Response to Submission I026 (Tokuo Fukuda, October 13, 2011)

I026-1

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

Proposed measures to mitigate impacts on waters of the U.S. are described in Sections 3.7.7.2 and 3.7.7.3 of the Revised DEIR/Supplemental DEIS. These measures include minimization and compensatory mitigation to offset the loss of the waters of the U.S. Compensatory mitigation (Mitigation Measure BIO-63) will be required in accordance with the Clean Water Act and will be identified in consultation with the U.S. Army Corps of Engineers.

Associated mitigation measures include:

Mitigation Measure BIO-47. Restore Temporary Riparian Impacts.
Mitigation Measure BIO-48. Restore Temporary Impacts on Jurisdictional Waters.
Mitigation Measure BIO-49. Monitor Construction Activities within Jurisdictional Waters.
Mitigation Measure BIO-61. Compensate for Permanent Riparian Impacts.
Mitigation Measure BIO-62. Prepare and Implement a Comprehensive Mitigation and Monitoring Plan.
Mitigation Measure BIO-63. Compensate for Permanent and Temporary Impacts on Jurisdictional Waters.
Mitigation Measure BIO-65. Offsite Habitat Restoration, Enhancement, and Preservation.

Submission I027 (Jim Gregory, October 13, 2011)

RECEIVED
10-17-11P04:45 RCVD

Jim Gregory
1167 Princeton Ave.
Hanford, CA 93230

October 13, 2011

Fresno to Bakersfield Draft IRS/EIS Comment
770 L Street, suite 800
Sacramento, CA 95814

Re: Public Comment to draft EIR.EIS

Dear Sir:

I027-1

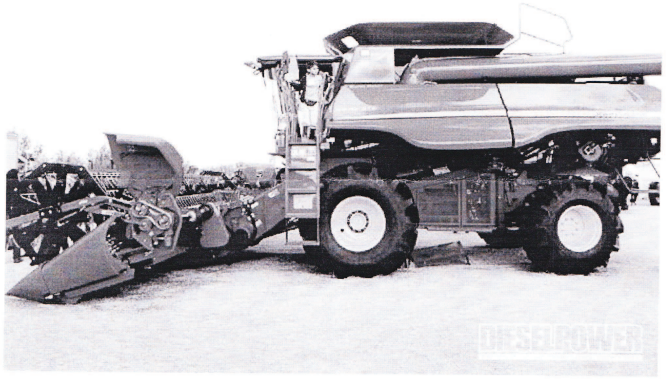
Consideration should be made on every highway undercrossing or overpass for high speed rail to be able to accept agricultural equipment, including added height and width margin of safety. Cotton pickers are tall pieces of farm equipment and need clearance to safely be moved. Cotton pickers are mostly used in October, November, and December and it is normal practice for cotton pickers to operate and be moved at night or in foggy conditions. Grain combines are wide pieces of equipment. Enclosed is a picture of a cotton picker and a grain harvester.

Sincerely,

Jim Gregory

http://image.automotive.com/f/events/18801375+soriginal/0906dp_02_z+2009_world_ag_expo+... 10/13/2011

Submission I027 (Jim Gregory, October 13, 2011) - Continued



http://image.automotive.com/f/events/18801273+soriginal/0906dp_01_z+2009_world_ag_expo+... 10/13/2011

Response to Submission I027 (Jim Gregory, October 13, 2011)

I027-1

Refer to Standard Response FB-Response-S&S-01.

Submission I028 (Robert & Juanita Hiebert, October 19, 2011)

CALIFORNIA High-Speed Rail Authority

RECEIVED 10-21-11P04:33 RCVD

Comment Card
Tarjeta de Commentarios

Fresno to Bakersfield High-Speed Train Section Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011
Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011
Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Robert & Juanita Hiebert
Organization/Organización:
Address/Domicilio: 29343 W. Tulare Ave.
Phone Number/Número de Teléfono: 661-746-5709
City, State, Zip Code/Ciudad, Estado, Código Postal: Shafter, CA 93263
E-mail Address/Correo Electrónico: frykerbob@live.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

California High-Speed Rail Authority

We believe that the proposed High-Speed Rail system is a total waste of money, never to become profit producing. The proposed cost plus the astronomical overruns will plunge California and our nation into further insolvency.

I028-1

The Bakersfield track portion will affect our life. We entered into a purchase of a Mobil Home located in the Lazy H Mobile Ranch, located at 2500 Jewetta, being unaware that the High-Speed Rail system would involve our facility. We are retired, living on our S.S. and a restricted income.

WE ask that you very carefully reconsider the system proposed and the for problems it will cause to our state, already becoming insolvent. This is a critical time to be trying to borrow our selves into total failure.

Robert Hiebert

Response to Submission I028 (Robert & Juanita Hiebert, October 19, 2011)

I028-1

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

None of the project alternatives would result in the acquisition of homes in the Lazy H Mobile Home Park. The HST right-of-way would be situated in the existing BNSF Railway right-of-way at this location. Please refer to Appendix 3.1-A of the EIR/ EIS for parcel impacts by the project footprint.

Submission I029 (Teresa Lohse, October 12, 2011)

25

CALIFORNIA High-Speed Rail Authority

10-12-11P02:08 RCVD
RECEIVED

Comment Card
Tarjeta de Commentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011
Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011
Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Teresa Lohse
Organization/Organización:
Address/Domicilio: 7549 Excelsior Ave
Phone Number/Número de Teléfono:
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA. 93230
E-mail Address/Correo Electrónico:
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I029-1 What affects will we have to deal with by having a Curved overpass in front of our house? We have Semi-trucks, tractors passing Daily from dairies to farms. What precautions have you taken to avoid them from missing the Curve and coming through our house during Bad Fog? Not to

I029-2 mention a Bus Load of Children who will need to be picked up at 6 am have to get off the overpass and turn to get into homes that will be behind the overpasses?

Response to Submission I029 (Teresa Lohse, October 12, 2011)

I029-1

The overpass will be designed with barriers or rails to help prevent vehicles from leaving the roadway and affecting nearby structures, including residences. The Authority and the design/build contractor, will continue to work with local jurisdictions, including the City of Bakersfield, to address local circulation concerns and specific roadway and intersection designs, and to not preclude transportation projects that are planned in the vicinity of the HST project. This will be done as part of design development and refinement.

I029-2

Refer to Standard Response FB-Response-S&S-01.

Submission I030 (Patricia Negrete, October 13, 2011)

CALIFORNIA High-Speed Rail Authority

RECEIVED 10-17-11P02:41 RCVD

Comment Card
Tarjeta de Commentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011
Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011
Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

APN # 002-190-01 96

Name/Nombre: Patricia Negrete of Wm & Patricia Negrete Trust
Parcel ID South half of Northwest half of Section 33, Township 17, South
Organization/Organización: Range 22 East Mount Diablo Base and Meridian
Parcel Location
Address/Domicilio: Dover & 8th Avenue (2nd parcel on SE Side of 8th Ave) Hanford, CA
Home
Phone Number/Número de Teléfono: 805-474-5810
Home Address
City, State, Zip Code/Ciudad, Estado, Código Postal: 806 Cypress Ridge Pkwy Arroyo Grande, CA 93420

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

I030-1 Upon viewing the map of the proposed route for the high speed rail, We discovered that the route will traverse our property diagonally through the middle of 80 acres of 4 prold almond trees. It will destroy the irrigation well, pump, as well as the irrigation system. The property will be cut into 2 angular parcels, needing 2 new wells and pumps and a restructured irrigation system. The DEIR/S is vague and non-specific in mitigation of these resultant problems, and the problems have not been identified nor described in the DEIR/S.

I030-2 A revised DEIR/S must be prepared to address these issues and recirculate it for a 90 day comment period.

Response to Submission I030 (Patricia Negrete, October 13, 2011)

I030-1

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

I030-2

The Authority circulated a Revised DEIR/Supplemental DEIS on July 2012. The public review period for that document was 90 days.

Submission I031 (Ralph Pistoresi, October 13, 2011)

RECEIVED
10-17-11P04:46 RCVD

Regarding Security Issues for the Protection of a High Speed Rail Project.

– The United States has for the last 10 years been what is described as a War on Terror. Daily we read in the Newspaper of Roadside bombs, car bombs, Rocket grenade attacks used against our soldiers and nation. The attack on the Twin Towers, the Pentagon and the attemped attack on the Capital speak of the high profile targets such as Al Qaida look for. A high speed rail system that extends for hundreds of miles is indefendable. It is my opinion that they could be derailed at will. With speeds of 225 mph the resulting carnage would be horrific. Damage need not be done directly to the train but to the supporting systems that control the workings of the train, as what may have happened with the wreck in China. One or two such attacks, or even attemped attacks would diminish the Ridership to unsustainable low levels. The costs to maintain the system would warrant higher fees reducing Ridership even more.

