

## Submission I001 (Donna Nelson, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #398 DETAIL**

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

I001-1 |

I agree that should the high-speed rail be built, the station in Bakersfield should be on Truxtun.  
  
Donna D Nelson

Sent from Donna's iPad  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I001 (Donna Nelson, January 16, 2018)

### I001-1

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

## Submission I002 (Astrid Nelson, November 11, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #152 DETAIL**

**Status :** Action Pending  
**Record Date :** 11/11/2017  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 11/11/2017  
**Submission Method :** Website  
**First Name :** Astrid  
**Last Name :** Nelson  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Goleta  
**State :** CA  
**Zip Code :** 93117  
**Telephone :**  
**Email :** astarid@yahoo.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I002-1 | Please don't waste good money building new track and stations when there is perfectly good examples of both already available  
**EIR/EIS Comment :** Yes  
**Official Comment Period :**

## Response to Submission I002 (Astrid Nelson, November 11, 2017)

### I002-1

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

## Submission I003 (Josh Nord, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #403 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 :** Josh  
**Last Name :** Nord  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** joshnord01@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I003-1

I would like the station to be located on Truxtun. Thank you.

Josh  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I003 (Josh Nord, January 16, 2018)

### I003-1

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

## Submission I004 (Pissed Off, November 11, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #146 DETAIL

Status : Action Pending  
Record Date : 11/11/2017  
Response Requested :  
Affiliation Type : Individual  
Interest As : Individual  
Submission Date : 11/11/2017  
Submission Method : Website  
First Name : Pissed  
Last Name : Off  
Professional Title :  
Business/Organization :  
Address :  
Apt./Suite No. :  
City :  
State : CA  
Zip Code : 93309  
Telephone :  
Email : stupidpeopleannoyme1@gmail.com  
Email Subscription :  
Cell Phone :  
Add to Mailing List : No  
Stakeholder Comments/Issues :

I004-1 | i would like to see this project get done sometime in my lifetime. it has been WAY TOO LONG now and nothing seems to be getting done just set backs. Get on with it already!!!  
EIR/EIS Comment : Yes  
Official Comment Period : Yes

## Response to Submission I004 (Pissed Off, November 11, 2017)

### I004-1

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



## Submission I005 (Lawrence Okumoto, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #447 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/16/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/16/2018  
**Submission Method :** Website  
**First Name :** Nadine  
**Last Name :** Roberson  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93306  
**Telephone :**  
**Email :** nadine3213@yahoo.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**  
I005-1 | Have Bakersfield rail station located at Truxton AVE.  
in Bakersfield  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I005 (Lawrence Okumoto, January 16, 2018)

### I005-1

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

## Submission I006 (Mark Patton, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #343 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 :** Mark  
**Last Name :** Patton  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** map@engengineers.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I006-1 | The station needs to be on Truxton avenue, not Golden state.

Mark  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I006 (Mark Patton, January 16, 2018)

### I006-1

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

## Submission I007 (Tom Pavich, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #349 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 :	Tom
Last Name :	Pavich
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	
Telephone :	661-703-0922
Email :	tpavich@aol.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	
I007-1	I am a resident of Bakersfield. I would prefer that the station be built downtown at Truxtun vs. the F St. Location. Tom Pavich 661.703.0922
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	349_Pavich_email_011618_Attachment.pdf (651 kb)



# PUBLIC NOTICE

NOTICE OF AVAILABILITY/NOTICE OF PUBLIC HEARING

## California High-Speed Rail –

### Fresno to Bakersfield Project Section:

#### DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

##### PROPOSED PROJECT AND LOCATION

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

##### PROJECT DEVELOPMENT

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

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

##### ANTICIPATED IMPACTS

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

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# Submission I007 (Tom Pavich, January 16, 2018) - Continued

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

**HAZARDOUS WASTE SITES**

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

**PUBLIC REVIEW PERIOD**

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

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

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

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

**PUBLIC HEARING**

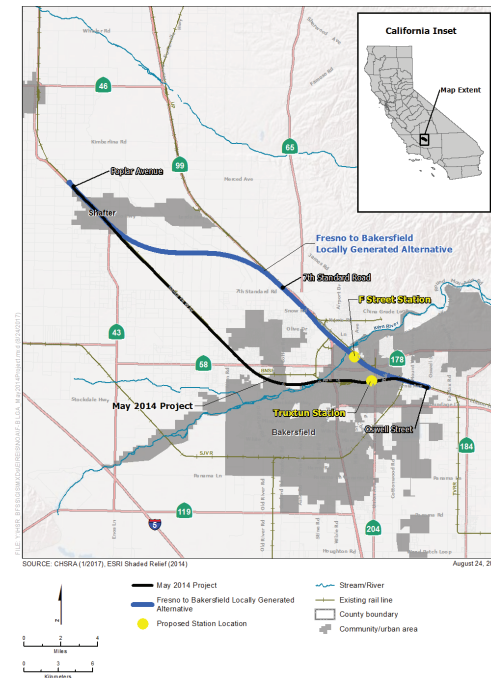
The Authority and FRA invite you to attend the public hearing that has been scheduled on **December 19, 2017** to receive public and public agency comments on the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. The hearing is scheduled from **3:00 p.m. to 8:00 p.m.** at **Bakersfield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

**COPIES OF THE DRAFT SUPPLEMENTAL EIR/EIS**

Visit the Authority website ([www.hsr.ca.gov](http://www.hsr.ca.gov)) or the FRA website ([www.fra.dot.gov](http://www.fra.dot.gov)) to view and download the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS. The Authority website also contains technical reports that inform the Fresno to Bakersfield Project Section Draft Supplemental EIR/EIS. You may also

request a CD-ROM of the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS by calling (888) 481-2772. Printed copies of the Fresno to Bakersfield Project Section Final EIR/EIS and Draft Supplemental EIR/EIS have been placed at the following public libraries: Kern County Library, Beale Memorial Library (701 Truxtun Avenue, Bakersfield, CA); Kern County Library, Shafter Branch (236 James Street, Shafter, CA); Kern County Library Baker Branch (1400 Baker Street, Bakersfield, CA); and Kern County Library, Rathbun Branch (200 West China Grade Loop, Bakersfield, CA). The Executive Summary is available in Spanish upon request.

Printed copies of the Fresno to Bakersfield Project Section Draft Final EIR/EIS and Supplemental EIR/EIS and the associated technical reports also are available for review during business hours (8:00 A.M. to 5:00 P.M.) at the Authority's offices at 770 L Street, Suite 620 MS-1, Sacramento, CA and at 1111 H Street, Fresno, CA. The Authority does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.



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## Response to Submission I007 (Tom Pavich, January 16, 2018)

### I007-1

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

## Submission I008 (Becky Pedersen, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #324 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 :** Becky  
**Last Name :** Pedersen  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :**  
**Telephone :**  
**Email :** rrpced@yahoo.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I008-1

I am a resident of Bakersfield and would prefer the station be located at the Truxtun Ave. location. The already established Amtrak station located on Truxtun Ave. makes the most sense in my opinion. Thank you for taking my thoughts into consideration.  
Becky Pedersen  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes



## Response to Submission I008 (Becky Pedersen, January 16, 2018)

### I008-1

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

## Submission I009 (Lillian Pentz, November 15, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #153 DETAIL**

**Status :** Action Pending  
**Record Date :** 11/15/2017  
**Response Requested :** Yes  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 11/15/2017  
**Submission Method :** Website  
**First Name :** Lillian  
**Last Name :** Pentz  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Upland  
**State :** CA  
**Zip Code :** 91784  
**Telephone :** 9097029955  
**Email :** pentzpantry@yahoo.com  
**Email Subscription :** Locally Generated Alternative (Bakersfield)  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :**

I009-1 | The locally generated route makes a lot more sense than the hybrid route. This LGA Route will eliminate some businesses that need to be demolished to revitalize Bakersfield. The old hybrid route was going to take out Bakersfield High School, which is a Bakersfield icon. This new plan will also be closer to all the medical facilities that have been built along Chester Ave. This LGA Route is much superior to the old route and I enthusiastically endorse it.  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I009 (Lillian Pentz, November 15, 2017)

### 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 (Marco Perez, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #339 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 :	Marco
Last Name :	Perez
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	perezdowling@outlook.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I010-1 | Sent from my iPhone  
EIR/EIS Comment : Yes  
Official Comment Period : Yes

## Response to Submission I010 (Marco Perez, January 16, 2018)

**I010-1**

"Sent from my iPad" is not a comment.

## Submission I011 (Steve Perry, December 20, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #198 DETAIL**

**Status :** Action Pending  
**Record Date :** 12/20/2017  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 12/20/2017  
**Submission Method :** Website  
**First Name :** Steve  
**Last Name :** Perry  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93306  
**Telephone :** 661-303-9824  
**Email :** tlp\_sbp@yahoo.com  
**Email Subscription :** Bakersfield to Palmdale  
, Locally Generated Alternative (Bakersfield)  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :**

I011-1 | Although the F st route impacts less on the city now, the benefits overall of having a station in the most advantages location, in the center of town, will eventually be the best to serve our City, i feel that the GET bus Station should be relocated in that general area, possible replacing the blight of multiple empty, or seldom used buildings on the south side of the current Amtrak Station, and east of Q st.  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I011 (Steve Perry, December 20, 2017)

### I011-1

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

## Submission I012 (Josh Pierce, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #390 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 :	Josh
Last Name :	Pierce
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	piercejosh@hotmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

I012-1 | STATION ON TRUXTUN

Sent via the Samsung Galaxy S7, an AT&T 4G LTE smartphone  
EIR/EIS Comment : Yes  
Official Comment Period : Yes



## Response to Submission I012 (Josh Pierce, January 16, 2018)

### I012-1

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

## Submission I013 (Lucia Platero, November 28, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #169 DETAIL**

**Status :** Action Pending  
**Record Date :** 12/1/2017  
**Response Requested :** Yes  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 11/28/2017  
**Submission Method :** Program Info Line  
**First Name :** Lucia  
**Last Name :** Platero  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :**  
**Telephone :** 661-829-4741  
**Email :**  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :**

I013-1

Yes, hi, hello there, this is Lucia and the last name is Platero, I'm calling to make a request if I could for a sign language interpreter to be provided. I am a deaf lady and this is for December 19th and that is for the meeting that is being held here, let's see here, I'm trying to get the information, it's December 19th and that is at 3 PM 'til 8 PM ok, I'm calling about the sign language interpreter to be there, I see here that it looks like it's going to be a regional event and I am from Crowell and I'm not sure what to do with the house I don't know if I'm going to have to move out or what I need to do. So, please get in touch with me, my number here is 661-829-4741 again that number is 661-829-4741. Ok, I looked at the review and I see the map here and based on the map I'm not sure of the location for Bakersfield to Seven Stanford over to Crosswell area, there's like a line there, and I know that's set for the High-Speed train, ok, and I'm not sure what's going to happen in that area. How is this progressing? So, please let me know about the sign language interpreter. Thank You. Message has been left through interpreter 6425 through Sorenson.  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I013 (Lucia Platero, November 28, 2017)

### I013-1

The commenter requested that a sign language interpreter be present at the Public Hearing held on December 19, 2017 in Bakersfield. The Authority arranged for two American Sign Language interpreters to interpret at the Public Hearing.

