Technical Appendix 8-A out of context as the section where this statement is provided is considering impacts on these facilities and wildlands from the use of hazardous materials and wastes associated with the F-B LGA and May 2014 Project. As such, the statement is correct and does not need to be revised.

Information on impacts to the Bakersfield Meadows Field Airport has been updated in Section 3.11 of the Draft Supplemental EIR/EIS. The following provides a summary of potential impacts to airspace and the land use plan of Bakersfield Meadows Air Field due to implementation of the F-B LGA and F Street Station. According to Table 4-23: Airport Features Meadows Field in the County of Kern Airport Land Use Compatibility Plan, planned improvements include a "4,000-foot extension of Runway 12R-30L[…], including a new parallel taxiway, entry and exit taxiways, and two additional taxiways connecting the extension to the northwest end of Runway 12L-30R and the rest of the airfield.”. According to the Meadows Field Airport website (http://www.meadowsfield.com/runway/) the Meadows Field Airport Runway Rehabilitation Project is currently underway and includes three phases: Phase 1 includes removing 12 taxiways and condensing them to seven or eight taxiways; Phase 2 includes securing 3,000 feet of runway and replacing all lighting on the runway; and Phase 3 includes crowning the runway. Review of reference material does not indicate development of a planned north-south runway for the Meadows Field Airport. Planned upgrades including the ongoing Rehabilitation Project would be confined to Zone Class

I006-399

B and would not require the expansion of the Zone Class C.

Staff contacted Mr. Ron Brewster, Chief Operations Officer, of the Meadows Field Airport on February 5, 2018 to determine if a north-south runway was proposed for the Airport in the near future. Mr. Brewster indicated that the Meadows Field Airport Master Plan presented a potential expansion of the Airport that included development of a northwest to southeast runway; however, Mr. Brewster indicated that a north to south runway was not planned as part of the Master Plan. Mr. Brewster also indicated that since approval of the Master Plan that the future development of the northwest to southeast runway was abandoned and was no longer in consideration for Airport improvements. Mr. Brewster also confirmed that new runways for the Meadows Field Airport are not being considered at this time nor are they being considered for future development (Brewster, personal communication, February 5, 2018).

The Kern County Airport Land Use Compatibility Plan includes the Land Use Designation map (page 4-71) for the Meadows Field Airport which provides the land uses within the Airport’s Sphere of Influence (SOI). These land uses correspond to the land uses established in the Kern County General Plan. The land uses within the Airport’s SOI includes AG/Open Land, Public Facility, Commercial/Industrial, Low Density Residential, Medium Density Residential, and, High Density Residential. The density and type of development that could occur under these land uses is described in the Kern County General Plan Land Use Element. It should be noted that the F Street Station associated with the F-B LGA is not located within the Airport’s SOI and land development regulations within the SOI would therefore not be applicable to the F Street Station and areas around the station.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-400

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The commenter also questions why entire parcels that touch the May 2014 Project Centerline are included and calculated in the study area versus the May 2014 Project study area. The figures in question do not depict parcel boundaries; as such, the figures have not been revised.

I006-401

The commenter asks that the statement "This impact is estimated to be comparable for F-B LGA" be added to the sentence discussing increased demand for local emergency responders around the Truxtun Avenue station resulting from the May 2014 Project. This discussion is presented under the heading "Comparison between the May 2014 Project and the F-B LGA" on page 8-A-84 of Appendix 8-A. As such, since this statement is already present, no further revisions/additions to this section is needed.

I006-402

The Draft Supplemental EIR/EIS, Section 3.11.4.2, Impact S&S-#8 states that the project design would be coordinated with emergency responders (this includes ambulances, firefighters, law enforcement, etc.) to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs, resulting in a less-than-significant impact on response times by service providers. Furthermore, Mitigation Measure S&S-MM #1 would be applicable to the F-B LGA and would require response monitoring of fire, rescue, and emergency service providers to incidents at the HSR station to ensure that response times are not increased due to F-B LGA development. As such, impacts associated with emergency response times (which includes ambulance response times to San Joaquin Community and Memorial Hospitals) are discussed, analyzed, and mitigated for in the Draft Supplemental EIR/EIS.

I006-403

The commenter questions why businesses and ancillary facilities associated with the Mercy Hospital medical complex are counted individually. The Mercy Hospital in itself would not be impacted by the May 2014 Project as the main campus is located at Mercy Hospital Downtown. However, Mercy Medical Plaza, located at 2323 16th Street, would be displaced by the May 2014 Project. In response to this comment the Final Supplemental EIS text has been revised for clarification. Refer to Volume I Changes to the Draft Supplemental EIS (Errata).

I006-404

The commenter cites a statement from the Comparison between the F-B LGA and the May 2014 Project, Residential Displacements discussion in Technical Appendix 8-A (page 8-A-91) of the Draft Supplemental EIR/EIS. The statement is specifically comparing the potential for the F-B LGA and the May 2014 to result in residential displacements. As such, the requested addition of text stating that F-B LGA would cause disruption to agricultural lands along Burbank Avenue and commercial/industrial properties along CA-99, CA-204, and Old Town Kern would be out of place in this location.

The May 2014 Project follows the BNSF corridor and deviates from this corridor in for approximately 3.95 miles, until it turns and parallels the BNSF corridor in the vicinity of Commerce Drive in Bakersfield leading to the Truxtun Avenue Station. The F-B LGA follows the BNSF corridor and deviates in the vicinity of Cherry Avenue, just southeast of Shafter, for 7.29 miles until it reaches Verdugo Lane where it turns again and parallels the UPRR corridor through the F Street Station to the terminus of the F-B LGA alignment in East Bakersfield. It is acknowledged that the F-B LGA deviates from existing transportation corridors for a longer stretch, through rural, mostly agricultural land, while the May 2014 Project deviates from existing transportation corridors through the City of Bakersfield. The F-B LGA crosses over agricultural land between its parallel alignments along the BNSF and UPRR corridors. The siting of the F-B LGA in this area considered the future Northern Beltway Project (refer to Technical Appendix 3.19-B of the Draft Supplemental EIR/EIS) (Authority and FRA 2017).

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-405

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA alignment in the northeast corner, no homes, businesses, or community facilities have been constructed in this area at the time of publication of the Draft Supplemental EIR/EIS. The area of the Gossamer Grove community currently being developed is 0.5 mile from the proposed alignment. The analysis of displaced residential units and residents does not include entitled and planned properties that have not yet been constructed. Therefore, the entitled and planned properties in the Gossamer Grove community are not included in the analysis.

The commenter also questions why entire parcels that touch the May 2014 Project Centerline are included and calculated in the study area versus the May 2014 Project study area. The tables in question do not depict parcel boundaries; as such, the tables have not been revised.

I006-406

The text cited by the commenter indicates that the F-B LGA would displace more employees than the May 2014 Project, which is the same information as that requested to be added by the commenter. No change to the Final Supplemental EIS as a result of this comment.

I006-407

The commenter requests that business sector relocations under the May 2014 Project and the F-B LGA be compared by the number of employees impacted by each NAICS code.

This information is already available in Table-8-A-41, except that NAICS codes are aggregated by business sector to provide useful information to the reader. Each NAICS code is provided in the table, where aggregated, the NAICS codes are listed. No revisions have been made to the Final Supplemental EIS as a result of this comment.

I006-408

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-409

Regarding Table 8-A-43, Comparison of Displaced and Affected Community Facilities under the F-B LGA, the commenter asks how many Section 8 housing units, households, and individuals are impacted by both F-B LGA and the May 2014 projects.

As noted in Table 8-A-43, the F-B LGA would result in the displacement of zero affordable housing complexes, and the May 2014 would affect 1 complex - the CityPlace Affordable Housing complex which contains 70 housing units. The final number of households and individuals that would be affected will be determined at the time of relocation assistance.

As discussed in Chapter 5, Environmental Justice, both the May 2014 and F-B LGA would result in adverse impacts on minority and low-income populations residing or conducting business in the project corridor. As described in Section 3.12, Socioeconomics and Communities, Mitigation Measures SO-MM#1 through SO-MM#5 address relocation through locating suitable replacement properties comparable to those currently occupied by residents, as well as suitable replacement facilities, if necessary. Measures also include community workshops to identify contextual design responses and use options that could strengthen the community and minimize disruption of relocations. Implementation of these measures would help to reduce potential community impacts related to displacement of residents, businesses, and community facilities; but would not completely eliminate the disproportionately high and adverse impact on minority and low-income populations.

I006-410

The traffic analysis includes all intersections and roadway segments in the vicinity of these facilities that may be impacted by the proposed project. Impact S&S#8 in Section 3.11 of the Draft Supplemental EIR/EIS analyzes potential increases in emergency response times and identifies mitigation measures (Section 3.11.6.2 of the Draft Supplemental EIR/EIS) that would reduce delay at these locations to acceptable standards. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-411

The commenter indicates that text in Technical Appendix 8-A states, “Positive values indicate that the F-B LGA would have more of an impact than the May 2014 Project, while negative values indicate that the F-B LGA would have less of an impact than the May 2014 Project” and that a footnote below an unnamed table states “1 Negative values indicate that the F-B LGA has less of an impact than the May 2014 Project.” The commenter goes on to request clarification. Since the commenter did not indicate which table to which he is referring, the footnotes in Tables 8-A-45 and 8-A-46 have been updated consistent with the commenter's request. Refer to Volume II Changes to the Draft Supplemental EIR/EIS (Errata).

I006-412

The commenter has suggested edits to Table 8-A-48 for clarification. The suggested shading and textual change has been added to the table. Refer to Volume II Changes to the Draft Supplemental EIR/EIS (Errata).

I006-413

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-414

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-415

The commenter is taking the statement from the Fresno to Bakersfield Section Final EIR/EIS that the "HSR is lower impact than existing conventional railroad facilities" out of context, because that statement is a comparison between the two types of rail uses not a statement that HSR would reduce the impacts associated with existing freight rail. The combination of freight and high-speed rail facilities would intensify an existing impact and, as stated in the Final EIR/EIS and again in the Draft Supplemental EIR/EIS, would increase the intensity of land use which would be incompatible with adjacent residential land uses.

I006-416

A discussion of an intermodal station, including the benefits of co-locating the HSR and Amtrak stations, is found on page 8-A-99 of Chapter 8-A. The document does not state that an intermodal Amtrak/HSR station and transit oriented development are incompatible land uses with HSR, as the commenter suggests. Rather, it states that the determination of incompatibility was based on input from the City of Bakersfield, due to impacts to the City's facilities, freeway projects, and businesses. Referencing the fact that passenger rail uses the same existing rail corridor as BNSF does not affect the analysis or conclusions in the Supplemental EIR/EIS.

I006-417

Refer to Standard Response FB-LGA-Response-TR-1: Station Parking.

The forecast changes referenced by the commenter are speculative at this time. Any changes in parking demand would result in reduction for long-term parking; therefore, the supply proposed is a conservative estimate of need. No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-418

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. However, it is not a greenfield area as suggested by the commenter. 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 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 Draft Vision Plan lays out a framework for redeveloping

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-418

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 Truxtun Avenue Station would encourage higher-density development; however, as discussed above, the F Street Station would provide more opportunities for revitalization than the Truxtun Avenue Station.

I006-419

A comparison of the locations of both proposed stations in relation to the Amtrak station is discussed in Chapter 8-A. While walkability is an important consideration, a reduction of proximity between the Amtrak Station and the HSR station (under existing development conditions) is not an issue that would result in impacts under NEPA or CEQA. Therefore, a comparison of intermodal walkable rail connection is not warranted.

I006-420

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-421

The total parking count proposed on site is approximately 5,200 spaces at the F Street Station, compared to 4,500 spaces at the Truxtun Avenue Station. Fewer parking spaces at the Truxtun Avenue station does not imply that impacts are reduced, or that less parking demand is anticipated. Conversely, the fact that the Truxtun Avenue Station site does not accommodate required parking demand indicates that additional parking sites must be identified in the downtown area near the station site to meet anticipated parking demand. Development of future parking sites in the vicinity of the Truxtun Avenue Station would preclude opportunities for redevelopment in those locations.

I006-422

This determination is based on Settlement Agreement between the City and Authority. Please see Sacramento County Superior Court Case: City of Bakersfield v. California High-Speed Rail Authority (2014).

I006-423

The commenter asks why Figure 8-A-22 of the Supplemental EIR/EIS does not include “the intermodal Amtrak rail connection.” The Figure shows the May 2014 Project and F-B LGA station locations against an aerial background of the city of Bakersfield, and lines that represent the May 2014 Project and F-B LGA centerlines. The Figure does not aim to show station area improvements or transit connections. Any potential intermodal links with Amtrak are not a part of either proposed alternative, as they would be developed separately by the City and Amtrak. Intermodal station links are not appropriate for inclusion in this Figure.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-424

The footprints of both the Truxtun Avenue and F Street station sites are depicted by a black outline in Figure 8-A-22. The tracks in the F Street Station and the Truxtun Avenue station footprint are entirely elevated. Whether the tracks are elevated within the footprint of the station areas has no relevance on the land use analysis of this chapter. This analysis is not necessary to evaluate the land use impacts for either site.

I006-425

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-426

Refer to Standard Response FB-LGA-Response-TR-1: Station Parking.

I006-427

The single-family neighborhood to the southwest of the proposed F Street Station was not considered as a potential site for parking. As stated, parking development is a common use in urban centers. The single-family neighborhood is not considered an urban center.

I006-428

The Kern Council of Governments Terminal Impact Analysis Study was not evaluated in either the Fresno to Bakersfield Section Final EIR/EIS or the Draft Supplemental EIR/EIS. Subsequent to 2003, the Kern Council of Governments adopted the Metropolitan Bakersfield Transit Center Study in 2015. The 2015 Metropolitan Bakersfield Transit Center Study supersedes the 2003 Terminal Impact Analysis.

I006-429

As noted on page 8-A-103 of the Draft Supplemental EIR/EIS, "…transit-oriented development associated with the F Street Station would be consistent with the Kern Council of Governments' and City of Bakersfield's plans and policies encouraging downtown revitalization." Refer to Section 3.13.4.2 of the Draft Supplemental EIR/EIS for a more complete discussion of Land Use impacts.

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 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

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-429

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.

I006-430

The commenter queries “how is the urban design of a 25 to 30-foot tall retaining wall between F-B LGA Station and 34th Street conducive to walkability and infill TOD development along 34th Street”.

The opportunity for walkability and infill TOD cannot be judged based on a single design feature. Rather the F Street Station site 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 Draft 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.

I006-431

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-432

The commenter questions how the F-B LGA would reduce the parking demand while the partial sentence referenced by the commenter suggests that the F Street Station may have lesser transit ridership than the Truxtun Avenue Station. The commenter has taken the statements out of context and omits the statement that there are "opportunities for revitalization at 34th Street and Chester Avenue near the F Street Station [that] would result in overall greater community benefit." 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.

With regard to parking demand, 4,500 on-site parking spaces have been identified at the Truxtun Avenue Station, although at full buildout, 8,100 parking spaces would be required. The F Street Station has been designed to include 5,200 parking spaces on-site, which would better meet the number of parking spaces required under the full buildout scenario.

I006-433

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

I006-434

Existing transportation corridors (i.e., other railroad rights-of-way) are shown in the following figures in relation to the May 2014 Project in the Draft Supplemental EIR/EIS: Figure S-4 in the Executive Summary shows existing rail lines; Figures 8-A-1 in Technical Appendix 8-A, shows alignment similar exhibit of the May 2014 Project and F-B LGA footprints in proximity to the existing rail lines and major roadways.