I031-1

I031-2

– 1 –

We need to be wise and schrewed before we embark on costly projects that we have no knowledge or experience at. The learning curve and mistakes in this endeavor or any such business endeavor would be overwhelming. Just because these rail systems exist in other parts of the world does not mean they are a good fit for us.

Any ~~Terrorist~~ terrorist attack on the California transportation system as per say taking out of an overpass in busy Los Angeles can be re routed using other freeways to keep people and commerce moving. All of our eggs with our current transportation system are not in one basket.

An attack on the rail system of high speed would be a high profile attack that a terrorist group would seek. To boast of how one Rocket propelled grenade undermined years of planning, billions of dollars of money those stupid Americans should never have spent. I bet they are just waiting and hoping you build this fiasco.

– 2 –

Submission I031 (Ralph Pistoresi, October 13, 2011) - Continued

I am sure the biblical story of how the shepard boy DAVID slew the giant Goliath with a STONE to cut his head off will be used. WE better think this thing carefully through while we still have a head.

Of course much of what terrorist groups would try to do would be accomplished by the High Speed RAIL Authority itself.

Here in California our ROADS are a shameful mess. Though taxes dollars from fuel taxes has been collected and fees extracted the freeways are deteriorating. We Californians have forgotten what a proper freeway is suppose to be unless we have traveled to other states or OVERSEAS to Europe. Talk to any trucker in California and he will tell you. It is a vigilent effort to keep these big rigs where they need to be RUNNING on the ROAD.

FOR a state that is the fifth richest economy in the world for what it produces the money that I believe would be wasted on High Speed RAIL would better service more people and commence if spent on traditional ROADS.

-3-

I031-3

I031-4

I031-5

I031-6

I031-7

The CONSTRUCTION would CRISCROSS establish farmland with many permanent CROPS and undermine the ability to economically farm most of these properties. That is an act of TERRORISM in and of itself. These farms, ~~are~~ small and large, may affect the financial obligations that these farmers have to LENDING INSTITUTIONS and will without doubt the untold numbers of workers tied to the productiveness of these operations.

This Calif. High Speed RAIL project would require redoing at least 30 to 40 OVERPASSES how is this possible when WE do NOT even patch holes in our freeways, Hwy 99 as ~~one~~ an example. Have all the politians GONE NUTS? Did they fall and bump their heads somewhere? Where is all this funding coming from? How much fiscal impact in the NEGATIVE sense is going to effect trucking and commerce? IN my opinion a great deal.

This endeavor has too many unknowns that can never be fully addressed in an EIR. This project to too large THERE is NO piecie mealing it if it show fall short for

-4-

Submission I031 (Ralph Pistoresi, October 13, 2011) - Continued

example in funding. All would be totally lost. Our image would be that of a fool and rightly so.

I031-8 This project would adversely effect all of our farming operations of permanent crops by crossing through a half dozen properties. I'm talking miles of tracks cutting through some of it diagonally. Pumps, irrigation systems, our ability to spray, or ability to possibly get permission to spray because of buffers.

I031-9 It would significantly diminish the value of the entire effected property. Access would be problematic, the ability to move harvesting equipment would be impacted.

I031-10 Wind turbulence would cause a dust issue a problem with our mite problem on trees & vines. Issues with the San Joaquin Valley Air District.

I031-11 We currently sand, gravel and water all of our farm avenues to reduce dust. We have installed gates to prevent unneccesary trips down these avenues. Now High Speed Rail wants to blast many trains and many trips a day at 225 mph through our many ranches.

-5-

I031-12 An issue that is of concern to me is the unsightliness of trains cutting through the vistas of our beautiful valley. It would be like a huge SCAR on the face of a beautiful model.

I031-13 This project may have an adverse effect on

I031-14 our water supply for agriculture. I am told that the electrity to operate this project is equal to 463,000 households daily. This extra burden on an electrical grid that cannot be easily enlarged may cause brown outs and blackouts to Agricultural areas effecting the use of electrical deep wells. This could be disastrous in the heat of summer when irrigation is critical. The inability to irrigate timely could costs millions to just our operation. Who gets first dibs on the power grid Agriculture or High Speed Rail?

I031-15 Has the EIR properly addressed land subsidence issue, and how they would effect the longivity of the tracks. If such problems arise how might you solve them. For us to discontinue pumping underground water cannot be one of them. Hundred of thousands of jobs would be lost in Agriculture and Ag related businesses.

-6-

Submission I031 (Ralph Pistoresi, October 13, 2011) - Continued

I031-16

I also believe the EIR needs to more adequately address the issue of emergency services and how they might be impacted by their many changes to the current road access and contigeration Response times to medical facilities may be adversely affected. Also medical emergencies that may occur on the train. What would be the protocal in many different senerios. How would all this coordination occur? Where would the trains stop, how about trains behind the effected train. What might be the extent of the delays?

I031-17

What if people buy bonds, I would not invest one cent in this project, and it failed. What repercussions would this have on our fragil economy? This senerio needs to be addressed. Can this money be better invested in other projects that are a safer surer bet for the benefit of more Californians?

We don't have the money or the need to build this. We, California, don't have the money to pay it's employees. How are we going to build and run this stupid train?

Ralph Pistoresi

-7-

I031-18

One of our properties on Peterson Rd and Hwy 43, and Magnolia and Garces Hwy is proposed to be cut diagonally with 2 1/2 miles of track. This would ruin this ranch and because they don't want to go through Allensworth, a state ghost town. Because of this they say they can not proceed down existing Hwy 43 coooridors. Now does that make sense? Ruin miles upon miles of agricultural land because the State doesn't want the train on their land.

This letter impacts properties in Merced, Madera, and Kern Counties.

Ralph Pistoresi
7616 N. Monte
Fresno, Calif 93711
phone 559-352-8879
559-439-4750

-8-

Response to Submission I031 (Ralph Pistoresi, October 13, 2011)

I031-1

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

I031-2

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

The response of riders to a terrorist attack on the HST system is speculative. Mitigations to prevent terrorist attacks will be considered as part of a threat/vulnerability assessment during development and operations of the HST system. Mitigations will be based upon threats determined to be applicable to the HST and upon the likelihood of a successful attack.

I031-3

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

See Volume I, Section 3.14.5.3 for information on the construction period impacts on agricultural lands. Also see Volume I, Section 3.14, Impact AG#5 for more information on effects on agricultural land from parcel severance. For information on uneconomic parcels see Volume I, Chapter 3.14, Impact AG#5.

I031-4

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

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

I031-5

The HST must be grade-separated. In order to maintain the road circulation pattern in the areas the HST crosses, most public roads will be carried across the HST right-of-way in an overpass or underpass. These crossings are listed in Appendix 2-A of the EIR/EIS. The cost for these crossings has been included in the cost estimate for the project, which is provided in Chapter 5.0 of the EIR/EIS.

I031-6

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

I031-7

There will not be a negative economic impact on trucking and commerce from increased competition because the HST will only carry passengers, not commodities.

I031-8

Refer to Standard Response FB-Response-AG-01, FB-Response-AG-02, FB-Response-AG-03, FB-Response-AG-05, FB-Response-GENERAL-04.

See Volume I, Section 3.12, Impact SO #16, for economic impacts on agriculture.

I031-9

Refer to Standard Response FB-Response-TR-02 and FB-Response-S&S-01.

I031-10

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

As described in Section 3.14 of the Revised DEIR/Supplemental DEIS, during the HST testing phase the Authority will fund a program to undertake original research on the wind and noise effects of HST operations on agricultural activities, including the effects of HST-generated wind on the effectiveness of honey bee pollination; dust production as a result of typical HST operations, including entrainment and dispersal patterns of dust in the HST slipstream; and practical methods for reducing effects on agriculture.

I031-11

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

I031-12

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

Response to Submission I031 (Ralph Pistoresi, October 13, 2011) - Continued

I031-13

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

I031-14

Refer to Standard Response FB-Response-PU&E-02.