The commenter also suggests that her house may be affected by the project. The Authority would acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. sec. 4601 et seq.) (Uniform Act). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. For more information on the Uniform Act, see Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS and FB-Response-SO-01 of the Fresno to Bakersfield Section Final EIR/EIS. Information about acquisition, compensation, and relocation assistance is also available on the Authority's website, please see, *Your Property, Your High-Speed Rail Project* (Authority 2013).

## Submission I014 (Deborah Porter, Retired, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #441 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/16/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/16/2018  
**Submission Method :** Website  
**First Name :** Deborah  
**Last Name :** Porter  
**Professional Title :** Administrative Assistant VI  
**Business/Organization :** Retired  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93304  
**Telephone :** 661 834-1254  
**Email :** no-wimps@sbcglobal.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

I014-1 | The only logical location for the high speed rail line is on Truxtun Avenue in downtown Bakersfield. The city infrastructure is already in place to support it at that location. The F street location is NOT the best location for the people of Bakersfield, it is the worst. The station belongs downtown on Truxtun.

## Response to Submission I014 (Deborah Porter, Retired, January 16, 2018)

### I014-1

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

## Submission I015 (Bernadetta Rickard, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #310 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/16/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/16/2018  
**Submission Method :** Website  
**First Name :** Bernadetta  
**Last Name :** Rickard  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93301  
**Telephone :**  
**Email :** brickard@bak.rr.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**  
I recommend the Truxtun location for the station  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

I015-1 |

## Response to Submission I015 (Bernadetta Rickard, January 16, 2018)

### I015-1

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

## Submission I016 (Julie Riegel, November 20, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #186 DETAIL**

**Status :** Action Pending  
**Record Date :** 12/15/2017  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 11/20/2017  
**Submission Method :** Project Email  
**First Name :** Julie  
**Last Name :** Riegel  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** riegelcom@aol.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I016-1 | As a long time resident of Bakersfield, I am wholeheartedly against the Golden State/F Street Bullet Train station. Please do not allow this. Another assault on one of our heritage areas.

Julie Clerou

Sent from my iPhone  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes



## Response to Submission I016 (Julie Riegel, November 20, 2017)

### I016-1

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

## Submission I017 (Julie Riegel, December 20, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #208 DETAIL**

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

To Whom It May Concern:

I017-1 | I'm hoping that "F" Street is not chosen for the HSR station. It makes no sense given its distant location to downtown and the historic nature of residential area known as Westchester. Truxtun Avenue is far more appropriate because of its proximity to downtown businesses, commercial buildings and entertainment venues.

I017-2 | We've suffered enough with poor City planning and the self interest demonstrated by some commercial land owners.

I017-3 | PLEASE help us stop the HSR station at "F" Street in Bakersfield.

Julie Riegel  
Bakersfield, CA 93301

Sent from my iPhone  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I017 (Julie Riegel, December 20, 2017)

### I017-1

Refer to Standard Response FB-LGA-Response-GENERAL-04: Impacts to the Westchester Neighborhood Southwest of the F Street Station, FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

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

### I017-2

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

### I017-3

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

## Submission I018 (Douglas Rife, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #395 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 :** Douglas  
**Last Name :** Rife  
**Professional Title :**  
**Business/Organization :**  
**Address :** 102 Serve Ln  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :**  
**Telephone :**  
**Email :** pahlavan46@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I018-1

I am a Bakersfield resident. The High Speed Rail station in Bakersfield needs to be located on TRUXTON AVENUE.

Douglas Rife  
102 Serve Ln  
Bakersfield, CA  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I018 (Douglas Rife, January 16, 2018)

### I018-1

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

## Submission I019 (Frank Ripepi, November 27, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #185 DETAIL**

**Status :** Action Pending  
**Record Date :** 12/15/2017  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 11/27/2017  
**Submission Method :** Project Email  
**First Name :** Frank  
**Last Name :** Ripepi  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :** 661-327-5429  
**Email :** frankrip@sbcglobal.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I019-1 | I support the F Street High-Speed Rail Alignment in Bakersfield. I believe it will revitalize an already blighted area of town and increase economic prosperity in a town that is destined for despair.

Frank Ripepi

6613275429

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I019 (Frank Ripepi, November 27, 2017)

### I019-1

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

## Submission I020 (Frank Ripepi, November 22, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #157 DETAIL	
Status :	Action Pending
Record Date :	11/22/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/22/2017
Submission Method :	Website
First Name :	Frank
Last Name :	Ripepi
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93304
Telephone :	
Email :	frankrip@sbcglobal.net
Email Subscription :	Bakersfield to Palmdale , Central Valley
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
I020-1	I support the F Street High-Speed Rail Alignment in Bakersfield. I believe it will revitalize an already blighted area of town and increase economic prosperity in a town that is destined for despair.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes



## Response to Submission I020 (Frank Ripepi, November 22, 2017)

### I020-1

Refer to Standard Response FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

## Submission I021 (Nadine Roberson, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #447 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/16/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date : Submission** 1/16/2018  
**Method :** Website  
**First Name :** Nadine  
**Last Name :** Roberson  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93306  
**Telephone :**  
**Email :** nadine3213@yahoo.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**  
I021-2,1 | Have Bakersfield rail station located at Truxton AVE.  
in Bakersfield  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I021 (Nadine Roberson, January 16, 2018)

### I021-1

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

## Submission I022 (Sharon Robison, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #332 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 :** Sharon  
**Last Name :** Robison  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** robison2244@sbcglobal.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I022-1

I think it should be on Truxtun Ave  
Sent from my iPhone  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I022 (Sharon Robison, January 16, 2018)

### I022-1

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

## Submission I023 (LuAnn Roo, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #428 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/19/2018  
**Response Requested :** No  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/16/2018  
**Submission Method :** Program Info Line  
**First Name :** LuAnn  
**Last Name :** Roo  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :**  
**Telephone :** 661-444-7997  
**Email :**  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :**

I023-1

My name is LuAnn Roo, I live in Bakersfield, California, I'm an individual, taxpayer, and I believe that we should have the train stopping on Truxtun Avenue, not any place else, uhm, its a waste of money otherwise. My number is area code 661-444-7997, thank you.  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I023 (LuAnn Roo, January 16, 2018)

### I023-1

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

## Submission I024 (Barbara Russell, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #353 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/16/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/16/2018  
**Submission Method :** Website  
**First Name :** Barbara  
**Last Name :** Russell  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93301  
**Telephone :** 6613234806  
**Email :** barbielee3@juno.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I024-1 | I would like to voice my objection to the high speed rail station in Bakersfield being placed at F street .  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes



## Response to Submission I024 (Barbara Russell, January 16, 2018)

### I024-1

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

## Submission I025 (Sherry Russell, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #340 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 :** Sherry  
**Last Name :** Russell  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :**  
**Telephone :**  
**Email :** trussell2@bak.rr.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I025-1 |

Hello,  
I would like to say that I think the Bakersfield station would be best suited at the Truxtun location.  
Thank you,  
Sherry Russell  
Bakersfield CA

Sent from my iPhone  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I025 (Sherry Russell, January 16, 2018)

### I025-1

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

## Submission I026 (Miguel Salcedo, December 14, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #192 DETAIL**

**Status :** Action Pending  
**Record Date :** 12/15/2017  
**Response Requested :** No  
**Affiliation Type :** Individual  
**Interest As :** Business and/or Organization  
**Submission Date :** 12/14/2017  
**Submission Method :** Program Info Line  
**First Name :** Miguel  
**Last Name :** Salcedo  
**Professional Title :**  
**Business/Organization :**  
**Address :** 2805 Edison Hwy  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :**  
**Telephone :**  
**Email :**  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :**

I026-1

Hello my name is Miguel Salcedo, uh, that's from Bakersfield, 2805 Edison Hwy. My phone number is 510 the area 993-5748 again my number is 510 the area 993-5748 and uh, and like to attend to the meeting to the 19th. Thank you very much and I see you on Tuesday 19th in Bakersfield. Again my name is Miguel Salcedo, 2805 Edison Hwy and my phone number 510 the area 933-5748, thank you very much.  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I026 (Miguel Salcedo, December 14, 2017)

### I026-1

The Authority appreciates the commenter's interest in the project.

## Submission I027 (John Sanders, January 16, 2018)

<b>Fresno - Bakersfield (2014 June+) - RECORD #305 DETAIL</b>	
<b>Status :</b>	Action Pending
<b>Record Date :</b>	1/16/2018
<b>Response Requested :</b>	
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Date :</b>	1/16/2018
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	John
<b>Last Name :</b>	Sanders
<b>Professional Title :</b>	Assistant Controller
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	
<b>Zip Code :</b>	
<b>Telephone :</b>	661.695.5175
<b>Email :</b>	jsanders@worklogicr.com
<b>Email Subscription :</b>	
<b>Cell Phone :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	

To Whom It May Concern:

- I027-1 | I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally
- I027-2 | Generated Alignment with a station at F Street. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).
- I027-3 | 1) First, I am concerned about the lack of an intermodal rail connection with the existing San Joaquin Amtrak. Recognized as a high-speed rail best practice, California is actively building and expanding intermodal rail stations in San Francisco, San Jose, Los Angeles, and Anaheim that will serve as critical transfer points and offer feeder rail services for the high-speed rail system. It is critical that the multimodal rail connection linking the Hybrid alignment and high-speed rail station with the Bakersfield Amtrak be preserved. We know from all international best practices that there is a synergistic network effect when combine rail systems into a common intermodal station and that the ridership and economic activity generated from these intermodal connections are greater than the sum of their individual parts. I also support the Hybrid alignment and the Truxtun Station because it is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability. It is clear that the Truxtun Station site offers the best opportunity for transit oriented development and to serve as a catalyst for economic development for the Bakersfield metropolitan region.
- I027-4 |

- I027-5 | 2) Second, I am concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. An F Street Station is very far from Bakersfield's downtown core. Unlike the Truxtun Station which prioritizes active and public transportation modes, the F Street Station site by location and design prioritizes auto mobility with a park-and-ride setup that is surrounded by parking, overpasses, interchanges, and taxi/Transportation Network Company loading zones.
- I027-6 | In light of #1 and #2, the impacts of vehicular and motorized traffic connecting between an F Street Station and Amtrak, the Convention Center, and Rabobank Arena have not been (and must be) studied. The F Street Station placement not only results in a distant, less convenient, auto-oriented station location, it is also not walkable to large regional downtown convention and sporting facilities. Traffic between F Street and Rabobank Arena, the Convention Center, and Amtrak will add traffic congestion downtown and air emissions in the San Joaquin Valley.
- I027-7 | 3) Third, I am concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with an elevated viaduct over Sumner Street. Old Town Kern represents a critical historic yet struggling low-income community that will forever be changed if an elevated viaduct bisects this vestige of Kern County history. The Hybrid alignment was far less destructive passing to the South of this neighborhood rather than through it. With that being said, if LGA is selected as the final alignment, I would strongly urge the CHSRA and FRA to place the Bakersfield Station in Old Town Kern and not at F Street. Placing the station between Baker and Beale streets in Old Town would mitigate the adverse impacts of the elevated viaduct bisecting this neighborhood and allow for an intermodal rail connection where the BNSF railroad tracks converge with the LGA alignment. This would allow for a second Amtrak connect at an Old Town Kern high-speed rail station allowing a cross platform transfer. This would be similar to the Amtrak's Capitol Corridor which has two stations, one at Jack London Square and a second station at the Oakland Colosseum/Airport.

Thank you for considering these comments.