I006-435

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-436

Based on the December 2015 GIS data downloaded from the City of Bakersfield GIS portal and used to support the analysis provided in the Draft Supplemental EIR/EIS, the approximate size of the playground area at the Bakersfield Amtrak Station is 0.3 acre, or 13,068 square feet. GIS data downloaded from the City of Bakersfield GIS portal in January 2018 indicates that the playground area at the Bakersfield Amtrak Station is approximately 0.7 acre, or approximately 17,424 square feet larger than defined in the Draft Supplemental EIR/EIS for the F-B LGA. However, review of aerial photographs for the previous 10 years does not show a change in the footprint of the park, therefore it is likely that this change is a result of improved data collection rather than an actual change in the size of the park itself. This change in size of the playground area does not alter potential impacts from construction of the F-B LGA because the alignment would not permanently affect the playground area, and potential impacts would still be limited to temporary effects during construction, such as related to noise and dust. The corrected size of the playground area in the data does not alter the comparison of alignments. Therefore, no revisions to the Final Supplemental EIS have been incorporated based on this comment.

As described in Section 3.15 of the Draft Supplemental EIR/EIS, Mill Creek Linear Park is a recreational walkway, not an active transportation facility.

I006-437

Based on GIS information available from the City of Bakersfield at the time that the environmental setting for the F-B LGA was established (December 2015), neither Mill Creek Park nor Mill Creek Linear Park were located within 1,000 feet of the F-B LGA alignment centerline. Based on January 2018 GIS data, Mill Creek Linear Park is located within 300 feet of the F-B LGA alignment centerline and is traversed by the May 2014 Project alignment. As such, the determination in the Draft Supplemental EIR/EIS that the F-B LGA alignment is preferable to the May 2014 Project alignment remains correct. Therefore, revisions to the Final Supplemental EIS have not been incorporated based upon this comment. Refer also to the Response to Comment B031-3 in Chapter 23 of this Final Supplemental EIS.

I006-438

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The commenter is correct in stating that Figure 8-A-23, provided in Appendix 8-A of the Draft Supplemental EIR/EIS (page 8-A-112), indicates the Shafter MOIF as part of the project footprint.

No revisions to Section 3.15 (Parks, Recreation, and Open Space) of the Final Supplemental EIS have been incorporated based on this comment.

I006-439

Figure 8-A-24 (Bakersfield Area: Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Project Study Area), provided in Appendix 8-A of the Draft Supplemental EIR/EIS (page 8-A-113), does not portray Mill Creek Linear Park because at the time the environmental setting for this analysis was established (December 2015), the most current available GIS data (downloaded from the City of Bakersfield GIS portal) did not show Mill Creek Linear Park as located in the F-B LGA study area (1,000 feet from the alignment centerline). GIS data downloaded from the City of Bakersfield GIS portal on January 31, 2018 shows Mill Creek Linear Park as located within 300 feet of the F-B LGA alignment centerline and as intersecting the alignment for the May 2014 Project. The Draft Supplemental EIR/EIS for the F-B LGA has not been revised based upon this new GIS data, because it does not alter the determination that the F-B LGA is preferable to the May 2014 Project, specifically with respect to Mill Creek Linear Park. Refer also to the Response to Comment B031-3 in Chapter 23 of this Final Supplemental EIS.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-440

Mill Creek Linear Park is a tree-lined walkway along a drainage canal in the City of Bakersfield. The Draft Supplemental EIR/EIS (page 8-13) states that the May 2014 Project would cross Mill Creek Linear Park and that the F-B LGA would not. As described here, new Geographic Information System (GIS) data confirms that the F-B LGA would not cross Mill Creek Linear Park but would be located closer to the park than previously reported in the Draft Supplemental EIR/EIS. GIS data sources and implications of this data on the impact analysis provided in the Draft Supplemental EIR/EIS are described below.

GIS data used to support the F-B LGA analysis was downloaded from the City of Bakersfield GIS portal on December 7, 2015, at the time the analysis was commenced, and was used to support the analysis provided in the Draft Supplemental EIR/EIS for the F-B LGA. The December 2015 data was the most current data available at the time of preparation of the Draft Supplemental EIR/EIS. The analysis for the May 2014 Project was based on data published in 2011, combined with the City's December 2015 GIS data. This data shows Mill Creek Park (also known as "Central Park" or "Central Park at Mill Creek"), as located outside of the 1,000-foot buffer from the F-B LGA alignment centerline. Therefore, this park is identified in the Draft Supplemental EIR/EIS as outside of the defined study area for the F-B LGA (Figure 3.15-2 of the Draft Supplemental EIR/EIS and Table 8-A-65, pages 8-A-137 through 8-A-140 in Appendix 8-A of the Draft Supplemental EIR/EIS). Mill Creek Linear Park is not shown in the City's December 2015 data.

On January 31, 2018, in response to this comment, updated GIS data for the F-B LGA study area was downloaded from the City of Bakersfield GIS portal. Unlike the December 2015 GIS data, the January 2018 data delineates a portion of Mill Creek Linear Park as extending to the northeast from Mill Creek Park. This newly-defined park area extends to within 300 feet of the F-B LGA alignment centerline, which means that the F-B LGA would impact a portion of Mill Creek Linear Park that was not assessed in the Draft Supplemental EIR/EIS. As stated on page 3.15-2 of the Draft Supplemental EIR/EIS, construction within 300 feet of a park would have the greatest impact due to noise, dust, and visual effects, depending on the construction type and activity. Parks located more than 300 feet from construction are sufficiently remote to remain comparatively unaffected by most activities, due to the attenuation of noise and dust

I006-440

associated with construction activities, and the distance from visual effects associated with construction.

Therefore, rather than the "no impact" determination shown in the comparison of alternatives analysis (Table 8-A-65 in Appendix 8-A of the Draft Supplemental EIR/EIS), as noted by the commenter, construction of the F-B LGA would result in temporary impacts to Mill Creek Linear Park due to its proximity within 300 feet of the alignment centerline. As with other potential construction impacts to parks, Avoidance and Minimization Measures NV-IAMM#1 and AQ-IAMM#2 would be implemented to address temporary noise and air quality impacts, respectively, during the construction period.

The January 2018 GIS data also shows that the May 2014 Project would traverse a portion of Mill Creek Linear Park, which is consistent with the analysis provided in the 2014 Final EIR/EIS for the Fresno to Bakersfield Section. As a result, the May 2014 Project would still result in a significant unavoidable impact to Mill Creek Linear Park where the alignment would cross over the park and substantially degrade the existing visual character of the site and its surroundings.

Both alignments would be elevated in the vicinity of Mill Creek Linear Park.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-441

Although the Gossamer Grove Specific Plan area would be traversed by the F-B LGA alignment in the northeast corner, no homes, businesses, schools, parks, or other community facilities have been constructed in this area. As such, the analysis does not evaluate potential impacts to these properties. This approach is consistent with the methodology used for the Fresno to Bakersfield Section Final EIR/EIS and other sections of the HSR system.

The primary roadway that serves to access the Gossamer Grove community is 7th Standard Road. Section 3.2, Transportation, of the Draft Supplemental EIR/EIS evaluates traffic at the Coffee Road/7th Standard Road intersection (intersection 5 in Tables 3.2-13 and 3.2-23). The tables show the with project condition would not result in worsened levels of services at this intersection due to the HSR project. The Gossamer Grove Specific Plan is included in the KernCOG RTP Model, and has been considered in the future (2035) with project analysis. Therefore, the Gossamer Grove community is not anticipated to experience traffic and circulation impacts as a result of the HSR.

The residential units in the Gossamer Grove community currently being developed are located more than 2,500 feet from the centerline of the proposed alignment, which is the limit of the study area for the noise analysis. The study area for noise was designed based on FRA guidance to capture all areas that may experience noise impacts. Therefore, the new residences in the Gossamer Grove community are located far enough away that they are not anticipated to experience noise impacts.

Section 3.16 in the Draft Supplemental EIR/EIS does not analyze the visual impact of HSR facilities on the Gossamer Grove Specific Plan area because this area was undeveloped agricultural land at the time of preparation of the environmental document. Currently, residential units in the Specific Plan area are being developed and are at least 2,500 feet from the centerline of the proposed alignment. This portion of the Specific Plan area is located outside of the visual resource study area analyzed in Section 3.16, which extends 0.5 mile from the alignment centerline in rural areas. However, planned development in Gossamer Grove would occur adjacent to the alignment. Therefore, page 3.16-17 in the Draft Supplemental EIR/EIS has been amended as follows to account for the visual character and viewer sensitivity of residential development in Gossamer Grove:

I006-441

Viewers in the Rural San Joaquin Valley landscape unit are few, and viewer activities are predominantly work-oriented. Viewer sensitivity is moderate for motorists and moderately low for workers. However, scattered rural residents and planned suburban residential development in the Gossamer Grove Specific Plan area located within the 0.5-mile foreground distance have high visual sensitivity. Viewer exposure of rural residents in the valley varies primarily by distance because there is often little to screen or filter views. Overall, viewer exposure in the valley is moderated by a low density of viewers.

In addition, page 3.16-56 of the Draft Supplemental EIR/EIS has been amended as follows to discuss visual impacts to the Gossamer Grove area:

Although the overall number of residents in the Rural San Joaquin Valley landscape unit is small, they would have high viewer sensitivity to these visual effects. Planned suburban residential development in the Gossamer Grove Specific Plan area also would introduce residents with high viewer sensitivity adjacent to the HSR alignment near Verdugo Lane. A moderate decline in visual quality in an area with high viewer sensitivity would represent a significant impact under CEQA.

Refer to Volume I Changes to the Draft Supplemental EIS (Errata). for text changes in response to this comment.

While future Gossamer Grove residents located within the visual resource study area would be highly sensitive to the F-B LGA's visual effects, the impact on residences in the Rural San Joaquin Valley Landscape Unit would remain significant. The response to this comment does not introduce substantial new information or identify a substantial increase in the severity of an environmental impact that cannot be reduced to a level of insignificance; therefore, recirculation is not required.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-442

As discussed in Chapter 8 of the Draft Supplemental EIR/EIS, the Bakersfield F Street Station would result in more beneficial visual impacts from streetscape improvements and general revitalization than would the Truxtun Avenue Station. This is the case because the visual character of the area around the F Street Station is generally industrial in nature, while the Truxtun Avenue Station environs already have a moderately high visual quality. Direct and indirect visual impacts of the F Street Station would be beneficial, not adverse.

If the City of Bakersfield re-zoned land under HSR viaducts as parkland or open space, that action could facilitate the addition of landscaping and other public amenities that improve visual quality as well. Potential rezoning at the HSR alignment is not, however, part of the proposed F-B LGA and would be undertaken at the discretion of local jurisdictions. The Draft Supplemental EIR/EIS does not speculate to assume future changes in zoning and evaluate the effects on visual conditions. Nonetheless, as discussed in Section 3.16 of the Draft Supplemental EIR/EIS, mitigation measures approved under the Fresno to Bakersfield Section Mitigation and Monitoring Enforcement Plan to improve visual conditions at the HSR viaducts would apply to the F-B LGA. Under Mitigation Measure AVR-MM#2b, the Authority will work with local jurisdictions to develop a project site landscape design plan for areas disturbed by the project. Under Mitigation Measure AVR-MM#2c, the Authority will ensure that the project contractor plants trees along the edges of HSR rights-of-way adjacent to residential areas. This measure will help reduce the visual contrast between the elevated guideway and residential areas.

I006-443

The commenter requests revisions to Table 8-A-58. Table 8-A-58 provides a summary of impacts/effects to Traditional Cultural Properties (TCPs) as well as Historic Architectural Resources. Because Noriega's is eligible as both a TCP and as a Historic Architectural Resource, the effect on Noriega Hotel as a Historic Architectural Resource (i.e., vibration, noise, and visual effects) are included in the cell denoting Historic Architectural Resources. As described in Section 5 of the TCP study prepared in support of the Draft Supplemental EIR/EIS, Noriega's was evaluated using criteria set forth in the National Register of Historic Places (NRHP) Bulletins 15 and 18. Noriega's meets the definition of a TCP because it is a tangible property associated with a living, traditional community, it has defined boundaries, and it continues to be a venue for Basque cultural practices. Basque cultural practices that are transmitted to younger generations at Noriega's include eating and making traditional food, dancing, and playing traditional Basque card and handball games. The F-B LGA will not adversely affect the cultural practices conducted at Noriega's that make it eligible for listing in the NRHP as a TCP.

I006-444

The statement recommended for inclusion by the commenter applies to both the May 2014 and F-B LGA and does not meaningfully add to the comparative analysis provided in the table. Additionally, the statement is included in the paragraph below Table 8-A-60.

I006-445

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-446

The Draft Supplemental EIR/EIS identifies mitigation along F Street between 30th Street and 24th Street to convert the center two-way left turn lane to a dedicated northbound through lane (TR-MM#9). The Draft Supplemental EIR/EIS also identifies mitigation measures TR-MM#2 and TR-MM#3, which would require the installation of a traffic signal at the F Street/30th Street intersection and would add overlap phasing for the westbound right-turn lane, respectively. Intersection lane requirements for F Street and 30th Street are included in the Transportation Analysis Technical Report prepared for the F-B LGA. With implementation of mitigation measures TR-MM #2, TR-MM #3, and TR-MM #9, the incremental contribution to impacts associated with the project at the F Street/30th Street intersection would not be cumulatively considerable under CEQA.

The operational analysis in the Draft Supplemental EIR/EIS is consistent with that prepared for the May 2014 Project as it evaluates GHG-related impacts in the context of the entire Fresno to Bakersfield Section alignment. Both project alternatives would affect long distance, city-to-city vehicular travel along freeways and highways throughout the state, and long distance, city-to-city aircraft takeoffs and landings. Both the Draft Supplemental EIR/EIS and the Final EIR/EIS include analysis of operational GHG emissions from on-road vehicles and use average, daily vehicle miles traveled (VMT) estimates and associated average daily speed estimates for each affected county. Both the May 2014 Project and the F-B LGA would result in a net statewide reduction in on-road VMT (including from autos and light-duty trucks) and a net statewide GHG reduction. In addition, both project alternatives would help the state meet the GHG emissions reduction goals established by AB 32, SB 32, and EO B-30-15. The specific station location, F-B LGA or May 2014 Project, would not change the beneficial impact identified in both the Final EIR/EIS and the Draft Supplemental EIR/EIS.

No revisions have been made to Table 8-A-62 in the Final Supplemental EIS in response to this comment.

I006-447

The commenter then asks why cumulative impacts for “Division and/or Disruption of Community” are found significant and cumulatively considerable for the May 2014 Project while they are found significant but not cumulatively considerable for the F-B LGA. Cumulative impact findings for the May 2014 Project are based on the cumulative analysis in the Fresno to Bakersfield Section Final EIR/EIS. Cumulative impact findings for the F-B LGA are based on the cumulative analysis in the Draft Supplemental EIR/EIS. Division and disruption of community impacts are different for the May 2014 Project than for the F-B LGA. In particular, the May 2014 Project would divide and disrupt the community of Crome and would involve the displacement of 384 homes, such that impacts would be significant and cumulatively considerable. Refer to Section 3.12 of the Fresno to Bakersfield Section Final EIR/EIS for more information on impacts to Crome and residential displacements, and Section 3.19 of the Fresno to Bakersfield Section Final EIR/EIS for more information about cumulative analysis findings relevant to the May 2014 Project. The F-B LGA would not divide or disrupt communities to the same extent, and would displace 86 homes, fewer than the May 2014 Project’s 384 residential displacements. As stated in Section 3.19 of the Draft Supplemental EIR/EIS, though some socioeconomic impacts of the F-B LGA would be cumulatively significant, with the implementation of mitigation, incremental impacts would not be cumulatively considerable under CEQA.