The project would cross irrigation pipelines and canals. The Authority would work with irrigation districts and landowners to protect these irrigation systems. Canals may be bridged or placed in pipelines beneath the HST right-of-way. Irrigation pipelines crossing the alignment would be buried to an appropriate depth to sustain the weight of the HST, and placed in protective casing so that future maintenance of the line could be accomplished outside of the HST right-of-way. Because the guideway would be elevated in these areas, it is likely that disturbance to these water facilities would be avoided during final engineering design for the specific placement of columns. The Authority is actively assimilating information on existing and planned utilities. The designs presented in the EIR/EIS are preliminary (15%-30% complete). The Authority will coordinate with utility owners to refine this information to ensure all known facilities within the footprint are property considered during future design phases.

I031-15

Please see Section 3.9.4 of the Revised DEIR/Supplemental DEIS for a discussion of static and dynamic subsidence.

I031-16

Refer to Standard Response FB-Response-S&S-01.

With regard to medical emergencies onboard an HST, station personnel would be contacted from the train and the train would stop at the next station to attend to the emergency. People with medical emergencies would be removed from the train by local emergency medical providers and transported to a nearby hospital for treatment. There are hospitals and emergency medical responders near all the proposed station sites in the Fresno to Bakersfield Section, as is described in Section 3.11.

Delays caused by onboard medical emergencies cannot be reasonably estimated. This

I031-16

time would be dependent on the response time of local emergency services and the time required to remove the affected person or people from the train, which would be dependent on their medical condition. In any event, responding to an onboard medical emergency may cause delays in train arrival and departure schedules.

I031-17

While fiscal responsibility is an important issue that should be addressed for the HST project, it is not an environmental issue for consideration in the EIR/EIS.

According to the California State Treasurer, the California voters have authorized a total of about $147.8 billion in bonds as of February 1, 2013 (http://www.treasurer.ca.gov/bonds/debt.asp), including the $9.95 billion for the California HST System. Of that total, the State had about $79.3 billion of long-term bonds outstanding and $33.2 billion of unissued bonds on February 1, 2013. As of that date, the State had issued almost $5 million in bonds for the HST system. Whatever the outcome of the project, California would pay back its bonds from revenues received by the State. Because the bond authorization for the HST System represents about 6% of the total bond authorization for the State, this bond issue alone would have little effect on California's economy.

Regardless of the commenter's opinion on what public projects should be funded, the California voters chose to invest in the HST System.

I031-18

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

Submission I032 (Alan Scott, October 13, 2011)

October 13, 2011

Fm: Alan Scott
1318 Whitmore Street
Hanford, CA 93230-2848

Telephone: (559) 583-7299
email: a_scott1318@comcast.net

RECEIVED
10-17-11P02:30 RCVD

To: Fresno to Bakersfield DEIR/SEIS Comment
770 L Street, Suite 800
Sacramento, CA 95814

Organization: Self

Re: Comments to DEIR / DEIS Fresno to Bakersfield

Upon further review of your flawed document that demonstrates very serious lack professionalism in development and then publication is the reason for this comment. Further, the lack of informative solutions and /or clear mitigating resolutions to all stakeholders is not in compliance with either NEPA or CEQA requirements established by the United States Government and the State of California regulatory agencies directing legal compliance to these regulations / standards.

Two very well documented serious medical conditions specific to the Central Valley are in jeopardy of increasing in the incident rate to those afflicted of these medical conditions and potential those not symptomatic now. The DEIR / DEIS does not even address these two conditions. The failure to not study or mitigate these well documented medical conditions is a breach of the authority's responsibility of both NEPA & CEQA and more important to the residents of California.

I032-1

My concern is based on the programmed high rate of speed this transportation system will operate as per the authority's own documentation. The two serious medical diseases are "Valley Fever & Asthma". With the very high rate speed this transportation system will operate at 6 trains every hour over an estimated 18 hour daily operation period will now stir up significant dust particulates along the alignment due to the aerodynamics' features of the CAHSR train. These particulates would be suspended in the air for a period of time but more important during periods of high winds this condition only increases the footprint of dispersal. This becomes a very serious issue at locations where the alignment is close schools or medical treatment facilities.

The current freight and Amtrak does not leave any known foot print of suspended particulates! Also, the aerial agriculture spraying operations are not a major factor to the existing rail operations. However, the current DEIR / DEIS does address aerial agriculture spraying operations and it is a major impediment to our agriculture industry due to the high rate of speed of the rail system. Thus the reason for my comment.

I032-1

Since concern was not addressed nor has any mitigation solutions been addressed in the DEIR / DEIS. I am demanding the CAHSRA to perform the necessary competent medical testing specific to these two medical issues addressed in the above paragraph. Further, this testing must be completed by a completely neutral industry organization with the results published without delay for public review using social media, newspapers, television and printed reports separate of EIR / EIS publications. Prior to shovels hitting the ground, this study must be completed and certified to the satisfaction of the specific federal & state related agencies.

Clearly, failure to properly address this serious medical condition without presenting a comprehensive "due diligence analysis" or factual "objective [unbiased] evidence analysis" will only now create a serious legal situation for the authority, the contractors of record & the state for the authorities failure to mitigate this prior to the commencement of any construction. Once again, this is a major medical situation in the Central Valley. This oversight would be a major health oversight of your professional ethics mandated to protect the health all California citizens.

This completes my comment for the draft Fresno to Bakersfield that was removed on October 6, 2011 for some unknown reason. I will be commenting on the new document when released.

Alan Scott

Submission I032 (Alan Scott, October 13, 2011) - Continued

Fresno to Bakersfield DEIR/EIS Comment receipt form

Date: _____

(Enter the date of acceptance of my comments)

This is to acknowledge receipt of comments by Alan Scott, 1318 Whitmore Street, Hanford, CA 93230-2848 on the date inserted above.

Thank you for your understanding in completing this accountability tracking form.

Alan Scott

Response to Submission I032 (Alan Scott, October 13, 2011)

I032-1

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

The dust minimization measures listed in Section 3.3.8 of the Revised DEIR/Supplemental DEIS will further reduce fugitive-dust emissions to a less-than-significant impact. Valley Fever spores would be released when the soil is disturbed; however, due to the minimization measures, fugitive-dust disturbance will be minimal. Therefore, impacts from Valley Fever spores would be less than significant.

Submission I033 (Tony Silva, October 19, 2011)

CALIFORNIA High-Speed Rail Authority

RECEIVED
10-20-11P04:05 RCVD

Comment Card
Tarjeta de Commentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011
Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad Proyecto de Informe de Impacto Ambiental/ Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011
Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

The comment period is from Augu 28, 2011. Comments must be receiv postmarked, on or before Sep

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

tario es del 15 de Agosto al 28 2011. Los comentarios tienen que ser mente, o matasellados, el o antes re del 2011.

Name/Nombre: Tony J. SILVA
Organization/Organización: RETIRED
Address/Domicilio: 12871 12th AVE
Phone Number/Número de Teléfono: 559-589 7512
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford Ca. 93230
E-mail Address/Correo Electrónico: tjstorez@G mail. com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I033-1

The Authority needs to look at what they are doing to this Valley the richest in the USA. Taking away this Valuable farming ground could be devistating to our best food growing land in the Country
Go out to the I 5 and do what you should do and follow an existing right of Way already established. There is plenty of area to make this rail system work If you can go through found land dairies homes ~~Business~~ Businesses and more I'm sure you can make I-5 work. You could make stations a Kettleman city Harris Ranch and on up or down that corridor.
I don't think it too much to ask. People in Visalia Hanford Fresno Delano wouldn't mind driving that short of a distance to catch a train. They do it to catch a flight. Think about what you are doing and listen to people that have lived here all there lives

Response to Submission I033 (Tony Silva, October 19, 2011)

I033-1

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

Submission I034 (Carlo Wilcox, October 13, 2011)

Carlo J. Wilcox

October 13, 2011

California High-Speed Rail Authority
Fresno to Bakersfield Draft EIR/EIS Comments
770 L Street, Suite 800
Sacramento, CA 95814

Re: Draft EIR/EIS Comments

Gentleman:

I am making the following comments on the proposed California High-Speed Rail as a private citizen who lives and earns my living in the San Joaquin Valley of California.

I understand that the California High Speed trains are to be powered by electricity. Based upon the forecasted number of trains that will be operated, as many as one train every four minutes and one-half minutes, the demand for electricity from the power generation network (the grid) that includes power generation facilities, transmission facilities and distribution facilities will increase substantially from the current levels.