John Sanders  
 Assistant Controller  
 [Building]  
 800.828.4187 Toll Free  
 661.695.5175 Direct  
 661.695.5875 Fax

[WorkLogicBuilding]  
 worklogicHR.com<http://www.worklogicr.com>

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## Submission I027 (John Sanders, January 16, 2018) - Continued

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<b>EIR/EIS Comment :</b>	Yes
<b>Official Comment Period :</b>	Yes

## Response to Submission I027 (John Sanders, January 16, 2018)

### I027-1

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

### I027-2

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

The commenter suggests a station in Old Town Kern “in the vicinity of 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



## Response to Submission I027 (John Sanders, January 16, 2018) - Continued

### I027-2

only 975 feet, which is 425 fewer feet than required by the CHSR TM as noted above. There is a horizontal spiral between Baker Street and Beale Avenue, which means that the station track turnouts would need to be placed north around the curve. This would add approximately 8,350 feet of additional viaduct. Station tracks to the east would begin approximately at Miller Street.

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

### *Environmental*

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

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

### I027-2

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.

### I027-3

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.

## Response to Submission I027 (John Sanders, January 16, 2018) - Continued

### I027-4

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.

### I027-5

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.

### I027-6

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, the 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.

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.

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), the 2018 Draft California State Rail Plan (Caltrans 2017), and the California HSR Program Revised

## Response to Submission I027 (John Sanders, January 16, 2018) - Continued

### I027-6

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 HSR program objective of providing a high-speed rail system to improve intercity travel.

### I027-7

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.

### I027-8

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 I027 (John Sanders, January 16, 2018) - Continued

### I027-8

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

### I027-8

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.

## Submission I028 (Miriam Sandoval, December 19, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #195 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 :** Miriam  
**Last Name :** Sandoval  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93312  
**Telephone :**  
**Email :** sandovalmiriam1@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I028-1 | I&#39;m in favor of the Locally Generated Alternative HSR because the route that was adopted in May of 2014 would have a negative impact, which I would rather have the alternative route.  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I028 (Miriam Sandoval, December 19, 2017)

### I028-1

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

## Submission I029 (Anne Seydel, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #300 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 :** Anne  
**Last Name :** Seydel  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** acatlver@sbcglobal.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I029-1 | Please reconsider locating the High Speed Rail Downtown near the Amtrak station. The F Street location does not offer ease of commuting to and from the station, it will increased traffic on F Street which is already experiencing bottleneck congestion, there would be limited access connecting to major highways and the noise pollution will affect the adjoining neighborhood.

The Downtown location would not increase the cost. HSR located near city center would provide a catalyst to downtown revitalization. The Downtown location is surrounded by restaurants, shops and a large number of city, state and federal agencies, banks and entertainment.

I029-2 | Please consider locating the station Downtown where amenities are within walking distance and the noise pollution and traffic congestion would not affect a residential neighborhood.

Best regards, Anne Seydel

Sent from my iPad  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I029 (Anne Seydel, January 16, 2018)

### I029-1

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

### I029-2

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



# Submission I030 (Mary Shadden, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #361 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 :	Mary
Last Name :	Shadden
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	mary.shadden1@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	Figure 4.pdf (160 kb) 361_Shadden_email_011618_Original.pdf (246 kb)

I030-1

**Subject:** FW: F St Station  
**Attachments:** Figure 4.jpeg

From: Mary Shadden [<mailto:mary.shadden1@gmail.com>]  
 Sent: Tuesday, January 16, 2018 11:40 PM  
 To: Perez-Arrieta, Stephanie (FRA) <[stephanie.perez@dot.gov](mailto:stephanie.perez@dot.gov)>  
 Subject: F St Station

Dear Ms. Perez,

Are you still taking comments on the F St high speed rail? I reached out to the Bakersfield city managers office and they told me that the decision was already made for F St and sent me the attached map.

I was telling my neighbor this and she said i was given incorrect information by the city staff and she told me to contact you directly.

I hope your still taking public comments ... I didn't see anything in the local newspaper. Anyways i want to say in the strongest terms that I oppose the F St route and want the Truxtun route with a station next to Amtrak.

Thank you,

MS

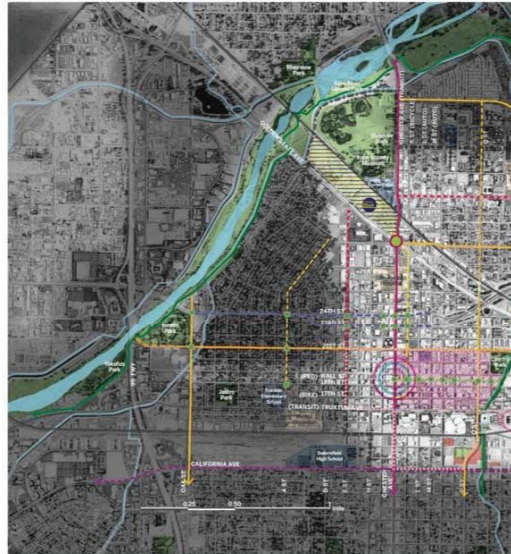
# Submission I030 (Mary Shadden, January 16, 2018) - Continued

City of Bakersfield  
**Making Downtown Bakersfield Project**

**Figure 4 Project Phase I**

**0-10 YEAR STRATEGY**  
365,000 SF OFFICE; 1100 RESIDENTIAL UNITS;  
150,223 SF RETAIL; 360 HOTEL ROOMS

- EXISTING**
- Study Area Boundary
- Rail
- Bike Lane
- Bike/Ped Trail
- Open Space (Park)
- School
- Hospital
- Amtrak Station
- Transit Center
- PROPOSED**
- Development Node/Absorption
- HSR Station Zone
- Mixed Use Infill Zone
- Entertainment Mixed Use
- Complete Street
- Bus Rapid Transit
- Shuttle
- Bike Lane
- Bike Boulevard
- Protected Bike Lane
- Urban Boulevard
- Pedestrian Paseo
- Improved Intersections
- HSR Station



## Response to Submission I030 (Mary Shadden, January 16, 2018)

### I030-1

Refer to Standard Response FB-LGA-Response-GENERAL-02: Public Outreach, FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

## Submission I031 (Kristen Shadle, January 15, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #278 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/15/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/15/2018  
**Submission Method :** Website  
**First Name :** Kristen  
**Last Name :** Shadle  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 93301  
**Telephone :**  
**Email :** klgray123@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I031-1 | My husbsnd, infant son and I live in the Westchester neighborhood close to F St in Bakersfield. My husband and I are highly against the F st route!!! It will increase traffic and noise in our quiet, peaceful neighborhood.

I031-2 | Also, the downtown route would be great for economic rejuvenation of the downtown area! If we have to have HSR in Bakersfield, it should not be by F street! It will destroy our historic neighborhood!

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I031 (Kristen Shadle, January 15, 2018)

### I031-1

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

### I031-2

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

## Submission I032 (Mary Shell, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #297 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/16/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/16/2018  
**Submission Method :** Project Email  
**First Name :** Mary  
**Last Name :** Shell  
**Professional Title :**  
**Business/Organization :**  
**Address :** 2930 21st Street  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93301  
**Telephone :** 661-322-5888  
**Email :** mkshell@lightspeed.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I032-1

1. It would be more convenient for arriving passengers who want to visit commercial establishments and government offices in the downtown area, as well as hotels.
2. The route through Bakersfield is already designated for rail transportation.
3. It could serve as a transportation Hub for buses, taxis and rail.

Mary K. Shell  
 2930 21st Street  
 Bakersfield, Ca 93301  
 661-322-5888

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

I032-1

I oppose the location of a High Speed Rail Station on F Street, near Hwy 204 for several reasons:

1. It will further impact traffic congestion at the intersection of F Street and Hwy 178 (24th Street)---already a major headache.
2. It will negatively impact Westchester with congestion, noise and traffic. Westchester is now, a quiet, desirable residential area of Bakersfield.
3. Since the station would be in a semi-isolated location rail passengers would be forced to seek other transportation to visit the downtown and government buildings, as well as most commercial buildings and residences

I support the location of the HSR Station near Truxtun Avenue in downtown Bakersfield for the following reasons:

## Response to Submission I032 (Mary Shell, January 16, 2018)

### I032-1

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

## Submission I033 (Harvey Sherback, January 17, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #367 DETAIL**

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

California High-Speed Rail Authority  
 Brian P. Kelly  
 Chief Executive Officer

January 17th, 2018

Hello CEO Kelly, California High-Speed Rail Authority Board of Directors & Staff,

Welcome to California's High-Speed Rail Authority and thanks for your many efforts in creating a better world for us, our children and future generations, they are very much appreciated.

I033-1

With the relentless changes brought on by climate destabilization, it's time to comprehensibly redirect our water, energy and transportation policies towards more sustainable systems. The California High-Speed Rail Authority has stated, "The Authority has committed to using 100 percent renewable energy for powering the system." I propose that our State's Hi-Speed Rail can achieve its goal by using clean, renewable electricity generated by a "Photovoltaic Aqueduct System" located in California's Central Valley.

California can repair and improve its vital water system while producing new revenues for government, income for developers and clean electricity for the nearby Hi-Speed Rail line. I have formulated the following model: shading selected portions of California's canals with photovoltaic generators. This project will help our utilities meet government mandates to provide renewable electricity. Depending on location and the developer's resources, these electricity-generating structures might span the canal like a canopy, shade the canal like an awning or float on the canal like a barge. The reasons we recommend money-generating, water-saving,

I033-1

photovoltaic canal shields are listed below:

**Perfect Location:** Following the same general path as the proposed Hi-Speed Rail lines, California's canals run for hundreds of miles through desert-like conditions, ideal for the development of solar power. They are situated on secure public property, mostly government-controlled. Additionally, the canals frequently adjoin major high-voltage transmission line corridors. More than just increasing efficiency, producing photovoltaic power near the grid benefits our utility companies, who must fulfill California's strict renewable energy mandate. The Renewable Portfolio Standard (RPS) requires utility companies to purchase one-third of their electricity from renewable sources by 2020. By law, most of this new power must connect to the grid.

**Conserving Water:** Water scarcity continues to threaten and disrupt California's economy. The State Water Project cannot satisfy demand. Even worse, our invisible underground water supplies are being consumed at an unsustainable rate. Because the sea level is rising and the Delta levees are sinking, salty water is slowly infiltrating the Delta, which is the source of the canal system's water. Worse again, the rising sea is pressuring ever more salty water into our depleted underground aquifers. In response to our severe drought, California might renovate its water infrastructure in conjunction with the development of the Hi-Speed Rail project.

A shield over the canal would help keep the water cool and clean. Blocking the sunlight, a covering would help keep the canal free from unwanted vegetation and immune to blooms of toxic algae. In addition to slowing evaporation, the electricity-generating shield will protect the canal water from absorbing agricultural chemicals and airborne pollutants like soot, soil and sand.

**Ideal Timing:** Everyone agrees, we have to act now! According to the US Interior Department, the California Aqueduct system is inadequate, antiquated and dangerously vulnerable to drought, flood and earthquake emergencies, much less the effects of rising sea levels. Our canal system needs immediate overhaul. California has already approved this concept. In 2005, a bill was passed approving the leasing of the space above and adjacent to the State Water Project for the production of photovoltaic electricity (AB 515, Richman R, signed by Gov. Schwarzenegger).