The commenter further asks why Station Planning, Land Use, and Development cumulative impact findings differ between the May 2014 Project and the F-B LGA. Again, cumulative impact findings for the May 2014 Project are based on the analysis in the Fresno to Bakersfield Section Final EIR/EIS. As stated in Section 3.19 of the Draft Supplemental EIR/EIS, though some station planning, land use, and development impacts of the F-B LGA would be cumulatively significant, with the implementation of mitigation, incremental impacts would not be cumulatively considerable under CEQA.

Chapter 5 of the Draft Supplemental EIR/EIS has been revised to include a cumulative analysis of Environmental Justice impacts. Operation of the F-B LGA and other past, present, and reasonably foreseeable projects would not have cumulative adverse impacts on environmental justice populations under NEPA.

For more information about the cumulative two-step process, refer to Section 3.19.2 of

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-447

the Draft Supplemental EIR/EIS.

I006-448

A Use Assessment has been added for Mill Creek Park in Chapter 4 of the Final Supplemental EIS. Refer to Volume I Changes to the Draft Supplemental EIS (Errata). Mill Creek Park would not be not impacted by the F-B LGA.

As described in Chapter 4, while the F-B LGA would have a de minimis impact on the Kern River Parkway, the City of Bakersfield never provided concurrence with the de minimis impact proposed for the May 2014 Project. As the owner agency of the Kern River Parkway, the City's concurrence is required to make a Section 4(f) finding. Since the City of Bakersfield did not concur with the May 2014 de minimis findings, this constituted a use under Section 4(f). As such, Section 4(f) impacts to the Kern River Parkway under the F-B LGA (de minimis) are less than the May 2014 Project (temporary and permanent use). No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-449

The Draft Supplemental EIR/EIS was prepared to understand the potential impacts of the F-B LGA. As such, it compares the F-B LGA to the complementary portion of the preferred alternative that was identified in the Fresno to Bakersfield Section Final EIR/EIS, termed the May 2014 Project. The methodology for evaluating disproportionately high and adverse impacts to minority and low-income communities is consistent with the California High Speed Rail Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines Version 5 (Authority and FRA 2014). Whether adverse effects will be disproportionately high is dependent upon various circumstances, including:

- The location of an adverse effect primarily in minority or low-income areas or in both minority/low-income areas and non-minority/low-income areas
- The percentage of the minority and low-income population in the area of impact as compared to the percentage of the minority and low-income population in the reference community
- The perceptions of the minority/low-income populations affected by the impact, regarding its severity and the success of the proposed mitigation measures in reducing impacts
- The equal application of mitigation measures to minority/low-income and non-minority/low-income populations
- The project benefits that will be received by the minority/low-income populations
- Any social, religious or cultural resources and public services, such as police, fire, and emergency services particularly important to the minority/low-income populations that would be affected.[1]

As described in the Draft Supplemental EIR/EIS, residential and commercial displacements associated with the May 2014 Project would primarily affect the minority and low-income populations in the urban communities, particularly in Bakersfield's northwest and northeast districts (as defined in the Fresno to Bakersfield Community Impact Assessment [Authority and FRA 2012; pages 4-9 and 4-10]), as well as in the rural communities, especially in Crome. Similarly, the residential displacements associated with the F-B LGA would occur primarily within areas that contain minority and low-income populations. The analysis of environmental justice impacts does not rely on the number of minority or low-income persons affected, but rather the criteria listed

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-449

above. Therefore, data relating to the percentage of displacements that are low-income and minority residents, employees and business owners is irrelevant to the analysis. The fact that most of the displacements occur within areas that contain populations of minority and low-income populations as compared to the reference community indicates that the project would result in disproportionately high and adverse impacts to those communities.

[1] Authority and FRA, 2014. California High Speed Rail Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines Version 5. June.

I006-450

Comment acknowledged. Page 8-A-145 of the Final Supplemental EIS has been revised to clarify that the May 2014 Project would not impact Bakersfield High School. Refer to Volume II Changes to the Draft Supplemental EIR/EIS (Errata).

I006-451

As stated on page 8-A-147 of the Draft Supplemental EIR/EIS, “Lesser impacts would occur under the F-B LGA, as severe noise impacts would affect 152 sensitive receivers compared to 305 sensitive receivers under the May 2014 Project.” This statement refers to severe noise impacts that would remain after mitigation is implemented. Of the 152 sensitive receivers that would be affected by the F-B LGA, 139 are located within designated minority and low-income populations. Of the 305 sensitive receivers that would be affected by the May 2014 Project, 232 are located within designated minority and low-income populations. Therefore, severe noise impacts would affect a greater number of sensitive receivers within minority and low-income populations under the May 2014 Project than the F-B LGA.

I006-452

Response to Comment I006-231 in Chapter 24 of this Final Supplemental EIS clarifies the community division impacts associated with the May 2014 Project. Response to Comment I006-256 in Chapter 24 of this Final Supplemental EIS addresses the comment related to the division of the Old Town Kern Neighborhood.

I006-453

Refer to Responses to Comments I006-231 and I006-256 in Chapter 24 of this Final Supplemental EIS.

I006-454

This comment does not specify which determination the commenter is asking to be explained. Because the commenter’s request is unclear, no revisions to the Final Supplemental EIS for the F-B LGA have been incorporated.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-455

The commenter asks why the 2013 Fresno to Bakersfield Section Cost Estimate Report, prepared for the Fresno to Bakersfield project section, was not included in the appendix of the Draft Supplemental EIR/EIS. The 2013 report does not address the F-B LGA; however, the 2017 Cost Estimate Report does.

This report was used in preparation of the Final EIR/EIS, but not all sources referenced in the Final EIR/EIS were included as appendices. Similarly, for the F-B LGA, all sources documents used in the preparation of the Draft Supplemental EIR/EIS, the Final Supplemental EIR, and the Final Supplemental EIS are available by request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority's website.

The Authority encourages written requests submitted via email to records@hsr.ca.gov.

To send a written request via postal mail:

California High-Speed Rail Authority
Marie Hoffman/Public Records Officer
770 L Street, Suite 620 MS1
Sacramento, CA, 95814

Written requests should include details that will enable staff to identify and locate the requested records. The request should include a telephone number where you can be reached to discuss the request if we need additional information to locate records for you.

Within 10 days from the date the request is received, the Authority will make a determination on the request and will notify the requester of its decision. If the determination cannot be made within 10 days due to unusual circumstances as defined in Government Code section 6253.1, the Authority will notify the requesting person of the reasons for the delay and the date when the determination will be issued. No such notice shall specify a date that results in an extension of more than 14 days.

I006-456

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

The commenter refers to tables 8-A-67 and 8-A-68 and asks why the cost estimates include an HMF. Neither Table 8-A-67 nor 8-A-68 includes costs for the HMF. The statement in Table 8-A-67 regarding the HMF was revised for clarity. Text following Table 8-A-69 was also revised. Refer to Volume II Changes to the Draft Supplemental EIR/EIS (Errata).

The commenter further refers to Table 8-A-71 and asks why costs associated with the Shafter HMF are included in cost estimates for the May 2014 Project. This table does not include costs for the HMF.

I006-457

The commenter asks why operations and maintenance costs for stations was determined using a ratio based on system-wide station costs is appropriate given that "F-B LGA has 700 more structured parking spaces than the May 2014 Project." In terms of operation and maintenance, 700 more structured spaces, an approximate 15 percent increase in parking spaces over the number offered by the May 2014 Project, would not result in significant increases to overall station operation and maintenance costs.

I006-458

Refer to Standard Response FB-LGA-Response-GENERAL-11: HMF- Oil Refinery.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-459

The commenter asks for the cost of adding a shuttle service to connect the F Street Station with the Amtrak Station, and asks where this cost is included in operation and maintenance cost estimates for the F-B LGA.

The F-B LGA does not include the addition of a shuttle service connecting the F Street Station with the Amtrak Station; however, the City of Bakersfield includes this service in Phase 2 of its Making Downtown Bakersfield Station Area Vision Plan Project. Since this is a separate project, these costs are not reflected in the F-B LGA.

I006-460

For the vibration impact analysis included in Section 3.4, Noise and Vibration, of the Draft Supplemental EIR/EIS, there are sensitive land uses along Walker Street located within the 275-foot vibration study area that would be exposed to vibration levels generated by the proposed HSR. However, the predicted vibration levels generated by the HSR would not exceed the vibration annoyance threshold (72 VdB for residences and 75 VdB for institutional uses). Therefore, sensitive land uses located along Walker Street would not experience significant vibration impacts.

For the noise impact analysis, sensitive land uses along Walker Street would have a severe noise impact. Noise Barrier No. 2 was evaluated for these land uses and was determined to be feasible and reasonable. A 14-foot Noise Barrier No. 2 would reduce 451 pre-mitigation severe noise impacts to a less-than-significant level (Table 3.4-27 of the Draft Supplemental EIR/EIS.)

Section 3.16 in the Draft Supplemental EIR/EIS analyzes the visual impact of proposed HSR and BNSF embankments south of Tulare Avenue, which would be visible to residences along Walker Street. As discussed therein, existing residences would be located 120 feet east of the retained HSR embankment along Walker Street. Due to the scale and height of the HSR and BNSF embankments, these structures would be prominent in sight lines down perpendicular streets in the foreground distance of 0.25 mile and sometimes visible above nearby rooftops to high numbers of residential viewers. The Draft Supplemental EIR/EIS acknowledges that these structures would serve as visually dominant features with an urban, industrial character in the small-town setting near Shafter's downtown center and residential neighborhoods. Residents near the HSR structures would experience a decline in visual quality from moderate to moderately low or low.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-461

The Authority conducted six Technical Working Group meetings with the City of Shafter, at which design options through the Shafter city limits were discussed. The Authority coordinated with the City to accommodate the North Beltway Project and minimize conflicts with the future project. The proposed North Beltway runs closer to Orange Street than Burbank, and the HSR alignment on embankment would not pose any compatibility issues for the proposed North Beltway project. Meeting minutes from the Technical Working Group meetings are available from the Authority upon request.

I006-462

The commenter requests that the F-B LGA alignment along Burbank Avenue be revised from embankment to retained embankment to ensure compatibility with the North Beltway project proposed by the City of Shafter. According to Figure 3-1 of the City of Shafter's General Plan (2005), the proposed North Beltway runs closer to Orange Street than Burbank, and the HSR alignment on embankment would not pose any compatibility issues for the proposed North Beltway project.

I006-463

The commenter asks where the cost for the bridge structures at 6010+00, 6075+00 (Riverside St), and 6095+00 (Cherry St) are located in the 2017 Cost Estimate Report.

According to the design drawings, these are all examples of the "Twin Track –Elevated Viaduct or Bridge" shown on Drawing Number TT-B0013. Costs for these structures are included in the 2017 Cost Estimate Report under 10.01 Track Structure: Viaduct.

I006-464

The commenter requests a bridge/undercrossing at Orange Avenue E and at Mendota Street where the HSR would cross them. Both roads will be closed on each side of the crossing. This will not prevent access to land on either side of the HSR. Undercrossings are provided at Cherry Avenue and Driver Road, providing access to local and private roads in the area. To provide undercrossings at each roadway crossed by the HSR would not be feasible.

I006-465

The commenter asks where the cost for the bridge structures at 6210+00 (Driver Road), 6265+00 (Zachary Ave), 6330+00 (Calloway Canal), 6370+00 (Zerker Road), and 6425+00 (Friant-Kern Canal) are located in the 2017 Cost Estimate Report. According to the design drawings, these are all examples of the "Twin Track –Elevated Viaduct or Bridge" shown on Drawing Number TT-B0013. With the exception of the two canals, costs for these structures are included in the 2017 Cost Estimate Report under 10.01 Track Structure: Viaduct. Canal crossings, according to Note 5 on Drawing Number TT-B0013, are steel truss structures, costs for which can be found under item 10.02.044 of the 2017 Cost Estimate Report.

I006-466

The commenter requests that a bridge/undercrossing be added at Verdugo Lane.

The F-B LGA already includes a farm road undercrossing at Verdugo Lane. No revisions have been made to the Final Supplemental EIS in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-467

The commenter asks where the cost for the bridge structure at 6515+00 (Lerdo Canal) is located in the 2017 Cost Estimate Report.

According to the design drawings, this is an example of the "Twin Track –Elevated Viaduct or Bridge" shown on Drawing Number TT-B0013. Canal crossings, according to Note 5 on Drawing Number TT-B0013, are steel truss structures, costs for which can be found under item 10.02.044 of the 2017 Cost Estimate Report.

I006-468

Comment noted. Section 1.2.2 of the Draft Supplemental EIR/EIS provides the objectives of the HSR System, Fresno to Bakersfield Section, and F-B LGA. One of these objectives states that the HSR shall "maximize the use of existing transportation corridors and right-of-way to the extent feasible." In compliance with these objectives, the May 2014 Project as well as the F-B LGA follow existing transportation corridors and right-of-way to the extent feasible and only deviate short distances from existing transportation corridors due to design restrictions.

Due to the high speed of the HSR, the design requires long sweeping turns instead of sharper/shorter turns that are used for freight/passenger rails, and in some areas both the May 2014 Project and F-B LGA required deviation from transportation corridors. The May 2014 Project follows the BNSF corridor and deviates from this corridor in the City of Bakersfield for approximately 3.95 miles, until it turns and parallels the BNSF corridor in the vicinity of Commerce Drive in Bakersfield leading to the Truxtun Avenue Station. The F-B LGA follows the BNSF corridor and deviates in the vicinity of Cherry Avenue, just southeast of Shafter, for 7.29 miles until it reaches Verdugo Lane where it turns again and parallels the UPRR corridor through the F Street Station to the terminus of the F-B LGA alignment in East Bakersfield. The F-B LGA deviates from existing transportation corridors for a longer stretch, through rural, mostly agricultural land, while the May 2014 Project deviates from existing transportation corridors through the City of Bakersfield. The F-B LGA crosses over agricultural land between its parallel alignments along the BNSF and UPRR corridors. The siting of the F-B LGA in this area considered the future Northern Beltway Project (refer to Technical Appendix 3.19-B of the Draft Supplemental EIR/EIS) (Authority 2017).

I006-469

The commenter questions why an embankment was designed between Stations 6675+00 and 6702+00. The Authority designed an embankment in this portion of the alignment because embankment is generally less costly to construct than viaduct. Embankment has been designed along the alignment, where feasible.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-470

The commenter asks where the cost for the bridge structure at SR-99 is located in the 2017 Cost Estimate Report.

According to the design drawings, this is an example of the "Twin Tracks –Elevated Viaduct –Straddle Bent" shown on Drawing Number TT-B0018. Costs for these structures are included in the 2017 Cost Estimate Report under 10.01.825 Elevated Structure Straddle –2 Track (50' Avg. Pier Ht).

I006-471

The commenter raises the concern that the design is uninspiring architecturally and is not walkable.

The station plan set represents Preliminary Engineering for Project Definition and does not incorporate architectural aesthetic elements at this stage. Regarding walkability, the F Street Station design meets the design requirements of the Authority and includes a multiuse path between Chester Avenue and the Carrier Canal making the entire station accessible by pedestrians and bicyclists.

I006-472

The commenter raises the concern that the F Street Station is not walkable because it is bounded by the UPRR to the north and SR 204 to the south.

The F Street Station design includes a multi-use path between Chester Avenue and the Carrier Canal. The path connects to the existing Kern Bike Path, and includes a bridge over the UPRR and a crossing under the SR 204. The Path does not have an at-grade crossing of a public roadway or railroad. Lowering the SR 204 is not possible due to the adjacent bridges at Chester Avenue and the Carrier Canal.

I006-473

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.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-473

•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.