I034-1

Where is the power to operate the High Speed Rail going to come from? Presently in California, the utilities frequently call for people to turn off electrical load during the afternoon on hot days when the demand for power is predicted to be near the quantity of power generated. The citizens of California are required to pay for their electricity in tiers, with each tier priced at higher and higher rates. I paid $.40352 per kilowatt hour (KWh) for power last July at my home with the average a bit more than 20 cents per KWh. The goal is to reduce load on the grid ostensibly to save power because today electricity is a resource in short supply. I paid more than $230 per month for power in July and August this summer and I live in a modest home and the summer temperatures were moderate.

In the past two years the utility companies have been mandated by the public utility commission, a State regulatory agency, to implement a program called

731 Estes Avenue, Corcoran, CA 93212 Home 559-992-4206 Office 559-992-5165

"peak day pricing." Peak day pricing is a program whereby large users of electricity including agricultural water pumpers, manufacturing and industrial users of electricity will be required to pay a $1.00 per KWh surcharge above the rate per KWh already being paid during times of high demand or sometimes just high temperatures. The surcharge will cause water costs to rise, water supplies to shrink and ultimately force agricultural production to decline and the cost of manufactured goods to consumers to increase.

In the 1950's and 1960's, Californians enjoyed abundant electric power. In the years that have followed, the States regulators who control all of the actions of the regulated utilities, failed to look ahead at the power needs of the future and provide for those power needs for future generations of Californians. The tiered pricing and peak day pricing programs referenced above are forms of **rationing**. The state is short of electric power resulting from poor planning by the same regulators who are responsible for ensuring that Californians will have an adequate supply of affordable electric power to sustain the quality of life citizens have grown to enjoy in California.

I034-2

Is there a plan to provide power to operate the California High Speed Rail trains, or like has occurred over the past forty years, are you going to convince the people that we can use more and more power and simply ration it to some user groups to carve out adequate power to operate the trains? If this is the state's strategy, they should be truthful with the citizens of the State and the high speed rail system should not be build until we have the infrastructure to support it.

California has the eighth largest economy in the world. In the last twenty years the state's economy has slipped from the fifth largest economy to the eighth. When one reads or hears that California is the eighth largest economy in the world, it is easy to be proud, but when one understands that the state had declined to eighth from fifth, he or she should ask why. The reason the state is in economic decline is the choices the leadership makes for our state. Their choices have consequences. I am concerned that the power requirements of the high speed rail are unplanned and rely on additional rationing of existing power supplies and will thereby compete with agriculture and manufacturing in the state causing further deterioration of the states economy and the quality of life Californians have enjoyed and should be able to enjoy in the future.

Submission I034 (Carlo Wilcox, October 13, 2011) - Continued

I034-3

Further, the route through the heartland of the San Joaquin Valley will take substantial highly productive farmland out of production. The housing elements of the County of Kings and the City of Corcoran have included measures in their general plans that are mandated by the State of California requiring higher density housing ostensibly to preserve highly productive farmland. This is yet another factor that adversely impacts the quality of life of California citizens. Alternative routes including the Interstate 5 corridor and/or the Highway 99 corridor should be seriously explored to mitigate for the adverse impact on California's highly productive farm land and the commensurate adverse impact that will ripple to the State's economy. Before long we may find California ranked as the tenth or eleventh largest economy in the world.

Sincerely,

Carlo J. Wilcox

Response to Submission I034 (Carlo Wilcox, October 13, 2011)

I034-1

Refer to Standard Response FB-Response-PU&E-02.

I034-2

Refer to Standard Response FB-Response-PU&E-02.

I034-3

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

Submission BO035 (Alan Scott, Citizens for California High Speed Rail Accountability, October 18, 2012)

Alan Scott
1318 Whitmore Street
Hanford, California 93230-2848

October 18, 2012

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

Subject: CEQA/NEPA Comments Concerning the DEIR/EIS for the Proposed Fresno to Bakersfield Section of the California High Speed Rail Project

Dear Chairman Richard:

Chairman Richard, let me begin this comment letter to the authority and the board with this comment – since the authority and the board provided only a 15% project plan, my response is based on 100% of your 15% project plan. Therefore, for the record you presented only a 15% plan to the voters of California that contained significant major errors and equally major flaws, along with extremely questionable funding for any part of the Fresno to Bakersfield alignment, a serious violation of Title VI Environmental Justice and on October 11, 2012 at the Corcoran City Hall I became aware of at least a dozen more citizens that had not been contacted and I could go on.

BO035-1

Just for the record and the courts, since you have only provided a 15% project plan I find that this is an unacceptable misuse of state and federal taxpayer monies at the highest levels for incompetence and fiscal responsibility. Especially since the State Auditor on May 17, 2012 presented before Senate Transportation subcommittee an extensive report questioning the business plan a proposed funding. I also direct your attention to the Legislative Analysis Office Report, which mirrored the auditor's report, both were negative reports.

On to my official comment letter.

As a resident of Kings County since 1974 and a resident of Hanford since 1978. I want it made clear, I am not within the alignment whether it is the eastern or western by-pass through Kings County; however, I have extremely strong objections and concerns that the authority & the board have egregiously failed in the production of this Revised Draft EIR/EIS for the Fresno to Bakersfield section both CEQA & NEPA compliance. Further, as a taxpayer the debt service for this project is totally unacceptable as it is based on massive "what ifs" & "we think" projections, which all the pundits clearly state all your projections are wrong.

BO035-2

Below I have highlighted the specific areas with a short comment on what I believe is the issue. However, I believe the legal actions will prove me and others correct that the board and the authority failed on so many levels, wasting massive amounts of taxpayer dollars producing serious flawed work product for a political gain only that will never benefit our state.

I now draw your attention to this link from the New Yorker Magazine, issue dated October 22, 2012 http://www.newyorker.com/reporting/2012/10/22/121022fa_fact_osnos?currentPage=all from their on line site. This article addresses what, many of us believe, will certainly happen with this project and the signals are already apparent that are being addressed in all the comments you have and will be receiving re Fresno to Bakersfield project.

1. Environmental Justice component Title VI:

My primary concerns are the failures in the Environmental Justice area beginning with the fact your documents up to August 2, 2012 stated you were in compliance with all Title VI and all other requirements of this process. In actual fact, on August 2, 2012, your board only just adopted and formally recognized this serious component of CEQA & NEPA especial since NEPA specifically directs copies must be provided to all groups affected and you FAILED at the highest levels. Prior to further movement on this project you must mitigate all affected failures and ensure these individuals, groups, businesses or organizations have the opportunity to fully review the project documents. Furthermore, you shall provide documents in the language of the population affected by the alignment. You can begin with the Colony Lane community in Merced who were never contacted by either the authority or the board. This was confirmed (by a conditional statement from Mr. Jeff Abercrombie to me to wit "that could be a possibility that I will neither confirm nor deny" or words to that affect during the Kings County comment session Hanford on August 29, 2012

BO035-3

2. Section 3.2 Transportation

The is a major issue clearly demonstrating poor project planning especially with emergency response mitigations, increased costs for homeowner's fire insurance (as the ISO rate will be increased dramatically based on response time), increased agricultural costs for equipment operations in fuel costs, increase wear & tear based on longer travel times, et…, nowhere in your plan does it address the issue of increased size of agricultural equipment based on your design, this increased vehicle traffic on few roads now create the opportunity for more vehicle incidents especially when schools are in sessions (remember the fog conditions in our valley). All these and many other issues revolving around this section have not even been properly addressed and more important the life safety of school children cannot be found anywhere, amazing oversight.

Submission BO035 (Alan Scott, Citizens for California High Speed Rail Accountability, October 18, 2012) - Continued

BO035-4

3. Section 3.4 Noise & Vibration

Have you really mitigated all noise & vibrations issues addressed in this section as your presented evidence does not demonstrate you have resolved "All alternative would result in severe and/or moderate noise impacts that would have substantial intensity under NEPA and would be significant under CEQA. In other words, the requirement placed upon the authority to be incompliance with the state & federal regulations clear was abrogated by the authority and it clearly appears that this revised Draft EIR/EIS was a cut and paste work product at what cost to the taxpayers.

BO035-5

4. Section 3.3 Air Quality

Nothing address with respect to Valley Fever as this is one of the highest rated locations in the United States of America. I find it amazing that when I questioned a URS environmental consultant at a show & tell session, when asked how the authority plans to mitigate Valley Fever and the response was what? This individual did not even know about this highly deadly disease if not treated properly. So as a follow up I addressed the same question to an engineer and received the same response – never heard of this disease. So just based on this input from your highly paid staff now is proof positive your EIR/EIS, whether draft or revised, are seriously flawed failing to meet the requirements of CEQA & NEPA.