**Photovoltaic Technology:** Power generation is agriculture's biggest competitor for water. America's coal-fired, oil-fired, natural gas and nuclear power plants consume more than 100 billion gallons of fresh water every day; only agriculture uses more water. In contrast, once installed, photovoltaic generators consume no water, except for occasional cleaning. Having no moving parts, they require minimal maintenance, make no noise and create no emissions. Long-lived photovoltaic technology also provides architectural flexibility.

"Net Zero" Hi-Speed Rail is achievable in California. Governor Brown, in his 2012 State of the State address, declared that High-Speed Rail was a top priority for his Administration. Likewise, we must preserve the Central Valley as an agricultural resource. The simultaneous development of the Photovoltaic Aqueduct System with Hi-Speed Rail will help to address our water crisis and meet our transportation goals.

Harvey Sherback  
Berkeley, California



## Submission I033 (Harvey Sherback, January 17, 2018) - Continued

EIR/EIS Comment : Yes  
Official Comment Period : No

## Response to Submission I033 (Harvey Sherback, January 17, 2018)

### I033-1

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

The Executive Summary section of this Final Supplemental EIS (page S-15) states that the purpose of this project is to implement the Fresno to Bakersfield Section of the California HSR System to provide the public with electric-powered HSR service.

The Draft Supplemental EIR/EIS does not assess environmental impacts associated with a statewide renewable energy plan and does not assess a photovoltaic aqueduct system in California's Central Valley or any other part of the state, as suggested by the commenter. Statewide energy developments are not the remit of the Authority, and therefore the commenter's proposal for a statewide plan for renewable electricity is beyond the scope of analysis for this document.

No revisions to the Final Supplemental EIS have been incorporated based on this comment.

## Submission I034 (Melissa Sherman, January 16, 2018)

## Fresno - Bakersfield (2014 June+) - RECORD #419 DETAIL

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

I034-1

My name is Melissa Sherman, I've been a long time resident of Bakersfield, since November of 1985. I want the train station to be on Truxtun and not on F street in Bakersfield, California. There already are existing, t-r-railroad lines and station area already on Truxtun and would uh, uhm prevent any more destruction of the downtown area and would no-not impact being able to get in and out of businesses or subdivisions or San Joaquin Community Hospital which is, uhm, or the other local areas, so I want the train station on Truxtun. Thank you.

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I034 (Melissa Sherman, January 16, 2018)

### I034-1

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 I035 (DiGiorgio Shipping, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #399 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 :** DiGiorgio  
**Last Name :** Shipping  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** digiorgio@kernridge.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**  
Please build the terminal on truxten ave in Bakersfield ca  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

I035-1 |

## Response to Submission I035 (DiGiorgio Shipping, January 16, 2018)

### I035-1

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

## Submission I036 (Dennis Shults, January 19, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #433 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/19/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/19/2018  
**Submission Method :** Project Email  
**First Name :** Dennis  
**Last Name :** Shults  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** dshults@bak.rr.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I036-1

Like a lot of folks I've been to the N/E coast of our country. To a large degree their transportation system depends on trains. The west coast does not. The benefit received for the dollars spent on the HSR does not make sense and it should be stopped. It's probably to late to put the tooth paste back in the tube, and I won't be around to see it's completion, but I believe the money being wasted on this form of transportation could be better spent, with money left over, on our current infrastructure.

Just my opinion, along with nearly every person I know. How did this get so out of control?

Dennis Shults

Sent from Mail for Windows 10

**EIR/EIS Comment :** Yes  
**Official Comment Period :** No

## Response to Submission I036 (Dennis Shults, January 19, 2018)

### I036-1

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-09: Oppose HSR Project (e.g., Cost; Funding; Impacts on Cities, Counties, Communities, Farmland, Agriculture, Natural Environment, Wildlife and Habitat, Air Quality, Business, Land Access, and Residential).



## Submission I037 (Roshelle Silva, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #327 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 :** Roshelle  
**Last Name :** Silva  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** admin08@fastundercar.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

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

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

The Bakersfield F Street Station Alignment is not locally preferred and bad

I037-4 | for our community. Please keep the Hybrid alignment with a station at Truxtun next to Amtrak. Thank you for considering these comments.

Thank you,

Roshelle Silva

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes  
**Attachments :** 327\_Graves\_website\_011618\_Original.pdf (5 kb)

## Response to Submission I037 (Roshelle Silva, January 16, 2018)

### I037-1

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

### I037-2

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

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

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

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

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

### *Engineering*

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

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

## Response to Submission I037 (Roshelle Silva, January 16, 2018) - Continued

### I037-2

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

### I037-2

of known historic properties.

### I037-3

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

### I037-4

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

## Submission I038 (Jaime Simmons, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #389 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 :** Jaime  
**Last Name :** Simmons  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** sim\_jl@yahoo.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I038-1

Please locate the Bakersfield station at the Truxtun Ave. location. It's a much better location for the development of the downtown area.

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I038 (Jaime Simmons, January 16, 2018)

### I038-1

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

## Submission I039 (Francine Simmons, January 12, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #307 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 :	Francine
Last Name :	Simmons
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	fsimmons26@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

----- Forwarded Message ----- From: Francine Simmons <fsimmons26@yahoo.com>To: "stephanie.perez@dot.gov" <stephanie.perez@dot.gov>Sent: ?Friday?, ?January? ?12?, ?2018? ?09?:?47?:?26? ?AM? ?PSTSubject: Bakersfield HSR

I039-1

I just read about the 48 Hour Blue Grass Jam happening Bakersfield. It was reported that many participants and I believe attendees are taking advantage of Amtrak for travel and their ability to walk to their destination. They can also walk to restaurants and eateries in the revitalized downtown area. This is exactly why it is so important that the HSR be located on Truxtun Ave.; the ability for visitors to walk to their destination. Allowing the City to locate the HSR to F St. would eliminate that ability. Although it seems the City would have you believe otherwise, the downtown area is too far from the F St. location to walk. Visitors would have to use some sort of transportation to get to downtown leading to more traffic, more congestion, more pollution and more noise.. For me the HSR location is a quality of life issue...please keep it at the Truxtun Ave. location.

Francine Simmons  
EIR/EIS Comment : Yes  
Official Comment Period : Yes

## Response to Submission I039 (Francine Simmons, January 12, 2018)

### I039-1

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

## Submission I040 (Francine Simmons, December 20, 2017)

<b>Fresno - Bakersfield (2014 June+) - RECORD #209 DETAIL</b>	
<b>Status :</b>	Action Pending
<b>Record Date :</b>	12/20/2017
<b>Response Requested :</b>	
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Date :</b>	12/20/2017
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Francine
<b>Last Name :</b>	Simmons
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	
<b>Zip Code :</b>	
<b>Telephone :</b>	
<b>Email :</b>	fsimmons26@yahoo.com
<b>Email Subscription :</b>	
<b>Cell Phone :</b>	
<b>Add to Mailing List :</b>	
<b>Stakeholder Comments/Issues :</b>	

I040-1

The F St. rail location is a terrible idea. It is an unsightly design. A park-and -ride is not what the residents of Bakersfield deserve. Rails and a station ninety plus feet in the air is unacceptable. I shudder to think what it will look like. The Truxtun Ave. location is the choice for Bakersfield. It makes more sense to have the station located near our downtown amenities. I can envision that location.  
Please do not allow the F St. alignment.. we, the citizens don't want it.

Francine Simmons  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes



## Response to Submission I040 (Francine Simmons, December 20, 2017)

### I040-1

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

Refer to Section 3.16, Aesthetics and Visual Resources of the Draft Supplemental EIR/EIS for a rendering of the proposed F Street Station.

Refer to Section F: Station Drawings, of Volume III of the Draft Supplemental EIR/EIS. Per drawing A3801, the "Top of Rail" for the F Street Station would be at 70 feet, while the top of the station roof would be at 98 feet. For comparison with the Truxtun Avenue Station, refer to Section E: Station Plans, of Volume III of the Final EIR/EIS. Per drawing A3801, the "Top of Rail" for the Truxtun Avenue Station would be at 50 feet, while the top of the platform canopy would be at 75 feet.

## Submission I041 (Don Skelton, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #363 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 :	Don
Last Name :	Skelton
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	skeltonie@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	78264_363_Skelton_email_011618_Original.pdf (82 kb)

I041-1

**Subject:** FW: HSR location in Bakersfield ..

From: Don Skelton [<mailto:skeltonie@sbcglobal.net>]  
Sent: Tuesday, January 16, 2018 7:32 PM  
To: [fresnobakersfield@hsr.ca.gov](mailto:fresnobakersfield@hsr.ca.gov); Perez-Arrieta, Stephanie (FRA) <[stephanie.perez@dot.gov](mailto:stephanie.perez@dot.gov)>  
Subject: HSR location in Bakersfield ..

Hello,

I'm a 26 yr resident living near Bakersfield's downtown and much favor the Truxtun Avenue Station location.

It makes sense to locate HSR near existing transportation, hotels and restaurants rather than the far distant F Steet / Golden State Highway location.

Please consider the opinions of Bakersfield residents!!

Don Skelton

## Response to Submission I041 (Don Skelton, January 16, 2018)

### I041-1

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

## Submission I042 (Sharon Spittler, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #393 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 :** Sharon  
**Last Name :** Spittler  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** sspittler@ymail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I042-1 | We want the hsr station on Truxtun Ave. in Bakersfield.

Thank you !

Sent from my iPhone  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I042 (Sharon Spittler, January 16, 2018)

### I042-1

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

## Submission I043 (John Stevens, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #286 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 :** John  
**Last Name :** Stevens  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** joste70@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I043-1 | I am writing in support of a downtown HSR station close to the Amtrak station. That location would be more convenient for visiting business people and other visitors. For example last weekend was a 48 hr. Bluegrass concert, where it was stated in the news that most of the attendees arrived via Amtrak where they could easily walk to the event/hotels/restaurants. With HSR close it would mean that visitors for other events could have the same availability.

I043-2 | I live close to where the F st. station would be located. We are losing easy access to our neighborhood now with the widening of 24th. st. From the plans I've seen, we will almost be completely cut off from going to and from our neighborhood.

Thank you for your time.

John Stevens  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I043 (John Stevens, January 16, 2018)

### I043-1

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

### I043-2

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

## Submission I044 (Kathleen Stiles, December 22, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #225 DETAIL**

**Status :** Action Pending  
**Record Date :** 12/22/2017  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 12/22/2017  
**Submission Method :** Website  
**First Name :** Kathleen  
**Last Name :** Stiles  
**Professional Title :** Dr.  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93306  
**Telephone :** 6613744282  
**Email :** priscam628@yahoo.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

I044-1 | I live in Bakersfield and would like to see the high speed rail station in Bakersfield not an outlying town. Most of the people who would ride the train live in Bakersfield, and it would negate some of the time benefits if people have to take a bus to get to the station. Either the F Street or the Amtrak location would be fine with me.