I006-473

I006-474

This version of the station area and station design submission is an effort to summarize preliminary conceptual design for the proposed station at F Street and Golden State Avenue in Bakersfield that is informed by:

California High-Speed Rail Authority documents
Statewide architectural excellence goals
System design criteria and technical memoranda
Station area development policy
Urban design guidelines

Kern Council of Governments

2014 Regional Transportation Plan and Sustainable Communities Strategy
Metropolitan Bakersfield Transit Center Study
Metropolitan Bakersfield Transit System Long-Range Plan

City of Bakersfield's General Plan

The traffic flow in and out of the station was developed based on select zone runs developed for the project using the KernCOG Travel Demand Model. Dedicated bicycle/pedestrian paths are included as part of the Station design that will minimize conflict points with vehicular traffic. No revisions to the Final Supplemental EIS have been made in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-475

The commenter asks about station area traffic generated by drivers searching for parking, and asks whether the waiting area is large enough for Uber/Lyft.

This version of the station area and station design submission is an effort to summarize preliminary conceptual design for the proposed station at F Street and Golden State Avenue in Bakersfield that is informed by:

California High-Speed Rail Authority documents
Statewide architectural excellence goals
System design criteria and technical memoranda
Station area development policy
Urban design guidelines

Kern Council of Governments
2014 Regional Transportation Plan and Sustainable Communities Strategy
Metropolitan Bakersfield Transit Center Study
Metropolitan Bakersfield Transit System Long-Range Plan

City of Bakersfield's General Plan

The station would be designed to minimize station area traffic congestion, and the placement of car rental facilities and taxi, van, and rideshare application pick-up locations would also be designed accordingly.

The ridership forecast used for the sizing of parking, public spaces, vertical circulation, and functional spaces is for a projected ridership of 9,200 passengers in the year 2035. This value is taken from the Station Area Parking Guidance Technical Memorandum (July 2011), Table A-9: Total Average Weekday Station Boardings - Full System Stations 2035 and served as the base for the trip generation included in the Transportation Analysis Technical Report (TATR).

Preliminary station design is in accordance with Technical Memoranda (TM) available during development of the Fresno-Bakersfield Section Draft Supplemental EIR/EIS including TM 2.2.2 R1 Minimum Station Program Design Guidelines, TM 2.2.3 R0 Station Site Design Guidelines, and TM 2.2.4 R1 Station Platform Geometric Design.

I006-475

No revisions have been made to the Final Supplemental EIS in response to this comment.

I006-476

The commenter asks whether a one-way loop inside the station area would be more efficient and safer.

A one-way loop within the station area was considered, but showed that internal traffic patterns were less efficient than the current design. It would take longer for station users to reach the parking structures as well as exit the station.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-477

The commenter asks about station area traffic generated by drivers searching for parking, and asks whether the south surface lot should be used for rental cars or for vans, taxis, and Uber/Lyft.

This version of the station area and station design submission is an effort to summarize preliminary conceptual design for the proposed station at F Street and Golden State Avenue in Bakersfield that is informed by:

California High-Speed Rail Authority documents

•Statewide architectural excellence goals
•System design criteria and technical memoranda
•Station area development policy
•Urban design guidelines

Kern Council of Governments

•2014 Regional Transportation Plan and Sustainable Communities Strategy
•Metropolitan Bakersfield Transit Center Study
•Metropolitan Bakersfield Transit System Long-Range Plan

City of Bakersfield's General Plan

The station would be designed to minimize station area traffic congestion, and the placement of car rental facilities and taxi, van, and rideshare application pick-up locations would also be designed accordingly.

The ridership forecast used for the sizing of parking, public spaces, vertical circulation, and functional spaces is for a projected ridership of 9,200 passengers in the year 2035. This value is taken from the Station Area Parking Guidance Technical Memorandum (July 2011), Table A-9: Total Average Weekday Station Boardings - Full System Stations 2035 and served as the base for the trip generation included in the Transportation Analysis Technical Report (TATR).

Preliminary station design is in accordance with Technical Memoranda (TM) available

I006-477

during development of the Fresno-Bakersfield Section Draft Supplemental EIR/EIS including TM 2.2.2 R1 Minimum Station Program Design Guidelines, TM 2.2.3 R0 Station Site Design Guidelines, and TM 2.2.4 R1 Station Platform Geometric Design.

No revisions have been made to the Final Supplemental EIS in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-478

Station drawings A1802 and A1810 show grade-separated dedicated walkways throughout the station as well as ADA compliant access ramps for pedestrians. Additionally, the F Street Station integrates with other bike/pedestrian paths including the grade separated bike/pedestrian walkway planned in the Metropolitan Bakersfield Transit System Long-Range Plan as shown in Section 3.13, Figure 3.13-3 of the Draft Supplemental EIR/EIS.

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 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 Draft Vision Plan lays out a framework for redeveloping

I006-478

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.

I006-479

The surface parking lot of 30 spaces will be provided for short-term parking (drop-offs/pick-ups). Long-term parking will be provided in the parking structures. Refinements to the drop-off/pick-up parking area may be made during final design of the site plan. No revisions have been made to the Final Supplemental EIS in response to this comment.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-480

The commenter asks for the cost of the transit center building. The commenter asks why this has not been included in project costs. The commenter also asks where the space for buses to load, unload, and wait can be found, and whether the station allows sufficient room for a bus to turn and maneuver.

Costs for the Transit Center are not available from the Authority because this would be a project designed, constructed, and maintained by local agencies.

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.

I006-481

The BRT stop shown on the Volume III Station drawings in the Draft Supplemental EIR/EIS is based on the existing Bakersfield Downtown Transit Center. The Metropolitan Bakersfield Transit System Long-Range Plan (2012) shows the potential for numerous stops along the BRT spine including a stop near the planned F Street Station. The F-B LGA does not preclude a BRT transit stop at the F Street Station.

I006-482

The commenter requests that the capacity of the van, taxi, and Uber/Lyft waiting area be specified.

Each aisle way in the Uber/Lyft, Van &Taxi area includes two lanes; lane 1 is 300 feet, and lane 2 is 172 feet long. The Kiss and Ride includes 3 lanes 380 feet in length.

I006-483

The commenter questions what type of retail is envisioned in the retail spaces allotted at the F Street Station. Identification of future uses would be speculative, but uses would be consistent with the market demand.

I006-484

The commenter requests information on the number of ticket sales windows.

There will be 3 to 5 windows in each building plus ticket vending machines.

I006-485

The commenter requests why each retail space is smaller than the restrooms.

Refer to Station Area drawing A6801; Attached to the main entrance building would be seven retail areas at Concourse Level averaging 457 square feet. There are multiple retail spaces shown ranging in size from 381 square feet to 4,000 square feet. Each retail site includes a note that states, “Actual dimension will be determined during station design. Value is approximate.”

The main building would house 8,882 square feet of retail storage. In addition, detached from the main entrance building, there would be six retail areas at Plaza Level averaging 2,347 square feet, and one 1,357 square foot retail space shown at concourse level. The total area of space available in the F Street Station is 18,646 square feet for retail, and 8,882 square feet for storage.

Conversely, referring to the Truxtun Avenue station for the B3 hybrid alignment, the station area included only two areas for retail space totaling 4,817 square feet.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-486

The commenter asks how many personnel will be required to work the main station and secondary station entrance.

I006-487

Refer to Drawing No. A0001 of the Volume III Station Plans of the Draft Supplemental EIR/EIS. Applicable codes, rules, standards and guidelines include, but are not limited to ADA compliance for buildings and facilities. Walkways and sidewalks will be available throughout the station to provide a network for pedestrian access to local roadways. Pedestrians accessing the station from 34th Street would cross over the UPRR at a 5 percent grade (Sheet CV-T1051 of the Roadway and Roadway Structure Plans of Volume III of the Draft Supplemental EIR/EIS). The distance from the Golden State Mall to the main station entrance is approximately 1,000 feet. Refinements to the station design will be considered by the design/build contractor. No revisions to the design have been made in response to this comment.

I006-488

Physical and environmental constraints were considered in the development of the station design. The road and multi-use path overcrossing of UPRR requires a vertical clearance for the passage of UPRR trains. For the F-B LGA design a clearance of 24 feet, two inches has been maintained for the rail line. At the F Street access, SR 204 had to be maintained because SR 204 in the vicinity of the station is eligible for the National Register of Historic Places and the California Register of Historic Resources (Table 3.17-1 of the Draft Supplemental EIR/EIS). Refinements to the station design may be considered by the design/build contractor.

I006-489

The room schedules for the F Street Station and the Truxtun Avenue Station are provided on Drawing No. A6801 of the Station Plans included in Volume III of the Draft Supplemental EIR/EIS, and the Fresno to Bakersfield Section Final EIR/EIS, respectively.

I006-490

Refinements to the station design may be considered by the design/build contractor. For the purposes of the Draft Supplemental EIR/EIS analysis, the 46.25-acre F Street Station site and the size and location of facilities/amenities and the comparable 24-acre Truxtun Avenue Station site and the size and location of facilities/amenities is adequate. No changes have been made to the project design in response to this comment.

I006-491

As shown in Volume III: Station Drawings, the HSR station includes retail space, bike storage, a potential bus terminal building, and plazas, in addition to waiting areas and platforms. Refer to Station Area drawing A6801. Attached to the main entrance building would be seven retail areas at Concourse Level averaging 457 square feet. The main building would house 8,882 square feet of retail storage. In addition, detached from the main entrance building, there would be six retail areas at Plaza Level averaging 2,347 square feet, and one 1,357 square foot retail space shown at Concourse Level. The total area of space available in the F Street Station is 18,646 square feet for retail and 8,882 square feet for storage.

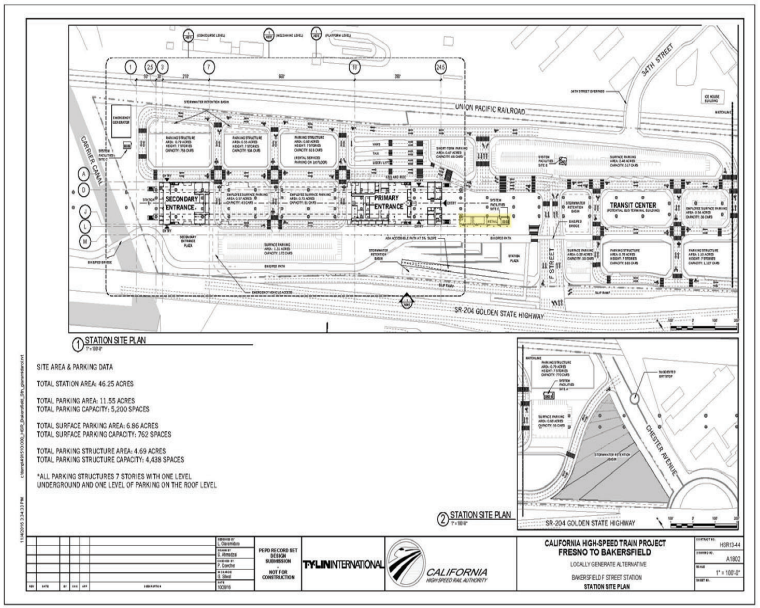
Conversely, referring to the Truxtun Avenue station for the May 2014 Project, the station area included only two areas for retail space totaling 4,817 square feet.

I006-492

The detached building is shaded yellow (for this response) on Sheet A1802 from Volume III: Station Drawings.

Response to Submission I006 (Adam Cohen, January 16, 2018) - Continued

I006-492



Submission I007 (Adam Cohen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #364 DETAIL

Status :	Action Pending
Record Date :	1/17/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/16/2018
Submission Method :	Email
First Name :	Adam
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	Comments.pdf (81 kb) Signatures.pdf (91 kb) Signatures2.pdf (4 mb) Brianna Bautista.pdf (82 kb) Kyle Amidon.pdf (47 kb) Leslie Walters.pdf (31 kb) Mike Ladd.pdf (54 kb) Stephen Montgomery.pdf (55 kb) 364_Cohen_011718_email_Original.pdf (1 mb)

Subject: FW: Additional Signatures

Attachments: Signatures2.pdf; Comments.pdf; Signatures.pdf; Stephen Montgomery.JPG; Leslie Walters.JPG; Brianna Bautista.JPG; Mike Ladd.JPG; Kyle Amidon.JPG

From: Adam Cohen [mailto:]
Sent: Wednesday, January 17, 2018 1:20 AM
To: Perez-Arrieta, Stephanie (FRA) <stephanie.perez@dot.gov>
Subject: Additional Signatures

I007-1 Hi Stephanie, We received some additional signatures and comments today in support of Truxtun and in opposition to F Street. To ensure their inclusion, I wanted to send you an updated signature list. Please let me know if you have any questions. Thank you, Adam

1

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Comments

I007-2

Name	Location	Date	Comment
Lynn Bennett	Bakersfield, CA	2016-04-22	Opposed to high speed rail...period!
Eric Farb	Hanford, CA	2016-04-22	We need a sustainable water system before an unnecessary rail system.
Eve-lyne Thomas	Bakersfield, CA	2016-04-22	Elm St., north of 24th already has; to much traffic bye passing 24th, they also speed on our street and run into our cars, and the train noises go on all night long as it is. We don't need more traffic or train noises, it will damage this beautiful neighborhood and bring the cost and value of our homes down.
Ali Rodriguez	Bakersfield, CA	2016-04-22	Don't want traffic on Elm to increase and noise in our neighbor to go up.
Susan Gabin	Bakersfield, CA	2016-04-22	This will decrease our home value and bring MORE traffic in our quiet neighborhood.
Sue Bryan	Bakersfield, CA	2016-04-23	Westchester is one of the more beautiful older neighborhoods in Bakersfield.
Cynthia Bush	Bakersfield, CA	2016-05-06	Nothing positive with this it would bring more destruction and would lower he value of all residential property North and South of the 24th street mess.
Chuck Dickson	Bakersfield, CA	2016-05-06	Water is much more important to the California citizen!
Harry Wilson	Bakersfield, CA	2016-05-06	I'm trying to save the neighborhood!
Katie McNeil	Bakersfield, CA	2016-05-06	I want help protect the historical neighborhood of Westchester in Bakersfield, CA
Anne and Jerry Seydel	Bakersfield, CA	2016-05-07	Opposed to the rail depot at F and Goldenstate Hwy.
Clint Bottoms	Bakersfield, CA	2016-05-07	I am opposed to the high speed rail through Westchester.
Joanna Rucker	Bakersfield, CA	2016-05-07	Do not want all this garbage in my back yard put some where there are not homes like by Rabobank.
Kern Apartments	Bakersfield, CA	2016-05-07	The Westchester high speed rail will adversely impact our business and properties in the neighborhood.
Hellen Pierce	Bakersfield, CA	2016-05-07	I've lived here many years. I expect to die here. I do not want to see my neighborhood die.
Victor Gomez	Bakersfield, CA	2016-05-07	This project is not for the downtown area.
terri murray	Bakersfield, CA	2016-05-07	I want to preserve this neighborhood!
Suzanne Galindo	Bakersfield, CA	2016-05-07	I'd like to keep my neighborhood free from the elements that might be attracted to the proposed station location. I believe the rail is a viable, worthy idea. But the location is not in the best interest of Westchester or Bakersfield. more industrial area should be reviewed for the proposed location.
Timothy Sullivan	Bakersfield, CA	2016-05-07	Stop F street station. Save Westchester!
Sally Leyva	Bakersfield, CA	2016-05-07	Sally Leyva
Bret Black	Bakersfield, CA	2016-05-07	I don't want to ruin this historic and rich neighborhood.
Sandie Wheeler	Bakersfield, CA	2016-05-08	Westchester neighborhood is a unique and older neighborhood in Bakersfield. The location of this rail station with put this neighborhood at further risk of vandalism, graffiti, loitering and homeless loitering. We in our neighborhood are seeing more and more of these problems and we are doing what we can to resolve and keep our neighborhood beautiful. There is no other in Bakersfidld like Westchester. THERE ARE QUIT A FEW BETTER ALTERNATIVES. PLEASE PLEASE CONSIDER OUR REQUEST.
Patricia Irwin	Bakersfield, CA	2016-05-08	It is not because I don't want to see modernization or advancement rather I feel our BOS makes rash unthought decisions when there are better alternate choices but they don't choose to look at other options opting for true 'Bakersfield fashion' of looking st things with blinders on. I also feel they are not upholding the integrity of our historic neighborhood snd they don't really care because they do not live here and don't value it as we who do .
Chris Grimm	Bakersfield, CA	2016-05-08	Placing the train near a residential neighborhood does not represent a well thought out plan for a billion dollar project.
Judy mclauchlin	bakersfield, CA	2016-05-08	Besides all aforementioned points, we, my husband and I, also think we will be able to hear train announcements day and night. My husband was an Amtrak engineer and knows first hand the noise pollution issues. Jerry Brown learned first hand about irritating train announcements when he was mayor of Oakland California and lived in Jack London Squate near the Amtrak train station.
Marsha Barnden	Bakersfield, CA	2016-05-09	I DO NOT WANT HIGH SPEED RAIL. Period!
Jake Williams	Bakersfield, CA	2016-05-09	I live in Westchester and my street would be one of the main thoroughfares for traffic.
Bettina Belter	Bakersfield, CA	2016-05-09	To protect the integrity of our Westchester Neighborhood. The High Speed Rail Statuon should be built out way West of town. It's where the majority of the growth population in Bakersfield dwells. Go WEST young man GO WEST.
Aimee Woodgate	Spring, TX	2016-05-10	My grandparents house is in Westchester!
Lisa Bellue	Bakersfield, CA	2016-05-11	I live in Westchester and do not want to see my neighborhood or surrounding business suffer from the high speed rail. I am in favor of the high-speed rail but it needs to be put in the area that does not uproot family living or local restaurant marketing.