BO035-6

5. Section 3.4 Noise & Vibration

As noted in the above paragraph, your failure to mitigate in compliance with CEQA & NEPA, the authorities negligent omissions clearly apply to this section and to in a discussion with a foreign engineer working for either the authority or a contract stated at a meeting in Hanford, there are no issues with either one of the these impacts. The statement this train will only increase the air pressure by 2-miles per hour is absolutely bogus and if wrong then you must prove it with actual testing and provide copies to all involved in this project.

BO035-7

6. Section 3.6 Public Utilities & Energy

Let's begin with the state is broke, the federal government is broke. Both entities have negative credit ratings with California coming in last in the USA. Therefore, building a utility system to supply power to this boondoggle by my estimate would be at least the amount the Governor quoted this project earlier this year, $68,000,000,000 or more. So this brings into question the actual cost of this project and you are required to present more detail in spreadsheet format based on 80% of design build because at 15% or 30% of project plan is no way to run a business or project especially this one. Accuracy & ethical information is what is missing from this project.

BO035-8

7. Overall Safety / Security Component – failures

This area is the most deficient creating unmitigated dangers to the California Citizens in total. I begin with the total lack of what is required of cities and counties emergency response requirements under the Homeland Security standards for restricted access to "at grade", "above grade" & "below grade" environments. More important according to your design, the alignment is extremely difficult to access at best and worst is when there is greater distance between counties & cities existing locations and who do not have the appropriate equipment to respond whether a police or fire incident. The complete failure to never address these beginning issues with each county or city leaders of the fire or the police agencies is to mine mind gross negligence placing passengers and communities at serious risk without the thought of any proper well thought out mitigation.

Further to this discussion of mitigation of safety / security, there have been zero (to the best of my knowledge and if I am wrong then I required a detailed listing of these meetings but more important a copy of all non-classified discussion items including any decision agreements. My guess is there are none.

BO035-9

What accommodations will the authority & the board making to affected counties and cities for the purchase and on-going training for HSR service? Since the majority of the counties and cities will not achieve any revenue gain from this project but serious loss of annual revenues but additional costs for specialized equipment but the competent to ensure training is always to-date for all response agencies involved. This without question is a serious financial burden that cannot be borne these entities as they will immediately lose significant revenues for ever and if the authority and the board cannot mitigate this financial burden, then you must stop the project now because this is a major life safety issue affection all of this state.

BO035-10

Another key issue is mitigation of traffic congestion, especially in the rural areas for school buses and parents who transport their children to school. With the automatic reduction of existing thorough road that will be turned into Cul de Sac's will increase the melding of agricultural traffic, normal business traffic, school bus traffic and the normal daily usage for the citizen. More important, what mitigation have you developed for the decrease of cross traffic roads, overpasses, etc…especially in the fog, which this valley is known for??? Since this is a 15% plan, my guess is that you will cross that bridge when you come to it, I think? However, you must provide NOW mitigation in the presented documents, which you have not; therefore, you must immediately stop this project until these serious issues are successfully mitigated.

BO035-11

In the event of a serious security violation to the HSR system involving many passengers and non-passengers, what are your mitigation policies for medical treatment facilities? Further to the

Submission BO035 (Alan Scott, Citizens for California High Speed Rail Accountability, October 18, 2012) - Continued

BO035-11

7. Overall Safety / Security Component – failures (continued)

point, in remote areas in the fog season, what mitigation have you developed for all agencies involved???

I believe this area of your poorly produced project & business plan fails to even address this issues I have raised but the issues of all the affected agencies are totally unknown to the authority

& the board because you have based your matrix on the European HSR system that does not even match this flawed project.

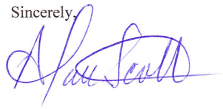
BO035-12

In closing Chairman Richard, since your project plans are only at the 15% level, I have provided numerous mitigations failures that require you to either extend the comment period by 1 full year from the time you produce the entire EIR/EIS, technical documents, a responsible financial plan with realistic overrides based on whole factor numbers rather than percentages. Example, the new bay bridge estimate was $1,000,000,000 and the actual cost is $7,000,000,000 (from their

BO035-13

web site). This is 7 x's the original estimate and currently, I believe you estimate 3% cost overruns, which is ridiculous at best. There were many more comments I could have complied; however, I cannot due your project plan is at only the 15% level I find it very difficult to respond on the missing 14,000+ pages. The issues is the authority & the board is missing 85% of the project plan so how does one make valid financial plans when over ¾'s of the plan is missing? Furthermore, that states credit rating is A- lowest of all 50-states, ¾'s of a trillion dollars in funded and unfunded debt (if I am wrong prove it!), the United States is $16,000,000,000,000 in debt with an AA- credit rating and there are projections already saying you do not have enough funding to complete Merced to Bakersfield. Empirical evidence indicates a 100% project failure and it is clearly backed up with expert facts by the volumes and with almost a billion dollars spent & what do you have to show for this expenditure of taxpayer monies?

Sincerely,



Alan Scott
Founding Member Citizens for California High Speed Rail Accountability (CCHSRA)

cc:
CCHS RA Archives Files

Response to Submission BO035 (Alan Scott, Citizens for California High Speed Rail Accountability, October 18, 2012)

BO035-1

Subsequent to the State Auditor's Report, the Authority has been actively addressing the issues raised in the report. As described in its January 24, 2013, letter to the State Auditor (Authority 2013a), the Authority has fully implemented the vast majority of the auditor's recommendations and is continuing to work to implement the rest of the recommendations.

BO035-2

Refer to Standard Response FB-Response-SO-07, FB-Response-GENERAL-27.

The Environmental Justice (EJ) Guidance is a supplement to the Authority's Title VI Program. The Authority vetted the proposed EJ Policy and Guidance with the Federal Railroad Administration (FRA). The Authority has subsequently received an FRA comment to include the DOT order, which has been incorporated in the EJ Guidance document. The adoption of the EJ Policy formalized the Authority's long-standing efforts to address EJ matters in a comprehensive manner. The Authority and FRA have undertaken substantial outreach to Environmental Justice communities. Please consult the Merced to Fresno Final EIR/EIS for more information on effects in that project study area.

BO035-3

Refer to Standard Response FB-Response-S&S-01, FB-Response-TR-02, FB-Response-AQ-03.

HSR policy is to provide roadway overpasses approximately every 2 miles, resulting in no more than 1 mile of out-of-direction travel for vehicles to cross the HST tracks. In most locations in the Fresno to Bakersfield Section, roadway overpasses would be provided more frequently, approximately every mile or less, because of the existing roadway infrastructure. Consequently, out-of-direction travel would be limited to approximately 1 mile in nearly all locations in the project area.Impact S&S #8 – Increased Response Times for Fire, Rescue, and Emergency Services from Permanent Road Closures of CH 3.13, Safety and Security, of the Final EIR/EIS explains that the project design would include coordination with emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs, resulting in negligible effects on response times by service providers. Therefore,

BO035-3

homeowner insurance rates will not increase as a result of the project.

As stated in Section 3.2.2.2, the project will be subject to the California Streets and Highways Code (Section 1 et seq.) The code provides the standards for administering the statewide streets and highways system. Designated state route and interstate highway facilities are under the jurisdiction of the California Department of Transportation (Caltrans), except where facility management has been delegated to the county transportation authority.

There will not be a significant increase in agricultural vehicle wear & tear or fuel costs. The width of the constructed roadway overpasses would accommodate both farm equipment and school buses traveling in opposite lanes and will adhere to county safety standards, and will therefore not increase the opportunity for vehicle accidents, including accidents involving school children. All of the potential environmental health and safety to risks to children were analyzed in Appendix 3.12-C, Children's Health and Safety Risk Assessment.

BO035-4

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

BO035-5

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

Although valley fever fungi are commonly found in the soil in the Central Valley and can be stirred into the air by anything that disrupts the soil, the potential for the operational HST to generate dust through induced air flow is low. Therefore, the impacts from valley fever during operations will be less than significant. In addition, the dust minimization measures listed in Section 3.3.8 of the Final EIR/EIS will further reduce fugitive dust emissions to a less-than-significant impact. Valley fever spores would be released when the soil is disturbed; however, due to the minimization measures, fugitive dust disturbance during construction will be minimal. Therefore, impacts from valley fever spores would be less than significant.

Response to Submission BO035 (Alan Scott, Citizens for California High Speed Rail Accountability, October 18, 2012) - Continued

BO035-6

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

BO035-7

Refer to Standard Response FB-Response-PU&E-02.