## Response to Submission I044 (Kathleen Stiles, December 22, 2017)

### I044-1

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

## Submission I045 (Laurie Stith, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #341 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 :** Laurie  
**Last Name :** Stith  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** laurie.stith@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**  
Station should be on truxton Ave not f street  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

I045-1 |

## Response to Submission I045 (Laurie Stith, January 16, 2018)

### I045-1

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

## Submission I046 (Amanda Studebaker, California State University Bakersfield, November 11, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #148 DETAIL	
Status :	Action Pending
Record Date :	11/11/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	11/11/2017
Submission Method :	Website
First Name :	Amanda
Last Name :	Studebaker
Professional Title :	Professor
Business/Organization :	California State University Bakersfield
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93309
Telephone :	661-654-6614
Email :	Amanda.studebaker.7@gmail.com
Email Subscription :	Bakersfield to Palmdale Construction Updates General, Locally Generated Alternative (Bakersfield), Road & Construction Alerts
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
I046-1	This will bring much needed growth to the Central Valley. I'm very excited about the prospects of this project and hope it completes quickly and efficiently and continues to bring new residents and new jobs.
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

## Response to Submission I046 (Amanda Studebaker, California State University Bakersfield, November 11, 2017)

### I046-1

Refer to Standard Response FB-LGA-Response-General-07: General Support of HSR,  
FB-LGA-Response-GENERAL-10: Comments with Opinion Only.

## Submission I047 (Jeffery Sundstrom, November 11, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #147 DETAIL**

**Status :** Action Pending  
**Record Date :** 11/11/2017  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 11/11/2017  
**Submission Method :** Website  
**First Name :** Jeffery  
**Last Name :** Sundstrom  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Fresno  
**State :** CA  
**Zip Code :** 93727  
**Telephone :**  
**Email :** jjsundstr0m@att.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I047-1 | This is a boondoggle and a waste of money  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I047 (Jeffery Sundstrom, November 11, 2017)

### I047-1

Refer to Standard Response FB-LGA-Response-GENERAL-09: Oppose HSR Project (e.g., Cost; Funding; Impacts on Cities, Counties, Communities, Farmland, Agriculture, Natural Environment, Wildlife and Habitat, Air Quality, Business, Land Access, and Residential).

## Submission I048 (Jamie Taylor, November 11, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #150 DETAIL**

**Status :** Action Pending  
**Record Date :** 11/11/2017  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 11/11/2017  
**Submission Method :** Website  
**First Name :** Jamie  
**Last Name :** Taylor  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93306  
**Telephone :**  
**Email :** Jamiekduran@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I048-1 | Environmental impact is very important to our state and we want to do everything we can to make sure there  
I048-2 | are not any casualties of wild life due to the trains construction. Our state should be one that considers all the  
factors of such a big project and only goes forward when the right plan is developed. Other than that I think it  
would be a good investment as well as a good form of transportation provided it is affordable to all Californians.  
Thank you!  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes



## Response to Submission I048 (Jamie Taylor, November 11, 2017)

### I048-1

The Fresno to Bakersfield Section Final EIR/EIS identifies project design features and mitigation measures that the Authority and FRA have determined will avoid, minimize, reduce and mitigate potential adverse impacts resulting from project construction and operation. Section 3.7 of the Draft Supplemental EIR/EIS specifically addresses the regulatory setting, methods for evaluating impacts, affected environment, environmental consequences, and avoidance and minimization measures and mitigation measures pertaining to biological resources and wetlands, including special-status wildlife species. Through implementation of Avoidance and Minimization Measures BIO-AM #1 and BIO-AM#2, as well as Mitigation Measures BIO-MM #1 through 15, 22 through 23, 29 through 38, 40 through 46, 51 through 52, 57 through 62, and 65 through 67 (outlined in Section 3.7.5.1 of the Draft Supplemental EIR/EIS), effects to special-status wildlife species would be less than significant under CEQA. Impacts to other native fauna are addressed in the Fresno to Bakersfield Section: Biological Resources and Wetlands Technical Report, pages 5-15 through 5-18.

### I048-2

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

## Submission I049 (Annette Taylor, November 10, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #145 DETAIL**

**Status :** Action Pending  
**Record Date :** 11/10/2017  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 11/10/2017  
**Submission Method :** Website  
**First Name :** Annette  
**Last Name :** Taylor  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93301  
**Telephone :** 6613021663  
**Email :** Dblary43@gmail.com  
**Email Subscription :** Bakersfield to Palmdale  
, I Will Ride, Locally Generated Alternative (Bakersfield)  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :**

I049-1 | Why can't they come down 36th Street in place of 38th Street it's a school Stella Hills School is on 38th Street don't take out no schools  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I049 (Annette Taylor, November 10, 2017)

### I049-1

The current alignment does not affect 36th Street, 38th Street, or the Hills Stella School.  
The HSR alignment remains south of the UPRR through Bakersfield.

## Submission I050 (Wolfe Terry, January 8, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #423 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/8/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/8/2018  
**Submission Method :** Project Email  
**First Name :** Wolfe  
**Last Name :** Terry  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 00000  
**Telephone :**  
**Email :** bernardwolfe@aol.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I050-1 | I would like to express my opinion that the best location is at Truxtun and California. The infrastructure and access is already viable. The other site is not nearly as viable. Please make sure they put the station at Truxtun and California Ave.

Thanks  
Terry Wolfe  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I050 (Wolfe Terry, January 8, 2018)

### I050-1

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

## Submission I051 (Michael Turnipseed, January 12, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #275 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/12/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/12/2018  
**Submission Method :** Project Email  
**First Name :** Michael  
**Last Name :** Turnipseed  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :** 661-203-2174  
**Email :** m.turnipseed@prodigy.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

January 11, 2018  
 Dan Richard - danrichard@mac.com  
 Stephanie Perez - stephanie.perez@dot.gov  
 Board - boardmembers@hsr.ca.gov  
 Fresno/Bakersfield Team - fresno\_bakersfield@hsr.ca.gov  
 Lisa Nungesser - lisa.nungesser@hsr.ca.gov  
 Dear Chairman Richard and Ms. Perez,  
 I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. As a longtime Kern County resident and business owner, I feel that the success or failure of this project will have a huge impact on the place I call home. As a result, I am really hoping that this project is very successful.  
 With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Sumner Street between Beale and Baker).  
 1) First, I am concerned about the lack of an intermodal rail connection with the existing San Joaquin Amtrak. As a frequent Amtrak rider, I recognize the importance of multi-modal connections. Recognized as a high-speed rail best practice, California is actively building and expanding intermodal rail stations in San Francisco, San Jose, Los Angeles, and Anaheim that will serve as critical transfer points and offer feeder rail services for the high-speed rail system. It is critical that the multimodal rail connection linking the Hybrid alignment and high-speed rail station with the Bakersfield Amtrak be preserved. We know from all international best practices that there is a synergistic network effect when combine rail systems into a common intermodal station and that the ridership and economic activity generated from these intermodal connections are greater than the sum of their individual parts.

I051-4 I also support the Hybrid alignment and the Truxtun Station because it is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability. 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. It is clear that the Truxtun Station site offers the best opportunity for transit oriented development and to serve as a catalyst for economic development for the Bakersfield metropolitan region.  
 I051-5 2) Second, I am concerned about the significant distance and lack of walkability between the F Street Station and downtown destinations. An F Street Station is very far from Bakersfield's downtown core. Unlike the Truxtun Station which prioritizes active and public transportation modes, the F Street Station site by location and design prioritizes auto mobility with a park-and-ride setup that is surrounded by parking, overpasses, interchanges, and taxi/Transportation Network Company loading zones. To say that the F Street station is an auto-oriented concrete jungle is an understatement.  
 I051-6 In light of #1 and #2, the impacts of vehicular and motorized traffic connecting between an F Street Station and Amtrak, the Convention Center, and Rabobank Arena have not been (and must be) studied. The F Street Station placement not only results in a distant, less convenient, auto-oriented station location, it is also not walkable to large regional downtown convention and sporting facilities. Traffic between F Street and Rabobank Arena, the Convention Center, and Amtrak will add traffic congestion downtown and air emissions in the San Joaquin Valley.  
 I051-7 3) Third, I am concerned about the adverse impacts the locally generated alignment will have on Old Town Kern with an elevated viaduct over Sumner Street. Old Town Kern represents a critical historic yet struggling low-income community that will forever be changed if an elevated viaduct bisects this vestige of Kern County history. The Hybrid alignment was far less destructive passing to the South of this neighborhood rather than through it.  
 I051-8 4) With that being said, if LGA is selected as the final alignment, I would strongly urge the CHSRA and FRA to place the Bakersfield Station in Old Town Kern and not at F Street. Placing the station between Baker and Beale streets in Old Town would mitigate the adverse impacts of the elevated viaduct bisecting this neighborhood and allow for an intermodal rail connection where the BNSF railroad tracks converge with the LGA alignment. This would allow for a second Amtrak connect at an Old Town Kern high-speed rail station allowing a cross platform transfer. This would be similar to the Amtrak's Capitol Corridor which has two stations, one at Jack London Square and a second station at the Oakland Colosseum/Airport.  
 I051-9 5) Additionally, I am concerned about the methodology used to develop this draft EIR/EIS and numerous statements that mischaracterize both the Hybrid and LGA alignments. Having reviewed the draft EIR/EIS, it is clear that the Shafter Heavy Maintenance Facility (East) as well as a large oil field were included in the May 2014 Project (Hybrid alignment) footprint. In doing so, this draft EIR/EIS incorrectly overstates 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 cross through 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.  
 I051-11 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.

## Submission I051 (Michael Turnipseed, January 12, 2018) - Continued

Thank you for considering these comments. Michael Turnipseed661-203-2174m.turnipseed@prodigy.net

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I051 (Michael Turnipseed, January 12, 2018)

### I051-1

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

### I051-2

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

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

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

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

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

### *Engineering*

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

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



## Response to Submission I051 (Michael Turnipseed, January 12, 2018) - Continued

### I051-2

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

### I051-2

of known historic properties.

## Response to Submission I051 (Michael Turnipseed, January 12, 2018) - Continued

### I051-3

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.

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

### I051-3

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 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.

### I051-4

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

### I051-5

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

While existing conditions in the station area consist of low-density, auto-oriented development, the HSR creates an opportunity to strengthen and revive Chester Avenue and the station area as a whole with new multi-family residential and commercial development that is walking distance to the F Street Station. The second phase of implementation of the City of Bakersfield Making Downtown Bakersfield 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.

## Response to Submission I051 (Michael Turnipseed, January 12, 2018) - Continued

### I051-6

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, the 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 (San Joaquin County 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).

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 HSR program objective of providing a high-speed rail system to improve intercity travel.

### I051-7

The F-B LGA was designed such that the alignment would predominantly follow existing transportation corridors in order to avoid impacts to communities. 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 neighborhoods 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.

The F-B LGA project technical studies identified five historic properties that meet NRHP and 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). The F-B LGA project would not remove any NRHP/CRHR-eligible historic 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 adverse effect. Although the F-B LGA elevated structure would also be visible, or partly visible, from the other four NRHP/CRHR-eligible 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 NRHP and/or CRHR-eligible historic properties is presented in the F-B LGA Supplemental Finding of Effects. 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.

## Response to Submission I051 (Michael Turnipseed, January 12, 2018) - Continued

### I051-8

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

### I051-8

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

## Response to Submission I051 (Michael Turnipseed, January 12, 2018) - Continued

### I051-8

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.

### I051-9

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

Regardless of the existing land use type, including the oil field referred to by the commenter, agricultural impacts were calculated using the Farmland Mapping and Monitoring Program (FMMP) automated map and database system, administered by the California Department of Conservation. Important Farmland under the FMMP includes Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. To calculate the direct permanent conversion of Important Farmland to nonagricultural use, the acreage in the permanent project footprint was quantified and identified as being permanently converted to HSR use. Indirect impacts to Important Farmland may increase the amount of Important Farmland conversion beyond that needed for use in the permanent project footprint, resulting in additional losses of Important Farmland.