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date	Comment
Jolynn Vasquez	Bakersfield, CA	2016-05-29	I'm saying this because I do not want anymore unnecessary traffic going through my community. Our pollution is already skyrocketing. An I could only imagine the crime it would bring.
olivia Lopez	Bakersfield, CA	2016-06-10	If the train derails, everything around it will be affected. It's dangerous!!
kent Jackson	bakersfield, CA	2016-06-23	This will ruin my lifetime neighborhood.
Robert Dobrzanski	Bakersfield, CA	2016-06-23	Water should be the pressing issue in the state not a fantasy train that will be over budget and financially unsound from day 1.
Dolores GUILTINAN	Bakersfield, CA	2016-06-24	Although I know that through eminent domain I cannot do anything to save my house, I feel that I should at least be made whole. Where are my rights?
Kristina Black	Bakersfield, CA	2016-06-27	That is my neighborhood. It's a nice neighborhood and I believe moving all those stations there will ruin it.
Karin Magar	Bakersfield, CA	2016-07-24	I live in the neighborhood
Eve-lyne Thomas	Bakersfield, CA	2016-07-27	Can we also get this petition signed by going door to door? I would be willing to!
Neil Weiting	Bakersfield, CA	2016-07-31	Don't subject a well established neighborhood to the problems that come with bringing the station that close . Put it some where else .
N A	Bakersfield, CA	2016-08-14	The new major transportation hub does not belong in and near one of the oldest and most quaint neighborhoods of the city.
Karen liascos	Bakersfield, CA	2016-08-15	This is a bad idea to begin with and now it is a bad idea that affects my home life due to the purposed location
Caryn Herren	Bakersfield, CA	2016-08-15	I don't want the noise and increased transient problems
Medina Bates	St.Louis, MO	2016-08-15	my home town
Shawna Haddad	Bakersfield, CA	2016-08-20	Shawna S Haddad
Mary Jones	Bakersfield, CA	2016-08-23	I oppose high-speed rail in Westchester Bakersfield
Courtney Clerico	Bakersfield, CA	2016-08-24	I am a lifelong resident of Westchester and will be devastated if the high speed rail station is placed in my beloved neighborhood. This is NOT okay when there is so many other options!
JENNIFER GRAGG	Bakersfield, CA	2016-08-24	My sister and her family live in Westchester.
LeaAnn Weisbruch	Dallas, TX	2016-08-24	I want my sister to keep her wonderful neighborhood entact and quiet and peaceful!
Pauletta Maxwell	Bakersfield, CA	2016-08-25	I'm not at all in favor of the Bullet Train at Golden State and F Street. That intersection already has traffic issues. The City and State need to work more and listen to us the neighborhoods that will be affected by the noise, the horns blowing and whatever else comes it's way. This is not a practical route. Downtown on Truxton is already set up. The train is there along with a bus system to serve the people traveling. There are restaurants along with hotels in walking distance. There is nothing of interest near the other suggested location. I'm tired of our City Manager making decisions he wants to happen. He will talk and promise to get votes his way though our City Council. Unfortunately if the council would do their own research they wouldn't always vote what "Staff Recommends" and belive all the half truths he continues to use through his staff. This would not be a subject to talk about today had we been correctly informed. I know this for a fact because my husband is a City Councilman that re
Daniel Leinker	Bakersfield, CA	2016-08-25	HSR should be located in the downtown core.
Debbie Buchanan	San Luis Obispo, CA	2016-08-28	The high speed rail will not benefit anyone except the unions. Tearing up Bakersfield for this is beyond stupid.
Skyler Meighan	Bakersfield, CA	2016-08-29	Our Veterans deserve a state of the art medical clinic, more often I'm forced to drive to LA for treatments that should be offered in Bakersfield
Ethel. Grimes	Bakersfield, CA	2016-08-30	Old Town Kern has enough problems!
Joshua Nunez	Bakersfield, CA	2016-09-02	High Speed Rail is a waste time, money and resources. And impact on our city is poor.
Sean Collins	Bakersfield, CA	2016-09-05	My business is in this area.
Jim Mattern	Bakersfield, CA	2016-09-05	don't want the high speed rail period!
David Jones	Bakersfield, CA	2016-09-06	I agree with Caltrans' evaluation of HSR station for Bakersfield.
Sheree Stafford	Bakersfield, CA	2016-09-11	Downtown traffic is already a nightmare!! And we must not destroy anymore of our historic properties!
Rita Torres	Bakersfield, CA	2016-09-11	I do not believe the impact to the downtown residents was taken into full consideration.
Anthony Ansolabehere	Bakersfield, CA	2016-11-12	The city proposed alignment has turned out to be far more disruptive.
Susan Karnes	Bakersfield, CA	2016-11-19	We are signing this petition to share our choice for the Bakersfield Station. We are in favor of the downtown station because of the opportunity to revitalize and benefit downtown by bringing travelers closer to existing hotels, restaurants, government and business agencies, as well as amenities and attractions. It is also the only route to interface with the HSR maintenance yard in Shafter. Finally it would have the least impact on increased traffic within downtown neighborhoods.
Zoot Velasco	Bakersfield, CA	2016-11-22	Truxton is the far better site!
Monette Velasco	Fullerton, CA	2016-12-16	Going to Truxtun Station will revitali e downtown Bakersfield, which SORELY needs it. It will provide a better location for people

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date	Comment
			want to attend events. It will also be better for people who work there.
Tara Chaidez	Bakersfield, CA	2017-01-05	Keep it in the downtown area!
Quetta Woodard	Bakersfield, CA	2017-01-06	The less the b train impacts our community the better. We want to protect our very old and special businesses in Old Town.
Deborah Moses	Bakersfield, CA	2017-02-18	The plan that has already been approved is supported by existing infrastructure and would cause less upset to our historic community. The existing plan would also require fewer monetary respurces leaving them available for other projects.
mary tigner	Bakersfield, CA	2017-02-18	Please take care of our vets and build new clinic on Golden State. The businesses of Old Town Kern deserve better than this 70 ft monstrosity.
Eva Felix	Bakersfield, CA	2017-02-18	There is NO room, need or funds for high speed rail in Kern county
Joel Stewart	Santa Barbara, CA	2017-02-19	I feel a high speed bullet train to nowhere is a waste of taxpayers money. Money that would be better spent on infrastructure and reinforcing our dams.
Diane Bevacqua	Bakersfield, CA	2017-02-19	I oppose the adverse effects of high speed rail through our city
Michael Hawkesworth	Bakersfield, CA	2017-02-19	It makes NO SENSE to put a station this far from the actual Downtown area. This looks like crony politics. And the more research I do the more I realize special interests are involved.
John Stevens	Bakersfield, CA	2017-02-19	I'm of the opinion that it would ruin our beautiful neighborhood.
Alex Tigner	Bakersfield, CA	2017-02-20	I'm signing because this will make the neighborhood I work in and love even more unsafe.
Eve-lyne Thomas	Bakersfield, CA	2017-02-22	We already made some of our neighbors aware of this so besides the door to door approach and signing a petition what else can we do to try to stop this?
Sandra Goins	Bakersfield, CA	2017-03-04	Westchester is already being destroyed by the widening of 24th Street(Hwy 178).
Richard Magar	Bakersfield, CA	2017-03-11	This is the wrong location for this station. It has a negative impact on a desirable community. There are better alternatives available adjacent to existing railfacilities!
Luann Allen	Bakersfield, CA	2017-03-26	For the sake of home value preservation of Kern history, noise, traffic, crime & safety.
Melissa Nixon	Bakersfield, CA	2017-03-27	It makes much more sense to put the HSR Station at the Truxtun location.
Sheila Houchin	Bakersfield, CA	2017-03-29	I live in Westchester and it will be detrimental to our neighborhood
Jennifer Aleman	Bakersfield, CA	2017-03-29	I am a home owner in Westchester Riviera.

Name	Location	Date	Comment
Dana Phares	Bakersfield, CA	2017-03-31	I live in the neighborhood
Mark Herrick	Bakersfield, CA	2017-04-12	The city of Bakersfield has a history of poor transportation planning. This is just another example of it. (Not to mention the issues with Westside Highway Centennial Corridor and the 24th Street redevelopment!) The city is trying to force the the High Speed Rail station to be located at F Street and Golden State Ave., while completely ignoring their previous approval of the recommended location on Truxtun Ave. near the current Amtrak station. The city says they want to "reinvigorate" downtown Bakersfield but they are destroying the surrounding residential communities in the process.
Jack Nisbett	Bakersfield, CA	2017-04-23	Multiple reasons
susan bonas	Bakersfield, CA	2017-04-24	Susan Bonas
J. Rochelle Ladd ladd	Bakersfield, CA	2017-04-28	The Truxtun location for the station is better in all respects. I live on 18th st. two blocks from the proposed truxtun route and I still believe it is better location than golden state and f street.
Christine Zavala	Prescott, AZ	2017-04-29	I LIVE IN BAKERSFIELD ON 33RD STREET. I HAVE NEVER USED THE GLEANERS BUT I HAVE SEEN THE POSITIVE IMPACT IT HAS FOR THOSE IN NEED. WE LIVE IN THE EAST SIDE OF BAKERSFIELD WHICH IS HOME TO A LOT OF POVERTY STRICKEN FAMILIES AND HOMELESS. IF YOU TAKE THE GLEANERS AWAY OR MOVE IT, IT WILL MAKE IT VERY DIFFICULT FOR THE PEOPLE THAT NEED IT THE MOST TO GET FOOD. PLEASE LEAVE IT WHERE IT'S AT. YOU WILL BE SAVING SOME LIVES.
Jan Lemucchi	Bakersfield, CA	2017-05-02	Help save Westchester and the Gleaners!
Suzi leal	Bakersfield, CA	2017-05-02	No way is this wanted in my living area what a mess ill be forced to move if this happens .NO.
Daryl urless	Bakersfield, CA	2017-05-04	Gleaners are such a vital part of caring for the disadvantaged in Bakersfield. Making them move would be such a hardship for the organization.Please don't do one more thing to cause veterans turmoil or change. Please honor them by not destroying their building.
Laurie Everidge	Bakersfield, CA	2017-05-16	Tearing up the Westchester neighborhood has to stop. From what I have read people who should be looking out for their constituents are willing to throw this neighborhood under the rails to line their pockets. We have houses destroyed on 24th Street demolished to widen it at that end of the neighborhood and then they want to destroy the Northside of our neighborhood for their greed?
Stephen Montgomery	Bakersfield, CA	2017-05-16	HSR should be located at the downtown Truxtun Ave. site, basic alignment along the BNSF with recent minor reroutes to address those few issues that would have degraded other occupancies, mainly Bakersfield High School and Mercy Hospital. Its proximity to other transportation options, shopping, lodging and dining it's a no brainer.

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date	Comment
Joshua Farrow	Bakersfield, CA	2017-05-21	I live in one of the Westchester homes that is nearest the proposed location for the new bullet train station. I may lose by home and at the very least would be severely impacted by the traffic, noise and increased crime. I am a family of six that chose Westchester as a place to raise a family because of how peaceful it is. It is a beautiful neighborhood and we are really hoping to continue raising our family here.
Samuel Matar	Carson, CA	2017-05-29	CA already has an immense financial burden because of an irresponsible state administration! WE DO NOT NEED HIGH SPEED RAIL!!!
Jose Ortega	Bakersfield, CA	2017-05-30	I have no problem with the HSR. It is something that California has always needed. Don't let people tell us that this is a bad idea.
Jose Ortega	Bakersfield, CA	2017-06-02	The HSR is way past due to California Transportation. I don't see any progress in the westchester area since Montgomery Wards left and the owners of the building have made no effort to bring something new to the area.
Linda Schorr	Bakersfield, CA	2017-06-11	The station placement for the High Speed Rail as described in the letter is very detrimental to Veterans' services, our downtown area, historical Old Town Kern and long established Westchester neighborhood. Please open your meeting to residents who have constructive comments. This affects all of us!
Quetta Woodard	Bakersfield, CA	2017-07-24	The train should be kept out of our historic communities. It should be in the outskirts of community not directly in.
Nellie Scarborough	Bakersfield, CA	2017-11-10	The citizens do not want this here.
Drew Molhook	Bakersfield, CA	2017-11-10	I want westchester saved
Claudia Roberts	Los Angeles, CA	2017-11-10	Is NOTHING sacred?!!!
Jaclyn Allen	Bakersfield, CA	2017-11-11	I'm signing this because adding the station in this neighborhood will be detrimental to its well being.
Shawn Flores	Visalia, CA	2017-11-11	No train
Shelly Moore	Taft, CA	2017-11-11	Sad…high speed rail is a waste of this States money
Belinda Ponce	Wasco, CA	2017-11-11	I'm against the high speed train! Many people have to relocate for this stupid thing!
Patty Godwin	Bakersfield, CA	2017-11-19	Prefer Downtown station near Amtrak, Rabobank Arena, hotels and courts. Reject the proposed park and ride plan station that connects to nowhere. Save Westchester residential neighborhood. Yes downtown!
Alisa Irey	Bakersfield, CA	2017-11-19	I value the historical significance of the area which wld be affected.
Diane Morton	Dana Point, CA	2017-11-20	My family is from Bakersfield and still lives there. This will totally change the complexion of the neighborhood and is inexcusable to take precedence over veterans!