The proposed HST project does not require the construction of a new power plant or other energy-generation facilities.

BO035-8

Topic XIV of the California Environmental Quality Act (CEQA) Guidelines Appendix G inquires: "Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services…"

Impact analysis under CEQA is intended to focus on the direct or indirect physical change that may occur as a result of a project. In the case of public services, that change would be embodied in the indirect impact of new or improved (i.e., physically altered) facilities. The change does not include the need for vehicles or staffing that are not related to facilities. As found in *Goleta Union School Dist v. Regents of the Univ of California* (1995, 37 Cal.App.4th 1025), which held that school overcrowding by itself is not a CEQA issue, the question is whether there would be a need for new fire service facilities and whether such facilities would reasonably and foreseeably have a significant impact on the environment.

As discussed in Section 3.11, Safety and Security, of the EIR/EIS, the HST is an electrified passenger train. Therefore, in the event of an accident, there would not be a fire, explosion, or release of toxic gases associated with fuel or cargo. The design of the system also substantially minimizes the potential for accidents resulting in the derailment of trains.

The HST design takes a collision-avoidance approach (Rao and Tsai 2007; Wyre 2011) to preventing train-to-train accidents or collisions with objects entering the HST right-of-

BO035-8

way. HST systems take advantage of a system-design approach in which the HST, the automatic train control system, the electrification system, and the rail infrastructure include automation that will control or stop the trains without relying on human involvement. The general approach for the automatic train control system is to monitor the location and speed of all trains on the high-speed network and to coordinate and maintain enough physical separation to allow safe braking. If a fault occurs within the HST network (e.g., as a result of an intrusion, derailment, significant natural event such as earthquake), the automatic train control system will immediately slow or stop the train and minimize or eliminate a potential hazard. In areas of high risk, the system-design approach can also provide protection from other intrusions into the HST corridor (e.g., errant automobiles, trucks, or other unauthorized entry) by the use of intrusion-detection and other monitoring equipment to detect a fault and initiate action, as needed.

This design approach has been very successful in preventing major accidents on fully dedicated HST systems. Since 1964 and the inauguration of the first HST service in Japan, Japanese HST trains (the *Shinkansen*) have maintained a record of no passenger fatalities or injuries due to train accidents, including derailments or collisions (Central Japan Railway Company 2011). In France, HSTs (the TGV) have been operating for 27 years and currently carry more than 100 million passengers a year. Like Japan, the French HST system has not had a single HST-related passenger fatality on its dedicated HST trackway, which is similar to the dedicated trackway proposed for the California HST System (TGVweb 2011). Unlike France and Japan, Germany's HST, the InterCity Express (ICE) does not use an entirely dedicated track system, but shares track with freight and conventional passenger rail. An HST accident in the late 1990s prompted design changes to the wheels of German ICE trains to remedy a design flaw (National Aeronautics and Space Administration 2007; North East Wales Institute of Higher Education 2004). German ICE trains carry more than 66 million passengers a year.

High-speed train service was introduced in China in 2007 and that country now has 6,012 miles of high-speed rail lines, the most of any country in the world (Railway-Technology.com 2012). On July 23, 2011, a high-speed train rear-ended another high-speed train on a viaduct in Wenzhou, killing 40 people and injuring 72. The crash was caused by the failure of signaling equipment. This equipment was determined to have a

Response to Submission BO035 (Alan Scott, Citizens for California High Speed Rail Accountability, October 18, 2012) - Continued

BO035-8

flawed design that was not properly identified during its development. The official investigation found that the accident was symptomatic of a lack of emphasis on safety by the management of China's rapidly growing high-speed train industry (Areddy 2011).

Given the design approach of HST systems to prevent accidents and the long-term success of that approach when applied appropriately, there is a reduced need for special emergency equipment along the HST alignment.

As indicated in Section 3.11.6, Project Design Features, of the EIR/EIS, the Authority will develop fire/life safety programs (FLSPs) to implement the requirements set forth in the Federal Rail Safety Act. FLSPs address the safety of passengers and employees during emergency response. The FLSPs will address the needs of disabled persons. The FLSPs will be coordinated with local emergency response organizations to provide them with an understanding of the rail system, facilities and operations and to obtain their input for modifications to emergency response operations and facilities, such as evacuation routes.

The Authority recognizes that the increased numbers of people near stations and at the heavy maintenance facility (HMF) may require expansion of emergency facilities and has included Mitigation Measure S&S-MM #1 to address that impact.

BO035-9

Refer to Standard Response FB-Response-S&S-03, FB-Response-S&S-04.

BO035-10

Refer to Standard Response FB-Response-TR-02, FB-Response-S&S-01.

BO035-11

As stated in Section 3.11.6, Project Design Features, of the EIR/EIS, the Authority is preparing system security plans to address design features intended to maintain security at the stations within the track right-of-way, at stations, and onboard trains. The design standards and guidelines require emergency walkways on both sides of the tracks for both elevated and at-grade sections. Adequate space would be present along at-grade

BO035-11

sections of the alignment to allow for emergency response access. Ground access would be available for elevated tracks where access to ground equipment is required. This ground access could be used in the event of an emergency. Additional ground access would be considered, consistent with fire and rescue procedures and where practical operational standards include a system-specific police force.

The Authority's Urban Design Guidelines (Authority 2011i) require implementing the principles of Crime Prevention through Environmental Design. These principles constitute a design method that focuses on reducing opportunities for crime through the design and management of the physical environment. Four basic principles of Crime Prevention through Environmental Design will be considered during station and site planning: territoriality (designing physical elements that express ownership of the station or site); natural surveillance (arranging physical features to maximize visibility); improved sightlines (provide clear views of surrounding areas); and access control (physical guidance of people coming and going from a space).

BO035-12

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

BO035-13

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

This comment provides an opinion that the cost estimate developed for the project is inaccurate. No information is provided in these comments to substantiate that opinion.

An EIR project description is intended to be general, not detailed (CEQA Guidelines § 15124[c]). Final design or even advanced design of infrastructure is not required in the project description (*Dry Creek Citizens Coalition v. County of Tulare* [1999] 70 Cal.App.4th 20, 36). The question is whether the project description narrowed the scope of environmental review or prevented full understanding of the project and its consequences (Ibid.)

Abundant substantive evidence in the record demonstrates the project description was more than adequate for the environmental analysis of the project. The term "15%

Response to Submission BO035 (Alan Scott, Citizens for California High Speed Rail Accountability, October 18, 2012) - Continued

BO035-13

design" is an engineering term of art that refers to the level of engineering prepared on HST project elements for the EIR. The 15% design generates detailed information, like the horizontal and vertical locations of track, cross sections of the infrastructure with measurements, precise station footprints with site configuration, and temporary construction staging sites and facilities. The 15% design also yields a "project footprint" overlaid on parcel maps, which shows the outside envelope of all disturbance, including both permanent infrastructure and temporary construction activity. This 15% design translated into a project description in the EIR with 100% of the information that is required under CEQA Guidelines Section 1512447 (see *Dry Creek*, supra, 70 Cal.App.4th at pp. 27-36 [upholding EIR conceptual project description as inadequate when based on preliminary design]).

A higher level of design is not necessary because a 15% design provides sufficient information for a conservative environmental analysis. A higher level of design provides refinement, but does not yield more information needed for adequate CEQA review. For example, if a lead agency knows the location, size, and basic design of a building, it has enough information for environmental review. The details about whether the water system will use PVC or copper pipe or whether the windows will be vinyl or wood are not necessary for assessing the impacts of building construction. Further, it is common practice with larger transportation infrastructure projects to prepare environmental analysis before completing final design.

Submission BO036 (Cindy M. Kelly, Martin Kelly Farms, October 18, 2012)

CALIFORNIA High-Speed Rail Authority

Comment Card
Tarjeta de Commentarios

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

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

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

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

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

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

Name/Nombre: Cindy M. Kelly
Organization/Organización: Martin-Kelly Farms
Address/Domicilio: 4334 13 1/4 Ave
Phone Number/Número de Teléfono: (559) 587-1308
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, Ca 93230
E-mail Address/Correo Electrónico: Walnutwoman CMK@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

BO036-1 The Western Alignment of the HSR bisects our 150 acre Walnut grove. The HSRA has NOT answered my questions of "How will we access the back 100 acres?" We are surrounded by three other land owners in the back, no public roads. "How will we access our well on the front 50 acres?". Their answer is "we have to make it right". The fact is, it will NEVER be "right"! Who will abandon their car in Madera to travel to Bakersfield??? Why don't you run this thing down the middle of I-5, SF to LA, where people will really use it!!! The front 50 acre section is a

BO036-2

BO036-3 separate parcel they say will not be affected, even though it runs 1,000 ft from our home...