## Response to Submission I051 (Michael Turnipseed, January 12, 2018) - Continued

### I051-10

The commenter indicates that the Draft Supplemental EIR/EIS overstates the impacts of the May 2014 Project, and that the Draft Supplemental EIR/EIS incorrectly asserts that the F-B LGA follows existing transportation corridors while the Hybrid Alignment/May 2014 Project 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 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.

### I051-11

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

## Submission I052 (Lorraine Unger, December 19, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #194 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 :** Lorraine  
**Last Name :** Unger  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93305  
**Telephone :** 6613235569  
**Email :** lorraineunger@att.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I052-1 | The station proposed by the City of Bakersfield at F and Golden State appears the most logical. Less homes  
I052-2 | will be removed and some of the business can be easily relocated elsewhere in the City. The major drawback I  
| have is the pipeline o CNG required for the GET fueling area fir local buses.  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I052 (Lorraine Unger, December 19, 2017)

### I052-1

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

### I052-2

The commenter suggests that the presence of a compressed natural gas pipeline for fueling of local Golden Empire Transit buses would be a drawback. If the compressed natural gas pipeline remains at the station site, then it would be encased. If the GET is relocated and the line is no longer needed, then it would be capped in place.



## Submission I053 (Unknown, November 22, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #167 DETAIL**

**Status :** Action Pending  
**Record Date :** 12/1/2017  
**Response Requested :** No  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 11/22/2017  
**Submission Method :** Program Info Line  
**First Name :** Unknown  
**Last Name :** Unknown  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :**  
**Telephone :**  
**Email :**  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I053-1 | It's obviously that this train is somebody's agenda, it's way over budget from what the voters voted for, it should be stopped and the money should be directed to, either, public services, such as police or water and dams that this is a nonsense train has no need in California.  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I053 (Unknown, November 22, 2017)

### I053-1

Refer to Standard Response FB-LGA-Response-GENERAL-09: Oppose HSR Project (e.g., Cost; Funding; Impacts on Cities, Counties, Communities, Farmland, Agriculture, Natural Environment, Wildlife and Habitat, Air Quality, Business, Land Access, and Residential).

## Submission I054 (Unknown, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #414 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/17/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/17/2018  
**Submission Method :** Project Email  
**First Name :** Unknown  
**Last Name :** Unknown  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** 6617031766@mms.att.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I054-1 |

I want the terminal at truxtun ave  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** No

## Response to Submission I054 (Unknown, January 16, 2018)

### I054-1

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

## Submission I055 (Unknown, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #383 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 :** Unknown  
**Last Name :** Unknown  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** jamespau@pacbell.net  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I055-1

We feel the location of the high speed train terminal should be located on Truxtun Ave.

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I055 (Unknown, January 16, 2018)

### I055-1

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

## Submission I056 (Unknown, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #328 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 :** Unknown  
**Last Name :** Unknown  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** iimpalakid@yahoo.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I056-1 | No Bakersfield F street station

Sent from my iPhone  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I056 (Unknown, January 16, 2018)

### I056-1

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



# Submission I057 (Unknown, January 16, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #359 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 :	
Last Name :	Unknown
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	
Telephone :	
Email :	iimpalakid@yahoo.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Attachments :	78257_359_Unknown_email_011618_Original.pdf (92 kb)

I057-1

**Subject:** FW: No Bakersfield F street station

**From:** [iimpalakid@yahoo.com](mailto:iimpalakid@yahoo.com) [<mailto:iimpalakid@yahoo.com>]  
**Sent:** Tuesday, January 16, 2018 1:07 PM  
**To:** Perez-Arrieta, Stephanie (FRA) <[stephanie.perez@dot.gov](mailto:stephanie.perez@dot.gov)>  
**Subject:** No Bakersfield F street station

No Bakersfield F street station

Choose Truxtun

Sent from my iPhone

## Response to Submission I057 (Unknown, January 16, 2018)

### I057-1

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

## Submission I058 (Tony Unknown, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #430 DETAIL**

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

I058-1 | Yes, my name is Tony I'm a resident of Bakersfield on the west side and I would like the High-Speed Rail to be located on Truxtun Avenue, thank you.  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I058 (Tony Unknown, January 16, 2018)

### I058-1

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

## Submission I059 (Darlene Vangel, January 16, 2018)

## Fresno - Bakersfield (2014 June+) - RECORD #431 DETAIL

**Status :** Action Pending  
**Record Date :** 1/19/2018  
**Response Requested :** No  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/16/2018  
**Submission Method :** Program Info Line  
**First Name :** Darlene  
**Last Name :** Vangel  
**Professional Title :**  
**Business/Organization :**  
**Address :** 2216 "A" Street  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :**  
**Telephone :** 661-563-2144  
**Email :**  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :**

I059-1

I am calling to formally state my preference and support of the May 2014 project, known as the Hybrid Alignment, with a station located at Truxtun Avenue. I am very strong opposition to the Locally Generated Alignment of Bakersfield F Street station. As a 40 year resident of historic Westchester community in Bakersfield, which is adjacent to the proposed F Street station, this location makes absolutely no common, logistical or financial, sense. In addition, the fact that our City's decision makers are pushing and promoting the LGA is both irresponsible and suspicious, thank you for considering my comment and concerns. Darlene Vangel 2216 A Street, Bakersfield, phone number 661-563-2144. Please, seriously, put it on Truxtun, uh-this is urgent. Thank you.

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I059 (Darlene Vangel, January 16, 2018)

### I059-1

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

## Submission I060 (Darlene Vangel, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #432 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/19/2018  
**Response Requested :** No  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/16/2018  
**Submission Method :** Program Info Line  
**First Name :** Darlene  
**Last Name :** Vangel  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :**  
**Telephone :** 661-563-2144  
**Email :**  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** Yes  
**Stakeholder Comments/Issues :**

I060-1

Yes, my name is Darlene Vangel, I'm a 40 year resident in the Westchester-Bakersfield, California area. I'm calling to state my preference and support of the Truxtun Avenue location, I am in very strong opposition to the Locally Generated Alignment Bakersfield F Street Station Alignment BFSSA. As a 40 year resident of historic Westchester community of Bakersfield, which is adjacent to the propose F Street station, this location makes absolutely no common, logistical or financial sense. In addition, the fact that our City's decision makers are pushing and promoting this LGA is both irresponsible and suspicious. Thank you considering my comments and concerns. Phone number 661-563-2144, you may contact me if you wish, please, please, put it on Truxtun, save our city.

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I060 (Darlene Vangel, January 16, 2018)

### I060-1

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



## Submission I061 (Darlene Vangel, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #313 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 :** Darlene  
**Last Name :** Vangel  
**Professional Title :**  
**Business/Organization :**  
**Address :** 2216 "A" Street  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93301  
**Telephone :** 661-563-2144  
**Email :** darlenevangel@icloud.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I061-1

To whom it may concern- I am writing to formally state my preference and support of the May 2014 Project, known as the Hybrid Alignment, with a station located at Truxtun Avenue. I am in very strong opposition to the Locally Generated Alignment- Bakersfield "F" Street Station Alignment (BFSSA). As a 40 year resident of the Historic Westchester Community of Bakersfield, which is adjacent to the proposed "F" Street Station, this location makes absolutely NO common, logistical or financial sense. In addition, the fact that our City's decision makers are pushing and promoting the LGA is both irresponsible and suspicious. Thank you for considering my comments and concerns. Darlene Vangel  
 2216 "A" Street Bakersfield, Ca. 93301 darlenevangel@icloud.com 661-563-2144  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I061 (Darlene Vangel, January 16, 2018)

### I061-1

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

# Submission I062 (Vanessa Vangel, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #321 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 :** Vanessa  
**Last Name :** Vangel  
**Professional Title :**  
**Business/Organization :**  
**Address :** 2224 "A" Street  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :**  
**Telephone :** 661-345-6512  
**Email :** vanessavangel@yahoo.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

Sent from my iPhone

Begin forwarded message:

> From: Vanessa Vangel <vanessavangel@yahoo.com>  
 > Date: January 15, 2018 at 7:20:15 PM PST  
 > To: fresnobakersfield@hsr.ca.gov  
 > Cc: stephanie.perez@dot.gov  
 > Subject: HSR Fresno to Bakersfield LOS Impacts-24th Street/Highway 178  
 >  
 >  
 >  
 >  
 >  
 >

>> Re: 24th Street LOS Impacts and support of the Truxtun Avenue Station location  
 >> To whom it may concern-

>> I am writing to provide formal comments in response to the Fresno to Bakersfield Locally Generated Alignment draft EIR/EIS. With respect to the draft EIR/EIS, my position can be summarized as follows: I support the May 2014 Project (known as the Hybrid Alignment) with a station at Truxtun Avenue and oppose the Locally Generated Alignment. If the Locally Generated Alignment is ultimately selected, I would like the station location

I062-1 | 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).

I062-2 | >> High-speed rail should be an intermodal connection next to Amtrak and within walking distance of the downtown core. The Truxtun Station is located within walking distance of the downtown area including multiple hotels, the convention center, Rabobank Arena, many government office buildings, a federal courthouse, the Maya Theater complex, Bakersfield's Ice Center, and McMurtrey Aquatic Center. The Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site further enhances its walk- and bike -ability.

I062-3 | >> In addition to noting my preference for the Hybrid Alignment and opposition to the Bakersfield F Street Station Alignment (BFSSA), I would like to provide a few specific comments regarding the F-B LGA draft EIR/EIS.

>> Table 3.2-28 and Table 3.2-29 do not account for the impacts of all signalized intersections along SR-178 through downtown Bakersfield (also known as 23rd and 24th Streets). Why weren't the following intersections studied for analysis:  
 >> - F St at 24th St  
 >> - H St at 23rd St  
 >> - H St at 24th St  
 >> - Chester at 23rd St  
 >> - Chester at 24th St  
 >> - L St at 23rd St  
 >> - L St at 24th St  
 >> - M St at 23rd St  
 >> - M St at 24th St  
 >>

>> Why wasn't a complete traffic analysis of the entire CA-178/23rd/24th Street corridor conducted? What are the impacts of vehicle trips from Westside Parkway/Centennial Corridor to the station at F Street? Given that there is no northbound 99 connection to Centennial Corridor, what are the impacts of North/South traffic on LOS and intersection delay at the above noted intersections? What are the impacts of North/South traffic on LOS and intersection delay at H St and Brundage; H St and California Avenue; Brundage and Chester; Chester and California Avenue; Union Avenue and Brundage; and California Avenue and Union Avenue? On all of these intersections what are existing traffic analysis and future traffic analysis with the F-B LGA alignment?  
 >>

>> Plainly stated, the Bakersfield F Street Station Alignment is not locally preferred and bad for our community. Again, please keep the Hybrid alignment with a station at Truxtun next to Amtrak. Thank you for considering these comments and addressing my questions.

>> Vanessa Vangel 2224 "A" Street  
 >> Bakersfield, Ca. 93301 vanessavangel@yahoo.com 661-345-6512?  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

I062-1 |

## Response to Submission I062 (Vanessa Vangel, January 16, 2018)

### I062-1

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

### I062-1

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

## Response to Submission I062 (Vanessa Vangel, January 16, 2018) - Continued

### I062-1

of known historic properties.