Name	Location	Date	Comment
Erika Monet	Bakersfield, CA	2017-11-20	Connecting Bakersfield to high speed ruins the neighborhoods and invited higher incidents of crime. Farms will be downsized for more housing to offset the increased population. Keep rural for food.
Pat Mahan	Bakersfield, CA	2017-11-20	Patricia Mahan
janet rossi	Bakersfield, CA	2017-11-20	it seems it may create more traffic problems... and neighborhood problems... when there could be other routes that could possibly be better for the rail and for Bakersfield...
Denise Johnson	Bakersfield, CA	2017-11-22	Against the railway, the biggest waste of money!!
Shawn Cervantes	Santa Cruz, CA	2017-11-27	Having a Veterans clinic is much more important!
Virginia Penilla Monreal	Bakersfield, CA	2017-11-27	I want 'Westcherter save"
Joanna Rucker	Bakersfield, CA	2017-12-03	I think this is dumb place to put the bullet train everything is downtown. This is so sad for the home owners.
John Jamison	Bakersfield, CA	2017-12-19	The F Street alignment makes no sense whatsoever.
Tiffany Ederer	Bakersfield, CA	2017-12-19	This is my home town!
Victoria Barton	Bakersfield, CA	2017-12-19	I live in Bakersfield and love the city the way it is I now we have to grow and change but not in this way
Richard Magar	Bakersfield, CA	2017-12-20	This is a terrible idea for the Westchester community. It makes no sense at all. The Truxtun location is by far a superior option for this project.
Agustin Bagnas	Bakersfield, CA	2017-12-20	We are losing pieces of our city's history in exchange for growth. Which isnt worth it.
Lana Elfstrom	California	2017-12-20	Downtown just makes sense.
Ulises Bautista	US	2017-12-21	I live in westchester and it would be nice to have the station in truxtun Ave since it's already in place
Michele Magyar	Bakersfield, CA	2017-12-24	Find another place in town where there are no 217 year old buildings. Old Town Kern is full of nice restaurants.
Ted Elder	Bakersfield, CA	2017-12-24	The station must be placed where people can use it not on the outskirts.
Citizens for Downtown Bakersfield	US	2017-12-25	Please email comments to: Fresno_Bakersfield hsr.ca.gov
Larry Fredeen	Bakersfield, CA	2017-12-29	Truxtun makes the most sense for the station.
Dianne McGinnis	Bakersfield, CA	2017-12-30	I think downtown is a much better location. Amtrak is there, Greyhound is there, so why not all of the transportation locations near the same location?

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Name	Location	Date	Comment
Darlene Vangel	Los Angeles, CA	2018-01-04	F St. location is in a Moronic idea physically and economically. Truxtun location makes much better sense.
Alex Morano	san luis obispo, CA	2018-01-04	As a new bakersfield resident I believe that our downtown would greatly benefit from having access to this station.
Bethany Rowlee	Bakersfield, CA	2018-01-05	I see no logic in putting a station far away from all other transportation hubs. A location at Truxtun where access to the bus and train stations is mere steps away will serve a much better purpose than the other proposed option. A Truxtun station will provide much more effciency and safety for travellers, and more economic prosperity fordowntown.
Amanda Studebaker	Bakersfield, CA	2018-01-06	The Truxtun location would be more central, in a better part of town, and make more sense for the growth of the city. An F Street location makes no sense.
Tim Yates	Taipei, Taiwan	2018-01-15	Center City access to, plus likely Improvements to existing infrastructure, and the building of the maintenance facility that adds jobs, lower overall height on the rail line, what's not to like about the downtown hub? Nix F street plan!

Signatures

Name	Location	Date
Citizens for Downtown Bakersfield	US	2016-04-22
Kevin Bush	Bakersfield, CA	2016-04-22
Lynn Bennett	Bakersfield, CA	2016-04-22
Eric Farb	Hanford, CA	2016-04-22
Eve-lyne Thomas	Bakersfield, CA	2016-04-22
Ali Rodriguez	Bakersfield, CA	2016-04-22
Susan Killme	Bakersfield, CA	2016-04-22
Christopher Ramirez	San Francisco, CA	2016-04-22
Sue Bryan	Bakersfield, CA	2016-04-23
Rebecca Cohen	Bakersfield, CA	2016-04-25
Erica Zeimet-Cameron	Bakersfield, CA	2016-05-06
Cynthia Bush	Bakersfield, CA	2016-05-06
Chuck Dickson	Bakersfield, CA	2016-05-06
Harry Wilson	Bakersfield, CA	2016-05-06
Laura Epps	Bakersfield, CA	2016-05-06
MaryLou Ojeda	Bakersfield, CA	2016-05-06
Kathleen McNeil	Bakersfield, CA	2016-05-06
Jeff Smith	Bakersfield, CA	2016-05-06
Therese Foley	Bakersfield, CA	2016-05-06
Anne and Jerry Seydel	Bakersfield, CA	2016-05-07

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Karynn Whitchard	Bakersfield, CA	2016-05-07
Clint Bottoms	Bakersfield, CA	2016-05-07
Joanna Rucker	Bakersfield, CA	2016-05-07
M&O Real Estate Holdings LLC	Bakersfield, CA	2016-05-07
Kern Apartments	Bakersfield, CA	2016-05-07
Carolyn Cisneros Armstrong	Bakersfield, CA	2016-05-07
Steve Epps	Bakersfield, CA	2016-05-07
Jesse Quintanilla	Bakersfield, CA	2016-05-07
Norman Maynard	Bakersfield, CA	2016-05-07
Hellen Pierce	Bakersfield, CA	2016-05-07
William davidson	Bakersfield, CA	2016-05-07
Mathea Perkins	Bakersfield, CA	2016-05-07
Leslie Walters	Bakersfield, CA	2016-05-07
Victor Gomez	Bakersfield, CA	2016-05-07
Terri Murrat	Bakersfield, CA	2016-05-07
Barbara Antongiovanni	Bakersfield, CA	2016-05-07
Suzanne Galindo	Bakersfield, CA	2016-05-07
Lynne Munoz	Bakersfield, CA	2016-05-07
Martha Quintanilla	Bakersfield, CA	2016-05-07
Dennis Black	Bakersfield, CA	2016-05-07
Stacy Arambula	Bakersfield, CA	2016-05-07
Timothy Sullivan	Bakersfield, CA	2016-05-07

Name	Location	Date
KRISTI SAECKER	Bakersfield, CA	2016-05-07
Sally Leyva	Bakersfield, CA	2016-05-07
Gayle Richardson	Bakersfield, CA	2016-05-07
Bret Black	Bakersfield, CA	2016-05-07
Karen Rodriquez	Bakersfield, CA	2016-05-07
Brad Gardner	Bakersfield, CA	2016-05-08
Sandie Wheeler	Bakersfield, CA	2016-05-08
Nancy Coleman	Bakersfield, CA	2016-05-08
Victor Gonzales	Bakersfield, CA	2016-05-08
Kristen Shadle	Bakersfield, CA	2016-05-08
Patricia Irwin	Bakersfield, CA	2016-05-08
Adam Cohen	Bakersfield, CA	2016-05-08
Chris Grimm	Bakersfield, CA	2016-05-08
Judy McLauchlin	Bakersfield, CA	2016-05-08
Sewco Real Estate Holdings LLC	Bakersfield, CA	2016-05-08
Cynthia Quintanila	Bakersfield, CA	2016-05-08
Catherine Pedroza	Bakersfield, CA	2016-05-08
Martha Hernandez	Shafter, CA	2016-05-08
Elizabeth Saucedo	Bakersfield, CA	2016-05-09
Jesse Mendez	Bakersfield, CA	2016-05-09
Kevin Arambula	Bakersfield, CA	2016-05-09

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Enrique hernandez	Delano, CA	2016-05-09
Jaquelyn Coyle	Bakersfield, CA	2016-05-09
Marsha Barnden	Bakersfield, CA	2016-05-09
Yadira Gonzalez	Bakersfield, CA	2016-05-09
Debra Hand	Bakersfield, CA	2016-05-09
jacob williams	Bakersfield, CA	2016-05-09
Josh cohen	Bakersfield, CA	2016-05-09
Bettina Belter	Bakersfield, CA	2016-05-09
Aimee Woodgate	Spring, TX	2016-05-10
Amanda Fortune	Bakersfield, CA	2016-05-10
Jennifer Martin	Bakersfield, CA	2016-05-10
Monica Hernandez	Bakersfield, CA	2016-05-10
Jade Lovett	Bakersfield, CA	2016-05-10
Mitchell Marquez	Bakersfield, CA	2016-05-10
Lisa Bellue	Bakersfield, CA	2016-05-11
Brandy Fonseca	Bakersfield, CA	2016-05-22
Domingo Quintanilla	Bakersfield, CA	2016-05-24
Alicia Garza	Bakersfield, CA	2016-05-24
Jolynn Vasquez	Bakersfield, CA	2016-05-29
carlene watson	Bakersfield, CA	2016-06-10
olivia Lopez	Bakersfield, CA	2016-06-10
jessica Romero	Bakersfield, CA	2016-06-14

Name	Location	Date
Lisa Elliott	Bakersfield, CA	2016-06-15
Michael Shadle	Bakersfield, CA	2016-06-15
Kent Jackson	Bakersfield, CA	2016-06-23
Robert Dobrzanski	Bakersfield, CA	2016-06-23
Manuel Miranda	Bakersfield, CA	2016-06-23
Dolores GUILTINAN	Bakersfield, CA	2016-06-24
Kristina Black	Bakersfield, CA	2016-06-27
Jewell Forrest	Bakersfield, CA	2016-07-17
Shayrn Wilson	Bakersfield, CA	2016-07-17
paul andre	Bakersfield, CA	2016-07-19
francine simmons	Bakersfield, CA	2016-07-24
Karin Magar	Bakersfield, CA	2016-07-24
Christina Woods	Bakersfield, CA	2016-07-24
Ron Colón	Bakersfield, CA	2016-07-26
Brianna Spofford	Bakersfield, CA	2016-07-26
Neil Weiting	Bakersfield, CA	2016-07-31
Deborah Moses	Bakersfield, CA	2016-08-14
Regina Cunningham	Bakersfield, CA	2016-08-14
karen Liascos	Bakersfield, CA	2016-08-15
Timothy McNeely	Northridge, CA	2016-08-15
Caryn Herren	Bakersfield, CA	2016-08-15
Nancy Lowe	Bakersfield, CA	2016-08-15

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Wendee Villanueva	San Leandro, CA	2016-08-15
Medina Kay Giese	Bellefontine Neighbors, MO	2016-08-15
Kelley Hoffman	Bakersfield, CA	2016-08-15
Shawna Haddad	Bakersfield, CA	2016-08-20
Edna Wilson	Bakersfield, CA	2016-08-20
Steven Nicklaus	Bakersfield, CA	2016-08-20
Mary Jones	Bakersfield, CA	2016-08-23
Courtney Clerico	Bakersfield, CA	2016-08-24
katy hudson	Bakersfield, CA	2016-08-24
Jennifer Gragg	Bakersfield, CA	2016-08-24
LeaAnn Weisbruch	Dallas, TX	2016-08-24
Mona Freeborn	Bakersfield, CA	2016-08-24
Ken Grissett	Bakersfield, CA	2016-08-24
Helen Kotowske	Bakersfield, CA	2016-08-24
Jennifer sanchez	Bakersfield, CA	2016-08-25
Pauletta Maxwell	Bakersfield, CA	2016-08-25
Daniel Leinker	Bakersfield, CA	2016-08-25
Ronna Davis	Bakersfield, CA	2016-08-25
Debbie Buchanan	Bakersfield, CA	2016-08-28
Brenda Wood	Bakersfield, CA	2016-08-29
Skyler Meighan	Bakersfield, CA	2016-08-29
Denise Legg	Bakersfield, CA	2016-08-30

Name	Location	Date
Ethel. Grimes	Bakersfield, CA	2016-08-30
Elizabeth Zylstra	Bakersfield, CA	2016-09-01
Joshua Nunez	Bakersfield, CA	2016-09-02
anna meeker	Bakersfield, CA	2016-09-02
Stephen Schrepfer	Bakersfield, CA	2016-09-03
Gloria Dianne Dumler	Bakersfield, CA	2016-09-03
Whitney Weddell	Bakersfield, CA	2016-09-04
Sean Collins	Bakersfield, CA	2016-09-05
Jim Mattern	Bakersfield, CA	2016-09-05
David Jones	Bakersfield, CA	2016-09-06
Julie Johnson	Fresno, CA	2016-09-09
Julie Riegel	Bakersfield, CA	2016-09-11
Sheree Stafford	Bakersfield, CA	2016-09-11
Toni Heim	Bakersfield, CA	2016-09-11
Rita Torres	Bakersfield, CA	2016-09-11
Dennis Black	Bakersfield, CA	2016-09-20
paul gipe	Bakersfield, CA	2016-11-12
Anthony Ansolabehere	Bakersfield, CA	2016-11-12
EV Perks	Bakersfield, CA	2016-11-12
Susan and John Karnes	Bakersfield, CA	2016-11-19
Lorraine Unger	Bakersfield, CA	2016-11-21
Ever Marquez	Bakersfield, CA	2016-11-22

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Randy Frank	Bakersfield, CA	2016-11-22
Amy Shillig	Bakersfield, CA	2016-11-22
Zoot Velasco	Bakersfield, CA	2016-11-22
Jesse Colocado	Bakersfield, CA	2016-11-23
Elliott Fowler	Bakersfield, CA	2016-11-23
Monette Velasco	Bakersfield, CA	2016-12-16
Tara Chaidez	Bakersfield, CA	2017-01-05
Quetta Woodard	Bakersfield, CA	2017-01-06
Gaylyn Jaggars	Bakersfield, CA	2017-01-07
James Mccain	Bakersfield, CA	2017-01-07
Deborah Moses	Bakersfield, CA	2017-02-18
Joe Rodriquez	Bakersfield, CA	2017-02-18
Jaime Simmons	Bakersfield, CA	2017-02-18
Victoria Zdarko	Bakersfield, CA	2017-02-18
Rebecca Solberg	Taft, CA	2017-02-18
mike ladd	Bakersfield, CA	2017-02-18
mary tigner	Bakersfield, CA	2017-02-18
Hailey Watson	Bakersfield, CA	2017-02-18
Eva Felix	Bakersfield, CA	2017-02-18
Joel Stewart	Bakersfield, CA	2017-02-19
Diane Bevacqua	Bakersfield, CA	2017-02-19
Deborah Jones	Bakersfield, CA	2017-02-19

Name	Location	Date
Philip Williams	Bakersfield, CA	2017-02-19
Anna Gonzales	Bakersfield, CA	2017-02-19
Angelica Diaz	Bakersfield, CA	2017-02-19
Charlene Razor	Bakersfield, CA	2017-02-19
Angela Glover	Bakersfield, CA	2017-02-19
Michael Hawkesworth	Bakersfield, CA	2017-02-19
John Stevens	Bakersfield, CA	2017-02-19
MARY JO NORRIS	Mexico	2017-02-20
Alex Tigner	Bakersfield, CA	2017-02-20
Gino Valpredo	Bakersfield, CA	2017-02-21
Nika Sill Morse	Bakersfield, CA	2017-02-22
judith ryan	Bakersfield, CA	2017-02-22
Jennifer Coppola	Bakersfield, CA	2017-02-27
Sandra Goins	Bakersfield, CA	2017-03-04
Daniel Leinker	Bakersfield, CA	2017-03-04
Patrick Fogarty	Bakersfield, CA	2017-03-05
Wesleigh Chapman	Bakersfield, CA	2017-03-11
Richard Magar	Bakersfield, CA	2017-03-11
Tana Hartley	Bakersfield, CA	2017-03-11
Brittnee Wilson	Bakersfield, CA	2017-03-11
John Marlow	Bakersfield, CA	2017-03-11
Gene Torigiani	Bakersfield, CA	2017-03-11