Response to Submission BO036 (Cindy M. Kelly, Martin Kelly Farms, October 18, 2012)

BO036-1

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

BO036-2

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

BO036-3

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

For information on potential HST project impacts on property values see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012h).

Submission I037 (Carey Madrigal, October 19, 2012)

CALIFORNIA High-Speed Rail Authority

Comment Card
Tarjeta de Commentarios

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

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

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

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

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

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

Name/Nombre: Carey Madrigal
Organization/Organización: Homeowner
Address/Domicilio: 8930 Frontier St.
Phone Number/Número de Teléfono: 559-584-9554
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230
E-mail Address/Correo Electrónico: —
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I037-1 Has research been completed on how the water level drops and how long it takes to drop with all of the new wells being drilled to replace those in the way of the rail?

How will this affect domestic wells?

CALIFORNIA High-Speed Rail Authority

Comment Card
Tarjeta de Commentarios

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

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

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

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

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

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

Name/Nombre: Carey Madrigal
Organization/Organización: Homeowner
Address/Domicilio: 8930 Frontier St.
Phone Number/Número de Teléfono: 559-584-9554
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230
E-mail Address/Correo Electrónico: —
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I037-2 Has research been done on the effect the sound of the rail has on students who hear it day after day when they are at recess?

I037-3 Has any funding been set aside for schools that are close to the rail for sound proofing their classrooms? There will be three of those schools in our area. 2 Elementary 1 High School

Response to Submission I037 (Carey Madrigal, October 19, 2012)

I037-1

As described in Section 3.8.4.2 of the Revised DEIR/Supplemental DEIS, research has been conducted to characterize groundwater at the subbasin or regional level. The potentially significant effect identified and analyzed was the introduction of new water uses, such as stations and the HMF facility. Where agricultural wells need to be relocated, it is anticipated that they will be relocated in the same vicinity as the original well and that they will pump at the same rates as they did prior to being relocated. No new wells in addition to the wells installed to replace wells impacted by the HST project are anticipated beyond those discussed in the Revised DEIR/Supplemental DEIS.

I037-2

There are no long-term health or hearing-loss issues associated with operations. Children tend to acclimate to the given noise environment.

I037-3

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

Chapter 55. Errata

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr><td colspan="6">Volume I</td></tr>
<tr><td>1</td><td>S-65 to S-66</td><td>Table S-3 in the Summary</td><td>
<table>
<tr><th colspan="3">Project Impacts</th></tr>
<tr><td>TR#13: HST Station Area Future (2035) Plus Project Roadway Impacts</td><td>TR MM#15: Add New Lanes to Roadway</td><td>Less than significant</td></tr>
<tr><td>TR#13: HST Station Area Future (2035) Plus Project Intersection Impacts</td><td>TR MM#10: Add Signal to Intersection to Improve LOS/Operation.
TR MM#11: Restripe Intersections.
TR MM#12: Revise Signal Cycle Length.
TR MM#13: Widen Approaches to Intersections.
TR MM#14: Add Exclusive Turn Lanes to Intersections.</td><td>Less than significant</td></tr>
<tr><td>TR #14: HMF Site Future (2035) Plus Project Roadway Impacts</td><td>TR MM#10: Add Signal to Intersection to Improve LOS/Operation.</td><td>Less than significant</td></tr>
<tr><td>TR #14: HMF Site Future (2035) Plus Project Intersection Impacts</td><td>TR MM#10: Add Signal to Intersection to Improve LOS/Operation.</td><td>Less than significant</td></tr>
<tr><td>TR #15: City of Corcoran Networks Impacts</td><td>TR MM#10: Add Signal to Intersection to Improve LOS/Operation.</td><td>Less than significant</td></tr>
</table>
</td><td>
<table>
<tr><th colspan="3">Project Impacts</th></tr>
<tr><td>TR#13: HST Station Area Future (2035) Plus Project Roadway Impacts</td><td>TR MM#~~158~~: Add New Lanes to Roadway</td><td>Less than significant</td></tr>
<tr><td>TR#13: HST Station Area Future (2035) Plus Project Intersection Impacts</td><td>TR MM#~~103~~: Add Signal to Intersection to Improve LOS/Operation.
TR MM#~~114~~: Restripe Intersections.
TR MM#~~125~~: Revise Signal Cycle Length.
TR MM#~~136~~: Widen Approaches to Intersections.
TR MM#~~147~~: Add Exclusive Turn Lanes to Intersections.</td><td>Less than significant</td></tr>
<tr><td>TR #14: HMF Site Future (2035) Plus Project Roadway Impacts</td><td>TR MM#~~103~~: Add Signal to Intersection to Improve LOS/Operation.</td><td>Less than significant</td></tr>
<tr><td>TR #14: HMF Site Future (2035) Plus Project Intersection Impacts</td><td>TR MM#~~103~~: Add Signal to Intersection to Improve LOS/Operation.</td><td>Less than significant</td></tr>
<tr><td>TR #15: City of Corcoran Networks Impacts</td><td>TR MM#~~103~~: Add Signal to Intersection to Improve LOS/Operation.</td><td>Less than significant</td></tr>
</table>
</td><td>Corrections to mitigation-measure numbering</td></tr>
</table>

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr>
<td>2</td>
<td>S-89</td>
<td>Table S-3 in the Summary</td>
<td>
<table>
<tr><th>Impact</th><th>Mitigation Measure</th><th>CEQA Level of Significance after Mitigation</th></tr>
<tr><td>AVR #4: The HST project would create a new source of substantial light and glare.</td><td>AVR-MM #1b: Minimize Light Disturbance During Construction</td><td>Less than significant</td></tr>
</table>
</td>
<td>
<table>
<tr><th>Impact</th><th>Mitigation Measure</th><th>CEQA Level of Significance after Mitigation</th></tr>
<tr><td>~~AVR #4: The HST project would create a new source of substantial light and glare.~~</td><td>~~AVR-MM #1b: Minimize Light Disturbance During Construction~~</td><td>~~Less than significant~~</td></tr>
</table>
</td>
<td>Consistency with the impact discussion for project impacts contained in Final EIR/EIS, Chapter 3.16, Aesthetic and Visual Resources</td>
</tr>
<tr>
<td>3</td>
<td>3.3-88</td>
<td>Mitigation Measure AQ-MM#4</td>
<td>AQ-MM#4: Offset Project Construction Emissions Through an SJVAPCD VERA. This mitigation measure would address AQ Impact #1 (Common Regional Air Quality Impacts During Construction) that would exceed the GC applicability and CEQA emissions thresholds for VOC and NOx, and the CEQA emission thresholds for PM10 and PM2.5. The Authority and SJVAPCD will enter into a contractual agreement to mitigate (by offsetting) to net zero the project's actual emissions from construction equipment and vehicle exhaust emissions of VOC, NOx, PM10, and PM2.5. The agreement will provide funds for the district's Emission Reduction Incentive Program (SJVAPCD 2011) to fund grants for projects that achieve emission reductions, with preference given to highly impacted communities, thus offsetting project-related impacts on air quality. Projects funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors. The mitigation is the offsets, but the VERA is one mechanism to accomplish the offsets. To lower overall cost, funding for the VERA program to cover estimated construction emissions for any funded construction phase will be provided at the beginning of the construction phase if feasible. At a minimum, funding shall be provided so that mitigation/offsets will occur in the year of impact, or as otherwise permitted by 40 C.F.R. Part 93 Section 93.163</td>
<td>AQ-MM#4: Offset Project Construction Emissions Through an SJVAPCD VERA. This mitigation measure would address AQ Impact #1 (Common Regional Air Quality Impacts During Construction) that would exceed the GC applicability and CEQA emissions thresholds for VOC and NOx, and the CEQA emission thresholds for PM10 and PM2.5. The Authority and SJVAPCD will enter into a contractual agreement to mitigate (by offsetting) to net zero for all construction years the project's actual emissions from construction equipment and vehicle exhaust emissions of VOC, NOx, PM10, and PM2.5. The agreement will provide funds for the district's Emission Reduction Incentive Program (SJVAPCD 2011) to fund grants for projects that achieve emission reductions, with preference given to highly impacted communities, thus offsetting project-related impacts on air quality. Projects funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors. The mitigation is the offsets, but the VERA is one mechanism to accomplish the offsets. To lower overall cost, funding for the VERA program to cover estimated construction emissions for any funded construction phase will be provided at the beginning of the construction phase if feasible. At a minimum, funding shall be provided so that mitigation/offsets will occur in the year of impact, or as otherwise permitted by 40 C.F.R. Part 93 Section 93.163</td>
<td>More clarity; no change to intent</td>
</tr>
<tr>
<td>4</td>
<td>3.3-88 to 3.3-89</td>
<td>Mitigation Measure AQ-MM#5</td>
<td>AQ-MM#5: Purchase Offsets and Offsite Emission Mitigation for Emissions Associated with Hauling Ballast Material in Certain Air Districts. This mitigation measure will apply to scenarios where the ballast material is hauled from quarries outside the SJVAB. NO_x offsets will be purchased from the appropriate air districts. At a minimum,</td>
<td>AQ-MM#5: Purchase Offsets and Offsite Emission Mitigation for Emissions Associated with Hauling Ballast Material in Certain Air Districts. This mitigation measure will apply to scenarios where the ballast material is hauled from quarries outside the SJVAB. To determine whether an exceedance will occur based on actual hauling</td>
<td>Provide clearer guidance regarding implementation of Mitigation Measure AQ-</td>
</tr>
</table>