### I062-2

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.

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

## Response to Submission I062 (Vanessa Vangel, January 16, 2018) - Continued

### I062-2

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

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

### I062-3

The commenter asks why some intersections in the downtown Bakersfield area were not included in tables showing intersection and roadway impacts of the F-B LGA. Of the intersections referenced by the commenter, F Street and 24th Street, Chester Avenue at 23rd Street, and Chester Avenue at 24th Street are included in the traffic analysis conducted for the Draft Supplemental EIR/EIS. These intersections are shown as intersections 36, 50, and 49, respectively, in Table 3.2-16 of 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. If an intersection identified by the commenter is not on the list of studied intersections then the project would not add 50 or more peak hour trips and City staff did not consider the intersection necessary for study.

## Submission I063 (Charlie Webb, January 17, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #366 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/17/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/17/2018  
**Submission Method :** Project Email  
**First Name :** Charlie  
**Last Name :** Webb  
**Professional Title :**  
**Business/Organization :**  
**Address :** 202 Cannongate Drive  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93312  
**Telephone :** 661-331-4779  
**Email :** charlie.webb@bak.rr.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

Charlie Webb  
 202 Cannongate Drive  
 Bakersfield, CA 93312  
 Mobile (661) 331-4779  
 charlie.webb@bak.rr.com<mailto:charlie.webb@bak.rr.com>

**EIR/EIS Comment :** Yes  
**Official Comment Period :** No

To Whom It Concerns -

I am writing to provide formal comments regarding the draft EIR/EIS for the Bakersfield HSR Locally Generated Alignment.

I063-1

I am opposed to the so-called LAG (Locally Generated Alignment). I am opposed it because it does not provide direct connection to the existing Amtrak lines and because the proposed station location on Golden State Avenue is not within easy walking distance of the downtown core. Also, I do not believe the existing road infrastructure provides adequate access to this location.

Instead, I strongly support the May 2014 Project (known as the hybrid alignment) with a station at Truxtun Avenue. 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 the McMurtrey Aquatic Center. It is also close to the Mill Creek Linear Park, an active transportation facility linking to the Truxtun Station site, further enhancing this option's walk- and bike -ability.

If the Locally Generated Alignment is ultimately selected, I would like the station location at a location other than F Street and Golden State Avenue (preferably in Old Town Kern in the vicinity of Summer Street between Beale and Baker). Thank you for considering these comments.

Sincerely,

## Response to Submission I063 (Charlie Webb, January 17, 2018)

### I063-1

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

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

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

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

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 Station Plans (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

### I063-1

revitalization of Downtown Bakersfield in conjunction with the HSR.

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.



## Response to Submission I063 (Charlie Webb, January 17, 2018) - Continued

### I063-1

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

### I063-1

as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

## Submission I064 (Benjamin Whately, January 12, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #276 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/12/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/12/2018  
**Submission Method :** Website  
**First Name :** Benjamin  
**Last Name :** Whately  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :** CA  
**Zip Code :** 95819  
**Telephone :**  
**Email :** whatelylm@yahoo.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**  
I064-1 | Once a Driller. Always a Driller.  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I064 (Benjamin Whately, January 12, 2018)

### I064-1

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

## Submission I065 (Kelly Williams, January 16, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #355 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/16/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/16/2018  
**Submission Method :** Website  
**First Name :** Kelly  
**Last Name :** Williams  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :** Bakersfield  
**State :** CA  
**Zip Code :** 93314  
**Telephone :** 6613327213  
**Email :** willy662@hotmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :** No  
**Stakeholder Comments/Issues :**

I065-1 |

Please locate the Bakersfield station at the Truxtun location option  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I065 (Kelly Williams, January 16, 2018)

### I065-1

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

## Submission I066 (Terry Wolfe, January 5, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #240 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/8/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/5/2018  
**Submission Method :** Project Email  
**First Name :** Terry  
**Last Name :** Wolfe  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** bernardwolfe@aol.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

I066-1 | I would like to express my opinion that the best location is at Truxtun and California. The infrastructure and access is already viable. The other site is not nearly as viable. Please make sure they put the station at Truxtun and California Ave.

Thanks  
Terry Wolfe  
**EIR/EIS Comment :**  
**Official Comment Period :**

## Response to Submission I066 (Terry Wolfe, January 5, 2018)

**I066-1**

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

## Submission I067 (Sara Yang, December 20, 2017)

**Fresno - Bakersfield (2014 June+) - RECORD #207 DETAIL**

**Status :** Action Pending  
**Record Date :** 12/20/2017  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 12/20/2017  
**Submission Method :** Project Email  
**First Name :** Sara  
**Last Name :** Yang  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :** (706) 296-1035  
**Email :** sarakyang@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

sarakyang@gmail.com  
(706) 296-1035  
**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

Dear Sir or Madam,

I067-1 | I am a new resident of Bakersfield and would like to express my opposition to moving the HSR station from the Truxton Amtrak location to the F St/ 204 interchange location.

I strongly believe that the HSR should connect downtown Bakersfield to the rest of the HSR network via the existing bike- and pedestrian-friendly Amtrak station. Moving this station to the proposed F St location would be a terrible missed opportunity for the revitalization and redevelopment of downtown Bakersfield.

I067-2 | Additionally, Kern County will likely lose out on over 2,000 jobs if the F St alignment is chosen. The City Council's proposed route bypasses the potential location for a heavy maintenance facility, just south of Shafter, which would be the 8th biggest employer in Kern County.

Thank you for considering my concerns.

Your constituent,

--  
Sara K. Yang



## Response to Submission I067 (Sara Yang, December 20, 2017)

### I067-1

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

### I067-2

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

## Submission I068 (Jonathan Yates, January 3, 2018)

**Fresno - Bakersfield (2014 June+) - RECORD #234 DETAIL**

**Status :** Action Pending  
**Record Date :** 1/3/2018  
**Response Requested :**  
**Affiliation Type :** Individual  
**Interest As :** Individual  
**Submission Date :** 1/3/2018  
**Submission Method :** Project Email  
**First Name :** Jonathan  
**Last Name :** Yates  
**Professional Title :**  
**Business/Organization :**  
**Address :**  
**Apt./Suite No. :**  
**City :**  
**State :**  
**Zip Code :**  
**Telephone :**  
**Email :** yates.jonathane@gmail.com  
**Email Subscription :**  
**Cell Phone :**  
**Add to Mailing List :**  
**Stakeholder Comments/Issues :**

Dear HSRA,

I068-1 | The Bakersfield City Council arrogantly thinks they know best, or perhaps they have something personal to gain from the F-St alignment, as it certainly isn't in the best interest of our city.

I068-2 | California only has one chance at the HSR station in Bakersfield and we want it downtown, where research shows it will have the maximum economic impact on the health and well-being of our city.

Bakersfield has a rich history and vibrancy that most Californians are unaware of. The F-St station will do a disservice to that legacy by attempting to move the downtown core of our city. However, with the poor station design, it's more likely to lead to no impact at all than booming development along F-St and the 204.

Thanks for your consideration,  
Jonathan Yates

**EIR/EIS Comment :** Yes  
**Official Comment Period :** Yes

## Response to Submission I068 (Jonathan Yates, January 3, 2018)

### I068-1

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

The High-Speed Rail Authority is the NEPA lead agency for the Final Supplemental EIS, per the responsibilities delegated by the FRA in accordance with the NEPA Assignment MOU.

### I068-2

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

## Submission I069 (Jonathan Yates, January 3, 2018)

Fresno - Bakersfield (2014 June+) - RECORD #235 DETAIL	
Status :	Action Pending
Record Date :	1/3/2018
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	1/3/2018
Submission Method :	Project Email
First Name :	Jonathan
Last Name :	Yates
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	yates.jonathane@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Dear HSRA,

I069-1 | Our local government has a history of making poor decisions that don't lead to the right kind of development in our city. We have continuously sprawled at the expense of the once thriving parts of our town. Growth in one area cannibalizes growth in another and we are eating up farmland as we spread out. Look closely at our city and decide if you want to trust the government leaders that have that legacy. Men like Alan Tandy have been at the helm for over 24 years (our non-elected city manager). His track record with development across Bakersfield fails to show that his F-St proposal is a good one.

One of the most loved and influential Bakersfield musicians to ever live, Merle Haggard, was also disillusioned with the city that he called home, not because of the poor air quality or the summer heat, but because of the bad governance. Hear about it in his song "Kern River Blues." <https://www.youtube.com/watch?v=UwVRlrBqI7A>. (Plus, you probably need a little music to brighten your long slog through all of these HSR comments). In it, he talks about leaving Bakersfield because he's sick and tired of the politics and poor decisions from our leadership.

I069-2 | The park and ride station design of the F-St station will only contribute to more sprawl, incentivizing people to live far from the station and to

I069-2 | drive there as opposed to walking or biking.

I069-3 | Please don't let the city council dictate your decision. Don't contribute further to the disillusionment that we feel towards our government. Don't make us follow Merle's footsteps and leave this place we love and want to fight for.

Thanks,  
Jonathan Yates  
EIR/EIS Comment : Yes  
Official Comment Period : Yes

## Response to Submission I069 (Jonathan Yates, January 3, 2018)

### I069-1

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

The commenter provided a link to Merle Haggard's song "Kern River Blues." The contents of the link were reviewed and determined to be irrelevant to the environmental analyses contained in the Draft Supplemental EIR/EIS.

### I069-2

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

### I069-3

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

The High-Speed Rail Authority is the NEPA lead agency for the Final Supplemental EIS, per the responsibilities delegated by the FRA in accordance with the NEPA Assignment MOU.

## Submission I070 (Jonathan Yates, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #212 DETAIL	
Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	Jonathan
Last Name :	Yates
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	jonathan@gritvalleyclimbing.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	

Dear HSR authority,

I am a prospective entrepreneur, hoping to open a business in Bakersfield within the next year and a half. This will involve a 1-2 million dollar investment.

For my business partners and I, being a part of rejuvenating downtown Bakersfield is a high priority, which is why that is where we are focusing our property search for the establishment of our business, a business that will have many positive overflow effects on nearby restaurants, shops, and housing demand.

I070-1 | I am very frustrated that the F-St plans are in contention, as this nonsensical approach, defying all best practices about transportation infrastructure, threatens the effectiveness of this massive HSR investment in Bakersfield.

I070-2 | If you choose the F street alignment, you will get fewer riders on the HSR.  
I070-3 | Those riders will have a less enjoyable experience than with the Truxton design, and vacant, decrepit downtown Bakersfield will continue to lag behind the other downtown areas of California.

I070-4 | I trust that you already know this, as the HSR authority was not so

I070-4 | ridiculous as to propose the F street alternative. Please know that the City Council does not represent the best interests of the residents of Bakersfield. My only conclusion is that there must be private interests that stand to gain from the F street alignment, interests that have power in the City Council. It is atrocious that the best interest of the city is secondary to these other concerns.

I070-5 | If the HSR F-street alignment moves forward, it will be a major blow to the future of my business and to the prospects of this large investment and source of jobs being located in downtown.

Thanks for your time,

Jonie Yates  
 EIR/EIS Comment : Yes  
 Official Comment Period : Yes

## Response to Submission I070 (Jonathan Yates, December 20, 2017)

### I070-1

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

### I070-2

The commenter asserts that the F-B LGA would have fewer riders than the May 2014 Project, but does not provide any evidence to support this assertion. 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.