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Yvonne Cavanagh	Bakersfield, CA	2017-03-11
Ashley Sierra	Arvin, CA	2017-03-11
Debra Watkins	Bakersfield, CA	2017-03-11
Lauren Stone	Bakersfield, CA	2017-03-12
Teresa Cowley	Kingsville, TX	2017-03-12
Kimberly Rasmussen	Bakersfield, CA	2017-03-12
Daniel Cruz	Bakersfield, CA	2017-03-19
Luann Allen	Bakersfield, CA	2017-03-26
Melissa Nixon	Bakersfield, CA	2017-03-27
Jennifer Jones Aleman	Bakersfield, CA	2017-03-29
Jane De Los Santos	Bakersfield, CA	2017-03-30
Ally Swen	Bakersfield, CA	2017-03-30
John Jamison	Bakersfield, CA	2017-03-30
Dana Phares	Bakersfield, CA	2017-03-31
Jennifer Farrow	Bakersfield, CA	2017-04-01
Kevin Bartell	Bakersfield, CA	2017-04-04
Shannon Elrich	Bakersfield, CA	2017-04-04
Jeriaj Backer	Bakersfield, CA	2017-04-04
Karen Leitch	Bakersfield, CA	2017-04-12
Christopher Lowe	Bakersfield, CA	2017-04-12
Mark Herrick	Bakersfield, CA	2017-04-12
Vittoria Allendorf	Bakersfield, CA	2017-04-13

Name	Location	Date
John Sanders	Bakersfield, CA	2017-04-14
Jack Nisbett	Bakersfield, CA	2017-04-23
susan bonas	Bakersfield, CA	2017-04-24
Carmen Horta	Bakersfield, CA	2017-04-24
Yvonne Hoeke	Bakersfield, CA	2017-04-27
Christine Zavala	Prescott, AZ	2017-04-29
Jan Lemucchi	Bakersfield, CA	2017-05-02
Suzi leal	Bakersfield, CA	2017-05-02
Caryl Curless	Bakersfield, CA	2017-05-04
Jon Malamma	Bakersfield, CA	2017-05-15
Eva Billings	Bakersfield, CA	2017-05-16
Laurie Everidge	Bakersfield, CA	2017-05-16
Bernadette Root	Bakersfield, CA	2017-05-16
Stephen Montgomery	Bakersfield, CA	2017-05-16
Joshua Farrow	Bakersfield, CA	2017-05-21
MICHAEL FREDDI	Los Osos, CA	2017-05-27
Bethany Rowlee	Bakersfield, CA	2017-05-28
Samuel Matar	Bakersfield, CA	2017-05-29
Jose Ortega	Bakersfield, CA	2017-05-30
Linda Schorr	Bakersfield, CA	2017-06-11
Judy Whitson	Fresno, CA	2017-06-16
Brenda Kettler	Bakersfield, CA	2017-11-10

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
david taggart	Woodbridge, VA	2017-11-10
Roseanne Brandon	Bakersfield, CA	2017-11-10
Anna Santiago	Bakersfield, CA	2017-11-10
Brian Kirschenmann	Katy, TX	2017-11-10
Nellie Scarborough	Bakersfield, CA	2017-11-10
Drew Molhook	Bakersfield, CA	2017-11-10
Theresa Trigueiro	Carson, CA	2017-11-10
Caroline Clausen	Bakersfield, CA	2017-11-10
John Sanders	Roseville, CA	2017-11-10
Debra Stansbury	Bakersfield, CA	2017-11-10
Claudia Roberts	Los Angeles, CA	2017-11-10
Zack Newman	Bakersfield, CA	2017-11-10
Charles Edgar	Camarillo, CA	2017-11-10
Kristen Bellue	Bakersfield, CA	2017-11-10
Macel Campos	Bakersfield, CA	2017-11-10
Casilda Lee	Bakersfield, CA	2017-11-11
Andrea Watson	Bakersfield, CA	2017-11-11
Jaclyn Allen	Bakersfield, CA	2017-11-11
Summer Ashby	Bakersfield, CA	2017-11-11
Terry McCormick	Bakersfield, CA	2017-11-11
Shawn Flores	Visalia, CA	2017-11-11
Adam Kahler	Bakersfield, CA	2017-11-11

Name	Location	Date
Sarah Castle	Bakersfield, CA	2017-11-11
Lia Mendez	Bakersfield, CA	2017-11-11
Andrea Cartwright	US	2017-11-11
Shelly Moore	Taft, CA	2017-11-11
Belinda Ponce	Wasco, CA	2017-11-11
Jovanna Ruiz	Shafter, CA	2017-11-11
delilah ramirez	Bakersfield, CA	2017-11-11
Kevin Watson	Bakersfield, CA	2017-11-11
Kennedy Poe	Kensington, UK	2017-11-11
Monica Lindsey	California	2017-11-11
Alexandra Hall	Bakersfield, CA	2017-11-11
melissa guerra banales	Bakersfield, CA	2017-11-11
Sandra Penner	Bakersfield, CA	2017-11-11
Janie Ehret	Bakersfield, CA	2017-11-11
Amber Behm	Bakersfield, CA	2017-11-11
Ginger Boyd	Bakersfield, CA	2017-11-11
Lisa Porter	Bakersfield, CA	2017-11-11
Teri Scarbrough	US	2017-11-11
Stacey Manohara	Bakersfield, CA	2017-11-11
Melissa Barajas	Bakersfield, CA	2017-11-12
Debbie Buchanan	Bakersfield, CA	2017-11-12
Jessica Birrueta	Buttonwillow, CA	2017-11-12

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Carol Armstrong	Simi Valley, CA	2017-11-12
Patty Snyder	Bakersfield, CA	2017-11-13
Manuel Garcia	Bakersfield, CA	2017-11-15
Patty Godwin	Bakersfield, CA	2017-11-19
Carol Sayer	Bakersfield, CA	2017-11-19
Mac Camp	Downey, CA	2017-11-19
Joanne Hamilton	Bakersfield, CA	2017-11-19
MARY SHELL	Bakersfield, CA	2017-11-19
Alisa Irey	Bakersfield, CA	2017-11-19
Terry Maxwell	US	2017-11-19
Angela Keown	Bakersfield, CA	2017-11-19
Russell Keown	Bakersfield, CA	2017-11-19
Shannon Doty	Bakersfield, CA	2017-11-19
Deborah Leary	Bakersfield, CA	2017-11-19
Carolyn Dethlefson	Bakersfield, CA	2017-11-19
Eddie Norria	Bakersfield, CA	2017-11-19
Dana Stine	Sacramento, CA	2017-11-19
Ricci Gretona	Bakersfield, CA	2017-11-19
Randal Thompson	Bakersfield, CA	2017-11-20
Dinah Curtis	Bakersfield, CA	2017-11-20
Tracy Bright	Taft, CA	2017-11-20
Renee Chavez	Bakersfield, CA	2017-11-20

Name	Location	Date
John Pryor	Bakersfield, CA	2017-11-20
Janet Walbaum	Bakersfield, CA	2017-11-20
Diane Morton	Dana Point, CA	2017-11-20
Gary Hoetker	Bakersfield, CA	2017-11-20
Malcolm Bettley	Bakersfield, CA	2017-11-20
Shelley Gill	Paso Robles, CA	2017-11-20
Rosalie Thompson	California	2017-11-20
Fred Jauch	Bakersfield, CA	2017-11-20
Krystal Spruill	Bakersfield, CA	2017-11-20
Erika Monet	Bakersfield, CA	2017-11-20
Pat Mahan	Bakersfield, CA	2017-11-20
Shawna Neiss	Bakersfield, CA	2017-11-20
Andrea Luna	Bakersfield, CA	2017-11-20
Catherine Oddo Anspach	US	2017-11-20
Ashlyn Algra	Santa Barbara, CA	2017-11-20
Jennifer Crafton	Bakersfield, CA	2017-11-20
Kathy Wilcox	Bakersfield, CA	2017-11-20
Kimberly Clayton	Bakersfield, CA	2017-11-20
Debbie Marroquin	Bakersfield, CA	2017-11-20
Floyd Haulman	Bakersfield, CA	2017-11-20
janet rossi	Bakersfield, CA	2017-11-20
Ashley Wetterholm	Bakersfield, CA	2017-11-20

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
chase walbaum	Bakersfield, CA	2017-11-20
Dave Halle	Bakersfield, CA	2017-11-20
Liz Sacchini-Haskell	Bakersfield, CA	2017-11-20
Linda Freeman	Bakersfield, CA	2017-11-20
Shelley Brown	Bakersfield, CA	2017-11-20
Ronald Degiuli	Clovis, CA	2017-11-20
Melanie Sanghera	Bakersfield, CA	2017-11-20
Tracey Wheat	Bakersfield, CA	2017-11-20
Julie Escalante	Bakersfield, CA	2017-11-20
Lynn Deats	Bakersfield, CA	2017-11-20
Margaret Denis	California	2017-11-20
Sarah Smart	Bakersfield, CA	2017-11-20
Robert Castaneda	North Hollywood, CA	2017-11-21
Terry Longanecker	Bakersfield, CA	2017-11-21
Jodi Gentry	Bakersfield, CA	2017-11-21
Harold Shell	San Ramon, CA	2017-11-21
Pamela Binns	Bakersfield, CA	2017-11-21
Cheryl Smith	Bakersfield, CA	2017-11-21
yates kaitlyn	Shafter, CA	2017-11-21
Mark Lomas	Bakersfield, CA	2017-11-22
Kimberley Eby	Bakersfield, CA	2017-11-22
Laura Hil	Bakersfield, CA	2017-11-22

Name	Location	Date
Denise Johnson	Bakersfield, CA	2017-11-22
Maegan Gouthier	Citrus Heights, CA	2017-11-22
Alyssa Carrillo	Elk Grove, CA	2017-11-23
Susan Teagarden	Bakersfield, CA	2017-11-23
phil strauser	Bakersfield, CA	2017-11-25
Dixie yoder	Bakersfield, CA	2017-11-25
Candace Freeman	Bakersfield, CA	2017-11-26
Denice Penilla	Bakersfield, CA	2017-11-27
Jennifer Massie	Bakersfield, CA	2017-11-27
Shawn Cervantes	Santa Cruz, CA	2017-11-27
Terran Murphy	Bakersfield, CA	2017-11-27
Doug Snarr	San Francisco, CA	2017-11-27
Tami Whitnack	Bakersfield, CA	2017-11-27
Cydney Hart	Panorama City, CA	2017-11-27
Virginia Penilla Monreal	Bakersfield, CA	2017-11-27
Carrie Melton	Bakersfield, CA	2017-11-28
Allison Robesky	Bakersfield, CA	2017-11-28
Carrie Fanucchi	Bakersfield, CA	2017-11-29
Deborah Miller	California	2017-11-29
ronald jones	Fresno, CA	2017-12-02
Nicholas de jesus	North Hollywood, CA	2017-12-03
Kathy Archuleta	Los Angeles, CA	2017-12-03

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Robyn bay	Canada	2017-12-09
Leanne Morgan	Bakersfield, CA	2017-12-10
Armanso Soliz	Bakersfield, CA	2017-12-12
Scott Rice	Bakersfield, CA	2017-12-14
Chere Moore	Bakersfield, CA	2017-12-14
Christopher Glanert	US	2017-12-14
Brittany Darby	US	2017-12-14
Jenny Sullivan	US	2017-12-14
Jatziry Morales	US	2017-12-14
Julian Johnson	US	2017-12-14
Isabella Rhoney	US	2017-12-14
Kathleen Alvarenga	US	2017-12-14
Angel Rosado	US	2017-12-14
Meribon Odilova	US	2017-12-14
sheila knight	US	2017-12-14
Emma Christina	US	2017-12-14
Maryan Said	US	2017-12-14
Reese Bradley	US	2017-12-14
Lilly Barton	US	2017-12-14
Sky Pease	US	2017-12-14
Austin Clark	US	2017-12-14
emily connor	US	2017-12-14

Name	Location	Date
Sgggs Akdbs	US	2017-12-14
Lucia Bralley	US	2017-12-14
Halle T	US	2017-12-14
Jennifer Howard	US	2017-12-14
Laritsa Borno	US	2017-12-14
Samantha Goldup	US	2017-12-14
Kimberly Calderon Ramirez	US	2017-12-14
Alyssa Mccroskey	US	2017-12-14
Shae DaTerra	US	2017-12-14
Eva Martinez	US	2017-12-14
Maggie Edelblute	US	2017-12-14
Madisen Davis	US	2017-12-14
Brenden Emmel	US	2017-12-14
Crystal Snow	US	2017-12-14
Nicole Zurick	US	2017-12-14
Logan Krontz	US	2017-12-14
Darmarie Lopez	US	2017-12-14
Kayla Tharp	US	2017-12-14
Audrey Crane	Livonia, NY	2017-12-14
Laisha Lugones	US	2017-12-14
Blaine Haney	US	2017-12-14
Jonathan Yates	Shafter, CA	2017-12-19

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Jeff Chrisman	Bakersfield, CA	2017-12-19
Curran Hughes	Shafter, CA	2017-12-19
Garrett Busch	Bakersfield, CA	2017-12-19
Rickey Bird	Bakersfield, CA	2017-12-19
Jean Erassarret	Bakersfield, CA	2017-12-19
Matthew Hester	US	2017-12-19
Tiffany Ederer	Bakersfield, CA	2017-12-19
Victoria Barton	Bakersfield, CA	2017-12-19
Dana Carney	Washington	2017-12-19
Jed Hwang jed.hwang@wonderful.com	Bakersfield, CA	2017-12-19
Susan Mashburn	Blue Springs, MO	2017-12-19
Melissa Franks	Bakersfield, CA	2017-12-19
Michael Franks	Bakersfield, CA	2017-12-20
Agustin Bagnas	Bakersfield, CA	2017-12-20
Anthony Hilario	Pico Rivera, CA	2017-12-20
Maria L Leon	Mexico	2017-12-20
Christopher Le Baudour	Petaluma, CA	2017-12-20
Audrey Le Baudour	Santa Rosa, CA	2017-12-20
Lana Elfstrom	California	2017-12-20
Brooke Barron	US	2017-12-20
Barry Shuaib	Shafter, CA	2017-12-20

Name	Location	Date
virginia farber	Bakersfield, CA	2017-12-20
Tyler Fleenor	Bakersfield, CA	2017-12-21
Katie Jarek	Shafter, CA	2017-12-21
RICH KRIZO	Bakersfield, CA	2017-12-21
Ulises Bautista	US	2017-12-21
Terry Heintz	Bakersfield, CA	2017-12-21
Erin McArdle	Bakersfield, CA	2017-12-21
Brian Nein	Castle Rock, WA	2017-12-22
Michael Braun	Bakersfield, CA	2017-12-23
brianna smith	Bakersfield, CA	2017-12-23
Aniyah Martinez	New Haven, CT	2017-12-23
ron baker	US	2017-12-23
Kevin Kelley	US	2017-12-23
Jacob Lopez	Bakersfield, CA	2017-12-23
David Whisler	Sacramento, CA	2017-12-23
Don Rivera	Bakersfield, CA	2017-12-23
Joshua Shackelford	Bakersfield, CA	2017-12-23
brian jokel	Bakersfield, CA	2017-12-24
Allison Sweaney	Bakersfield, CA	2017-12-24
Tim Stewart	Bakersfield, CA	2017-12-24
Margie Casado	Bakersfield, CA	2017-12-24
Walter Ray	Bakersfield, CA	2017-12-24

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Michele Magyar	Bakersfield, CA	2017-12-24
Ted Elder	Bakersfield, CA	2017-12-24
Rendy Kabinoff	Bakersfield, CA	2017-12-25
Stella Webby	Bakersfield, CA	2017-12-25
Kristie Onaindia	California	2017-12-25
Linda Griess	Bakersfield, CA	2017-12-28
Lin Lin	Bakersfield, CA	2017-12-28
Shelly simpson	Bakersfield, CA	2017-12-28
Jennifer Rhodes	Bakersfield, CA	2017-12-28
Martha Fowler	Bakersfield, CA	2017-12-28
Lutgarda Marasigan	Bakersfield, CA	2017-12-28
Janeil Martin	Bakersfield, CA	2017-12-28
Akashia Meitzenhemier	Bakersfield, CA	2017-12-28
Hugo Martinez	Bakersfield, CA	2017-12-28
Gabriella Grado	Bakersfield, CA	2017-12-28
Beatrice Boswell	Bakersfield, CA	2017-12-28
Tina Burke	Bakersfield, CA	2017-12-28
Marie Claire DeLuna	US	2017-12-28
Phillip Castle	US	2017-12-28
Sandi Crimmins	Roanoke, VA	2017-12-28
Jeidan Ellmers	US	2017-12-28
Skyler Hayes	US	2017-12-28

Name	Location	Date
Diego Tovar	US	2017-12-28
Rita Anderson	Pikeville, KY	2017-12-28
Tina King	Blacksburg, VA	2017-12-28
Ruth Rusch	US	2017-12-28
William Cooper	Bakersfield, CA	2017-12-29
Ric Bradley	US	2017-12-29
Marjorie King	US	2017-12-29
Ben Clark	US	2017-12-29
Megan Wyllie	US	2017-12-29
Martha Gertz	US	2017-12-29
Khalid Elmatbagi	US	2017-12-29
Sianipar Djodjor	US	2017-12-29
Sandy Ragan	US	2017-12-29
ROBERT VOUGHT	US	2017-12-29
Nancy Ronk	Daleville, VA	2017-12-29
Mary K Smith	US	2017-12-29
Robert Morris	US	2017-12-29
Kathryn Johnson	US	2017-12-29
Chris Scholl	Neptune, NJ	2017-12-29
Mike Lupe	US	2017-12-29
Samantha Bowman	US	2017-12-29
Chris Gwyn	Buckingham, VA	2017-12-29

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Name	Location	Date
Deja Duff	US	2017-12-29
Timmy bullion	Moneta, VA	2017-12-29
Patricia Diaz	US	2017-12-29
Larry Fredeen	Bakersfield, CA	2017-12-29
Norbert Sandoval Sandoval	Los Angeles, CA	2017-12-29
Claire Clerou	Bakersfield, CA	2017-12-29
Cessna Zaga	Bakersfield, CA	2017-12-29
Richard Snook	Australia	2017-12-29
Harry Garvin Jr	Rancho Cucamonga, CA	2017-12-29
joseph Santana	Bakersfield, CA	2017-12-29
Jody Orr	Bakersfield, CA	2017-12-30
Pamela Dougherty	Goleta, CA	2017-12-30
Gordon Poston	US	2017-12-30
Cianne McGinnis	Bakersfield, CA	2017-12-30
Nick Ashley	Bakersfield, CA	2017-12-31
James Gabel	Bakersfield, CA	2018-01-02
Darlene Vangel	Los Angeles, CA	2018-01-04
Alex Morano	san luis obispo, CA	2018-01-04
Alana Kelley	US	2018-01-04
Heather Cisneros	US	2018-01-04
Cristina Wilkerson	Bakersfield, CA	2018-01-04
Stephanie Tatge	US	2018-01-05

Name	Location	Date
Carrie Freeman	US	2018-01-05
Christina Radney	US	2018-01-05
Vicki Albitre	Bakersfield, CA	2018-01-05
Annemarie Butler	Bakersfield, US	2018-01-05
sarah charfauros	Baden, PA	2018-01-05
Stacey Melton	Fort Worth, TX	2018-01-05
Carisse Geronimo	US	2018-01-05
Florence Bailey	Ontario, CA	2018-01-06
Amanda Studebaker	Bakersfield, CA	2018-01-06
Jeff Jones	Bakersfield, CA	2018-01-13
Matt Jones	Los Angeles, CA	2018-01-13
Valerie Jones	Pittsburgh, PA	2018-01-13
Barbara Lawson	Taipei, Taiwan	2018-01-15
Tim Yates	Taipei, Taiwan	2018-01-15
Natalie Hoffer	Addison, IL	2018-01-15
Vincent Sullivan	Bakersfield, CA	2018-01-16

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail

Print Name	Print Address/City	Signature
Mike R. Evans	2724 Elm St	
Sabrina Mckay	2600 Elm St	
Garrett Miller	2524 Elm St	
Barbara Keith	2506 Elm	
Karen Rodriguez	2418 Elm St.	
Chris Tovar	2400 Elm St.	
Anthony Tarango	3142 Audubon	
Sharon Kleinman	3118 Audubon	
Gordon Galindo	3101 Amber Ct.	
Suzanne Galindo	3101 Amber Ct.	
Barbara Jackson	3113 Amber Ct	
Elizabeth Choat	2725 Elm Street	
Alice Choat	2725 Elm Street	
Greg Leech	2801 Elm St	
Rebecca Lee	2801 Elm St	
Lawton Pettey	2819 Elm St.	
David Heredia	2912 Elm St	
Libby Ruiz	2900 Elm St	
Wade Tavoian	2824 Elm St	
Dolores A Richmond	2812 Elm St	

Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail

Print Name	Print Address/City	Signature
Vanessa Vangel	2224 "A" St. Bak.	
Bob Cooni	2208 A St Bak	
Margaret Carlson	304 Montalvo Dr 93309	
William Moffitt	8657 A Stockdale Hwy, Bakersfield, CA	

Submission I007 (Adam Cohen, January 16, 2018) - Continued

Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail

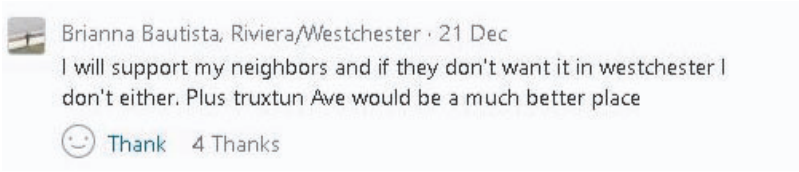
Print Name	Print Address/City	Signature
Jeremy Tobias	521 Starmount Lane Bakersfield, CA 93309	
Nils CARLSON	204 MONTAL Dr. 93309	Nils A. Carlson, Jr.
Paul Thomas	9608 Staffordshire WA	Paul Thomas
Linda Thomas	9608 Staffordshire WA	Linda Thomas
Debra See	8653A Stafford Rd, Bakersfield 93306	

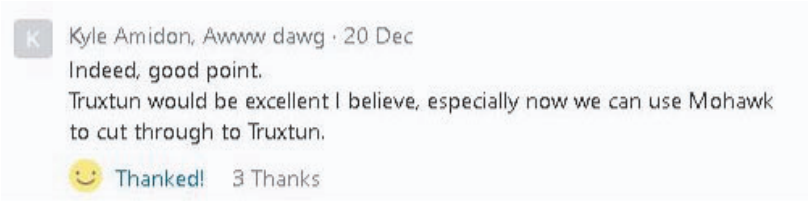
Save Westchester and Old Town from the Adverse Impacts of High Speed Rail

Available Online: https://www.change.org/p/jerry-brown-save-westchester-bakersfield-from-the-adverse-impacts-of-high-speed-rail

Print Name	Print Address/City	Signature
Jennifer Hillis	3333 el encant of #13	
Cynthia Ortiz	3333 El Encanto #23	
ALEXIS OLIVAS	3333 EL ENCANTO #26	
Judith Holtz	3333 El Encanto #1	J Holtz
Joyce COBB	3200 EL ENCANTO	
Christy Gueldner	3310 El Encanto	Christy Gueldner
Russell Gueldner	3310 El Encanto	R H
Bette Rogers	3332 EL ENCANTO	Bette Rogers
Raquel Acebedo	3336 El Encanto Ct.	Raquel Acebedo
Hoyt Kleve	3328 EL Encanto	Hoyt Kleve
Mary Klieve	3328 El Encanto	Mary Klieve

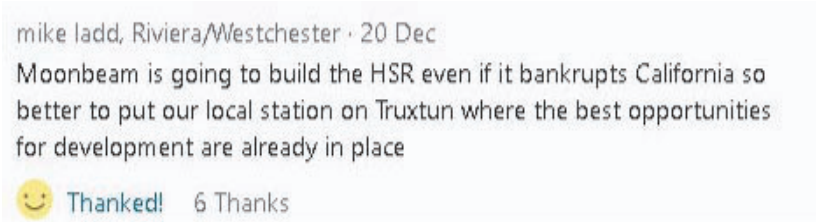
Submission I007 (Adam Cohen, January 16, 2018) - Continued





Submission I007 (Adam Cohen, January 16, 2018) - Continued





Submission I007 (Adam Cohen, January 16, 2018) - Continued



Response to Submission I007 (Adam Cohen, January 16, 2018)

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

The commenter requests that a list of additional signatures and comments in support of the Truxtun Avenue Station and in opposition to the F Street Station be included as part of the public review for the Draft Supplemental EIR/EIS. Each of the signatories included in this comment letter have been included in the table of contents for the response to comments on the Draft Supplemental EIR/EIS, and responses have been provided to each individual. The Authority will take this list of signatures and the opinions expressed into consideration during the preparation and approval of the Final Supplemental EIS.

I007-2

The following names and individual comments were provided as an attachment for Comment I007-2 and are provided in a table of contents. It should be noted that many of the same names show up in the list of signatories associated with Comment I006-14; as such, this list only contains people that were not included in Comment I006-14. (Note that no new businesses were added to Comment I007-2 when compared to Comment I006-14.) The table provides the last name and first name of individuals, their comments (if they had any), a response to their comments (sometimes identifying General Response that is applicable), and the page number of the attached .pdf of Comment I007-2 where the individual's name can be found.

Residents

Last Name	First Name	Comment	Response	Page #
Amidon	Kyle	Indeed, good point. Truxtun would be excellent I believe, especially now we can use Mohawk to cut through to Truxtun.	FB-LGA-Response-GENERAL-01	25-371

Response to Submission I007 (Adam Cohen, January 16, 2018) - Continued

I007-2

Bautista	Brianna	I will support my neighbors and if they don't want it in westchester I don't either. Plus truxtun Ave would be a much better place.	FB-LGA-Response-GENERAL-04	25-369
Hoffer	Natalie			25-366
Ladd	Mike	Moonbeam is going to build the HSR even if it bankrupts California so better to put our local station on Truxtun where the best opportunities for development are already in place	FB-LGA-Response-GENERAL-01	25-370
Lawson	Barbara			25-366

I007-2

Montgomery	Stephen	A number of issues with Truxtun (BNSF) alignment have been addressed and from an urban planning perspective Truxtun is the best site.	FB-LGA-Response-GENERAL-01	25-371
Murrat	Terri			25-350
Sullivan	Vincent			25-366
Walters	Leslie	Downtown/Truxtun please	FB-LGA-Response-GENERAL-01	25-370

Response to Submission I007 (Adam Cohen, January 16, 2018) - Continued

I007-2

Yates	Tim	Center City access to, plus likely Improvements to existing infrastructure, and the building of the maintenance facility that adds jobs, lower overall height on the rail line, what's not to like about the downtown hub? Nix F street plan!	FB-LGA-Response-GENERAL-05	25-354

Submission I008 (Adam Cohen, January 18, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #445 DETAIL

Status :	Action Pending
Record Date :	1/24/2018
Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/18/2018
Submission Method :	Email
First Name :	Adam
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	
Official Comment Period :	No
Attachments :	445_Cohen_email_011818_Original.pdf (144 kb)

I008-1

Subject: FW: Follow-up Regarding F-B LGA Transportation and Land Use Inconsistencies

From: Adam Cohen [ ]
Sent: Thursday, January 18, 2018 3:52 PM
To: Perez-Arrieta, Stephanie (FRA) <stephanie.perez@dot.gov>
Cc: Richard, Dan@HSR <Dan.Richard@hsr.ca.gov>
Subject: Follow-up Regarding F-B LGA Transportation and Land Use Inconsistencies

Hi Stephanie,

I wanted to point something out to FRA ... One of the reasons that the Downtown Bakersfield Station Area Vision Plan should be excluded from reference in the F-B LGA EIR is that the city didn't study both station locations. In pertinent part, that document states "The Project area encompasses approximately 2.3 square miles (1,472 acres) surrounding the proposed Bakersfield HSR Station site, which is located along Golden State Avenue near intersections with Chester Avenue and F Street. The Project area is bound by California Avenue to the south, Union Avenue to the east, 38th Street and the Kern River to the north, and F Street to the west (See Figure 3)."

This document goes on to state:

"The following alternatives are evaluated in this EIR and are discussed in greater detail in Chapter 7.0 Alternatives: ♣ Alternative 1: No Project. Buildout would occur under the exiting Metropolitan Bakersfield General Plan or any future General Plan. ♣ Alternative 2: Low Intensity/Density Design Alternative. This would consist of a reduction of overall commercial square footage/residential units and would focus future development around the HSR station. ♣ Alternative 3: Medium Intensity/ Design Alternative. This would consist of a reduction of overall commercial square footage/residential units, but less than the Low Intensity/Density Alternative. In addition, it would incorporate a building height cap to limit the height of any future high rise development in the Project area. Of the development alternatives being considered, the Low Intensity/Density Design Alternative (Alternative 2) could be considered environmentally superior, as it would reduce impacts in many issue areas, due primarily to the reduction in future commercial housing unit construction as well as less of a strain on both transportation and utilities infrastructure."

I find it interesting that the F-B LGA draft EIR/EIS would agree with the findings of the city's proposed development around the station when they conclude that low density development around the station is the environmentally preferred alternative. This seems counter to the TOD and HSR Station Area design guidelines. The CHSRA guidelines are available at: http://www.hsr.ca.gov/docs/programs/station_communities/HST_Station_Area_Development_General_Principles_and_Guidelines.pdf

It calls for "Higher density development in relation to the existing pattern of development in the surrounding area, along with minimum requirements for density."

I hope FRA will review and resolve these inconsistencies between the CHSRA guidelines and the contents of the F-B LGA draft EIR/EIS.

1

Submission I008 (Adam Cohen, January 18, 2018) - Continued

Thank you,

Adam Cohen

2

Response to Submission I008 (Adam Cohen, January 18, 2018)

I008-1

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

Submission I009 (Joshua Cohen, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #381 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 :	Joshua
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	joshua.m.cohen@ucla.edu
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

University of California, Los Angeles | Class of 2017
EIR/EIS Comment : Yes
Official Comment Period : Yes

To Whom It May Concern:

I009-1

I am writing to provide formal comments in strong support of the HSR's Hybrid Alignment that calls for a station at Truxtun Ave. in Bakersfield, CA. As a long-time commuter, member of the Bakersfield community, and a UCLA student (a student body that could desperately benefit from HSR), station placement is simply make it or break it when it comes the success of the HSR project. Having been raised in the community I call home of Bakersfield, I cannot emphasize enough how short-sighted, in my opinion, a decision to place a station at F St. in accordance with the so called "Locally Generated Alignment" would be. *That alignment may be locally generated, but it is not locally supported. F St., unlike Truxtun Ave., does not have existing infrastructure, resources, food, entertainment and other means of concurrent transportation. As a student commuter, it is unthinkable to board a train to which I would have to disembark in an area unprepared, unwelcoming and underdeveloped. I urge your committee to listen to the ridership when we say WE STAND IN STRONG SUPPORT OF THE TRUXTUN STATION - THE HYBRID ALIGNMENT.*

Very Respectfully,

--
J. COHEN

Response to Submission I009 (Joshua Cohen, January 16, 2018)

I009-1

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 I010 (Sharon Cohen, January 22, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #439 DETAIL

Status :	Action Pending
Record Date :	1/23/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/22/2018
Submission Method :	Project Email
First Name :	Sharon
Last Name :	Cohen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	scohen0711@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Hello,

I010-1 I was disappointed to learn the location and lack of amenities of the planned HSR station. Please take into consideration that the location/ability to transfer of the stations is one of the most important factors in making the decision to take transit. I say this as a rider and as someone who studied the HSR station locations with OPR.

Thank you,
Sharon

EIR/EIS Comment :	Yes
Official Comment Period :	No

Response to Submission I010 (Sharon Cohen, January 22, 2018)

I010-1

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.