### I070-3

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

### I070-4

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

### I070-5

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 I071 (Jonathan Yates, December 20, 2017)

Fresno - Bakersfield (2014 June+) - RECORD #213 DETAIL	
Status :	Action Pending
Record Date :	12/20/2017
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	12/20/2017
Submission Method :	Project Email
First Name :	Jonathan
Last Name :	Yates
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	
Zip Code :	
Telephone :	
Email :	Jonathan.Yates@wonderful.com
Email Subscription :	
Cell Phone :	(661)229-5112
Add to Mailing List :	
Stakeholder Comments/Issues :	

Dear HSR Authority,

I071-1 | I am very disappointed that the F street alignment is in contention for the Bakersfield stop of the HSR. As a resident of Bakersfield who is very hopeful for the future of the city, this move would be a serious setback. The vacant lots and store fronts of downtown would miss out on the boost that the HSR would bring, by making downtown a more loveable, loveable community. The residents of all of Bakersfield will miss out on having a more vibrant heart to their city.

I071-2 | The F street alignment will cost the HSR more to build than the Truxton stop, due to the expensive changes required to roads (F St interchange, 7th Standard), and it will cost the city even more in terms of lost opportunity to continue building momentum for a struggling downtown.

I071-3 | Kern County has one of the highest poverty rates in the state and the extra jobs that the Truxton station would bring would be a big boost to the well-being of Kern's residents, not only in the form of downtown revitalization that will be significantly better in with the Truxton stop, but also due to ancillary HSR jobs. The Wonderful Company has donated land to assist in the construction of the HSR through Shafter, which may lead to the construction of a heavy maintenance facility and the creation of over 2,000 jobs. We want the HMF to be built in Kern county and the F street alignment would prevent this from happening.

I071-5 | Bakersfield's residents are not being well informed of the trade-offs between the two, because the City Council has been failing to educate the public of the real trade-offs. Rather, it appears that they are trying to sneak this one under the radar.

I071-6 | Please help us by choosing the hybrid alignment, putting downtown Bakersfield on the right trajectory after decades of decay.

Thanks,

Jonathan

Jonathan Yates  
 Strategy Consultant  
 Mobile: (661)229-5112  
[\[http://attach.wonderful.com/signature/wonderful\\_company2.png\]](http://attach.wonderful.com/signature/wonderful_company2.png)  
 wonderful.com<<http://wonderful.com/>>

EIR/EIS Comment : Yes  
 Official Comment Period : Yes



## Response to Submission I071 (Jonathan Yates, December 20, 2017)

### I071-1

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

### I071-2

The commenter states that the F Street Alignment [F-B LGA] will cost the HSR more than the May 2014 Project due to expensive road reconfigurations and lost development opportunities.

Refer to the October 2017 Cost Estimate Report for a comparison of the costs associated with F-B LGA and the May 2014 Project. The October 2017 Cost Estimate Report, on page 24 of the PDF, 20.02- through 20.07 provides 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 the pedestrian and bike access and accommodation, landscaping, and the parking lots, and accessways including roads for automobile, bus, and vans accessways including roads. In particular, the May 2014 Project would require significantly more roadway modifications and refurbished paving than the F-B LGA. Furthermore, as shown in Table 6-1, the overall cost to construct the entire F-B LGA, not just the F Street Station, is substantially less than the overall cost to construct the May 2014 Project.

### I071-3

Refer to Section 3.12, Socioeconomics and Communities, for job creation estimates for the F-B LGA and the May 2014 Project. The Draft Supplemental EIR/EIS identifies consistent job creation estimates for the F-B LGA and the May 2014 Project. Both the F-B LGA and the May 2014 Project would result in the creation of long-term jobs associated with operation and maintenance of the project. Both the F-B LGA and the May 2014 Project would generate new jobs associated with businesses attracted to the region as a result of the project, existing businesses in the region that expand as a result of the project, and spatial reallocation of employees taking advantage of the increased mobility provided by the HSR Project. Given that these employment effects are regional and the number of workers needed to operate the HSR would not change substantially between alternatives, job inducement under the F-B LGA and May 2014 Project would be similar.

### I071-4

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

## Response to Submission I071 (Jonathan Yates, December 20, 2017) - Continued

### I071-5

The commenter indicates that the City of Bakersfield City Council has not done an adequate job of informing the public.

The High-Speed Rail Authority and the FRA are the CEQA and NEPA lead agencies for the Draft Supplemental EIR/EIS. As such, public noticing of the availability of the Draft Supplemental EIR/EIS for public review was conducted by the High-Speed Rail Authority and FRA.

The Fresno to Bakersfield Section Draft Supplemental EIR/EIS was circulated for 60 days as required by CEQA (CEQA Guidelines §15080-15088).

In accordance with CEQA, the Draft Supplemental EIR/EIS was circulated for 60 days. The CEQA Guidelines provide:

*The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse. (14 C.C.R. 15105)*

Likewise, Section 13(c)(9) of the FRA Procedures for Considering Environmental Impacts provides:

*The draft EIS shall be made available for public and agency comment for at least 45 days from the Friday following the week the draft EIS was received by EPA. The time period for comments on the draft EIS shall be specified in a prominent place in the document, but comments received after the stated time period expires should be considered to the extent possible. (64 FR 101, page 28545, May 26, 1999)*

The Authority and FRA believe the time provided was sufficient for the public to review and provide comments on the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. A formal public hearing was held in Bakersfield on December 19, 2017, at which written and verbal comments were accepted on the Draft Supplemental EIR/EIS.

Per the requirements set out by the CEQA Guidelines 15086 and 15087, the Authority

### I071-5

and FRA provided widespread notice of the availability of the Draft Supplemental EIR/EIS to ensure that members of the public and local, state and federal agencies had the opportunity to review and provide comments. The Authority and FRA provided broad notice of the availability of the Draft Supplemental EIR/EIS in the following ways: by mailing a notice to all individuals/organizations that requested notice in writing and publication in newspaper(s) of general circulation; by direct mailing to owners/occupants of property within 300 feet of the F-B LGA footprint and the May 2014 Project footprint; via direct mailing to agencies, elected officials, tribes, etc.; via direct mailing to those on the project mailing list; by submitting copies to the State Clearinghouse for state agency review; and via publication in the federal register. The Authority and FRA provided access to the Draft Supplemental EIR/EIS in the following ways: the entire Draft Supplemental EIR/EIS, Volumes I through III, were made available on the Authority's website; CDs containing these documents were made available to anyone who requested them (in writing), free of charge; and CDs and printed copies were made available in public libraries in the vicinity of the affected alignments and the Authority offices. The Authority and FRA facilitated awareness of the availability of the Draft Supplemental EIR/EIS in the following ways: by providing information during monthly agency meetings and regular consultations; by holding general public meetings, as well as individual meetings with stakeholders; by holding a public hearing during the 60-day review period for the Draft Supplemental EIR/EIS; and by using mailed announcements.

Chapter 10 of the Draft Supplemental EIR/EIS lists the agencies, Native American tribes, elected officials, and organizations and businesses that were provided mailed notice of the availability of the document. Between November 3 and November 9, 2017, the Authority published a press release in all major newspapers in the area advising the public of the availability of the Draft Supplemental EIR/EIS on the Authority's website. The Authority used the County Assessors' rolls in Kern County to identify and provide notice to owners of land affected or within a 300-foot buffer of the May 2014 Project and F-B LGA footprints.

The public was given the opportunity to comment in any of several ways. Comments could be submitted to the Authority and FRA by card or letter (including cards and letters submitted at the public hearing), verbally at the public hearing, and by means of e-mail. The Authority and FRA have considered comments received after January 16, 2018 on

## Response to Submission I071 (Jonathan Yates, December 20, 2017) - Continued

### I071-5

the Draft Supplemental EIR/EIS. These comments are reproduced here in Chapters 19 through 25 of this Final Supplemental EIS. A total of approximately 290 submission letters (a submission letter by an individual or organization could consist of one or multiple comments) were submitted on the Draft Supplemental EIR/EIS.

These submissions were provided via e-mail, via mailed letters, and via the Authority's website.

Public and agency outreach included notification and circulation of the Draft Supplemental EIR/EIS. Refer to Chapter 9 of the Draft Supplemental EIR/EIS (Public and Agency Involvement), which describes the public and agency involvement efforts conducted during the preparation, and after publication, of the Draft Supplemental EIR/EIS. Table 9-1 lists the agency and public meetings held as part of the Authority's outreach efforts associated with the F-B LGA development process. Table 8-1 of the Fresno to Bakersfield Section Final EIR/EIS lists the agency and public meetings held as part of the Authority's outreach efforts through the publication of the Fresno to Bakersfield Section Final EIR/EIS.

The Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the December 19, 2017 Public Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

**Table 1. NOA Newspaper Publications**

	Publication	Initial Publication Date	Second Publication Date
1	Bakersfield Californian	11/09/2017	11/17/2017
2	Bakersfield.com	11/09/2017-11/15/2017	11/15/2017

### I071-5

3	El Popular	11/03/2017	11/17/2017
4	Fresno Bee	11/09/2017	11/17/2017
5	Hanford Sentinel	11/09/2017	11/17/2017
6	Vida en el Valle	11/08/2017	11/22/2017
7	Corcoran Journal	11/09/2017	11/15/2017
8	Delano Record	11/09/2017	11/23/2017
9	Wasco Tribune	11/08/2017	11/22/2017
10	Shafter Press	11/08/2017	11/22/2017

In addition to publishing the notice in local newspapers, the Authority posted the NOA on the Fresno to Bakersfield project section webpage with a link from the Authority's homepage. The Authority also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

The FRA published a notice about the public hearing scheduled for December 19, 2017 in Bakersfield. The webpage was made available to the public on November 17, 2017 at: <https://www.fra.dot.gov/Page/P1072>. The U.S. Environmental Protection agency also published a notice about the availability of the Draft Supplemental EIR/EIS from the FRA on November 17, 2017.

Public meetings were announced through direct mail to those in the project database, advertisements in local newspapers, email notices, and postings on the Authority's website. Meeting notices were also delivered to key stakeholder groups to display at public counters/bulletin boards. Direct mailed notices for public meetings were in English and Spanish or contained a toll-free phone number for Spanish speakers to call. Emailed notices for public meetings were in English and Spanish. American sign language interpreters were available at the Draft Supplemental EIR/EIS Public Hearing.

For further detail of the public meetings held during the preparation of the Draft EIR/EIS and the RDEIR/SDEIS, refer to FB-Response-GENERAL-16 in the Fresno to Bakersfield Section Final EIR/EIS.

## Response to Submission I071 (Jonathan Yates, December 20, 2017) - Continued

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Various publications and materials were developed in English and Spanish and made available at public meetings, activity centers, information tables, and the Authority's website, including the Fresno-Bakersfield High-Speed Rail Fact Sheet, Statewide High-Speed Rail Fact Sheets, F-B LGA Fact Sheet, F-B LGA Frequently Asked Questions, Fresno to Bakersfield Frequently Asked Questions, Right-of-way Fact Sheets, "Your Property, Your High-Speed Rail Project," and the Permit to Enter fact sheet regarding field studies for various environmental disciplines. In addition, the Authority website includes information about HSR, the proposed HSR route, the Authority's Revised Business Plans (Authority 2012a, 2014, 2016), newsletters, press releases, board of directors meetings, recent developments, status of the environmental review process, Authority contact information, and related links.

### I071-6

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