No.	Page	Paragraph or Section	Current Text	New Text	Explanation
			mitigation/offsets will occur in the year of impact or as otherwise permitted by 40 C.F.R. Part 93 Section 93.163. The Mojave Desert AQMD's emission bank has 2,061 tons of NO_x credits (MDAQMD 2012); therefore, there should be enough NO_x credits to offset approximately 6 tons per year from this project in the Mojave Desert AQMD. The exact number of NO_x credits in the SCAQMD RECLAIM program is unknown, but 1,199 tons of NO_x credits were traded in 2011 and 235 tons of NO_x credits were traded in 2012 (SCAQMD 2012). Therefore, there should be enough available NO_x credits in the program to offset approximately 75 tons of NO_x per year from this project in the SCAQMD. In the Bay Area AQMD, any material emissions above the district's significance threshold will be mitigated through an offsite emission mitigation program to achieve emission reduction due to material hauling in the Bay Area AQMD. Potential offsite mitigation programs include the Bay Area AQMD's Carl Moyer Memorial Air Quality Standards Attainment Program (CMP) or other air district emission reduction incentive programs. Depending on the final location selected to obtain ballast material, this would amount to a maximum of 3 tons of NO_x credits.	activities, the Authority shall at the beginning of each calendar year or as soon as practicable thereafter to obtain the most up-to-date information, based on actual or projected contractor-specific information about hauling in the Mojave AQMD, South Coast AQMD and Bay Area AQMD, calculate for the next calendar year using the same methodology used in this EIR/EIS the expected NOx emissions from hauling activities in those districts. If, based on that calculation, exceedance of the applicable NOx threshold(s) is anticipated to occur in that next calendar year, the Authority will secure from the appropriate air district(s) or other appropriate source, the production or generation of a sufficient quantity of NOx offsets for that calendar year necessary to achieve conformity (in the case of exceedance of GC thresholds) and/or to result in net NOx generation below the applicable CEQA threshold(s). ~~NOx offsets will be purchased from the appropriate air districts.~~ At a minimum, mitigation/offsets will occur in the year of impact or as otherwise permitted by 40 C.F.R. Part 93 Section 93.163. The Mojave Desert AQMD's emission bank has 2,061 tons of NOx credits (MDAQMD 2012); therefore, there should be enough NOx credits to offset approximately 6 tons per year from this project in the Mojave Desert AQMD. The exact number of NOx credits in the SCAQMD RECLAIM program is unknown, but 1,199 tons of NOx credits were traded in 2011 and 235 tons of NOx credits were traded in 2012 (SCAQMD 2012). Therefore, there should be enough available NOx credits in the program to offset approximately 75 tons of NOx per year from this project in the SCAQMD. In the Bay Area AQMD, any material emissions above the district's significance threshold will be mitigated through an offsite emission mitigation program to achieve emission reduction due to material hauling in the Bay Area AQMD. Potential offsite mitigation programs include the Bay Area AQMD's Carl Moyer Memorial Air Quality Standards Attainment Program (CMP) or other air district emission reduction incentive programs. Depending on the final location selected to obtain ballast material, this would amount to a maximum of 3 tons of NOx credits.	MM#5

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr><td>5</td><td>3.4-80</td><td>Table 3.4-35 (first column; last row)</td><td>N&V#6: Traffic Noise
The Hanford East Station Alternative and the BNSF through Corcoran would result in increases in traffic volume that would result in an increase in the future peak-hour noise level.</td><td>N&V#6: Traffic Noise
The ~~Hanford~~ Kings/Tulare Regional Station - East Alternative and the BNSF through Corcoran would result in increases in traffic volume that would result in an increase in the future peak-hour noise level.</td><td>Consistency with Final EIR/EIS nomenclature</td></tr>
<tr><td>6</td><td>3.6-80

S-69</td><td>Table 3.6-21

Table S-3</td><td><table><tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr><tr><td colspan="4">Project</td></tr><tr><td>PU&E#8 Potential Conflicts with Fixed Electrical Facilities</td><td>Significant</td><td>PU&# MM#1: Reconfigure or relocate substations and/or ancillary components</td><td>Less than significant</td></tr></table></td><td><table><tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr><tr><td colspan="4">Project</td></tr><tr><td>PU&E#5: Conflicts with Existing Utilities</td><td>Significant</td><td>PU&E MM#1: Reconfigure or relocate substations and/or ancillary components</td><td>Less than significant</td></tr><tr><td>PU&E#8 Potential Conflicts with Fixed Electrical Facilities</td><td>Significant</td><td>PU&# MM#1: Reconfigure or relocate substations and/or ancillary components</td><td>Less than significant</td></tr></table></td><td>Consistency with discussion of Impact PU&E #5 (Conflicts with Existing Facilities) in the text of the Final EIR/EIS; page 54 (second paragraph) in that discussion identified PU&E MM#5 as significant</td></tr>
<tr><td>7</td><td>3.12-145 to 3.12-146

S-78</td><td>Table 3.12-18

Table S-3</td><td><table><tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr><tr><td colspan="4">Project</td></tr><tr><td>SO#6 Division of existing community Ponderosa Road/Edna Way east of Hanford, the Newark Avenue and Waukena Avenue vicinity east of Corcoran, and Crome.</td><td>Significant</td><td>SO-MM#1: Implement measures to reduce impacts associated with the division of residential neighborhoods</td><td>Significant</td></tr><tr><td>SO #6: Division of existing community in the Bakersfield</td><td>Significant</td><td>SO-MM#2: Implement measures to reduce impacts associated with the division of</td><td>Significant</td></tr></table></td><td><table><tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr><tr><td colspan="4">Project</td></tr><tr><td>SO#6 Division of existing community Ponderosa Road/Edna Way east of Hanford, the Newark Avenue and Waukena Avenue vicinity east of Corcoran, and Crome.</td><td>Significant</td><td>SO-MM#1: Implement measures to reduce impacts associated with the division of residential neighbor-hoods

SO-MM#5: Develop measures to minimize the potential for physical deterioration</td><td>Significant</td></tr><tr><td>SO #6: Division of existing</td><td>Significant</td><td>SO-MM#2: Implement measures to</td><td>Significant</td></tr></table></td><td>Clarify mitigation measures that apply to Impact SO #6 with respect to the division of existing communities</td></tr>
</table>

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><td>Northeast and Central districts.</td><td></td><td>communities.</td><td></td></tr>
<tr><td>SO #6: Division of existing community in the Bakersfield Northwest District.</td><td>Significant</td><td>SO-MM#2: Implement measures to reduce impacts associated with the division of communities.</td><td>Significant</td></tr>
</table>
</td><td>
<table>
<tr><td>community in the Bakersfield Northeast and Central districts.</td><td></td><td>reduce impacts associated with the division of communities.

SO-MM#5: Develop measures to minimize the potential for physical deterioration</td><td></td></tr>
<tr><td>SO #6: Division of existing community in the Bakersfield Northwest District.</td><td>Significant</td><td>SO-MM#2: Implement measures to reduce impacts associated with the division of communities.

SO-MM#5: Develop measures to minimize the potential for physical deterioration</td><td>Significant</td></tr>
</table>
</td><td></td></tr>
<tr><td>8</td><td>3.12-147

S-80</td><td>Table 3.12-18

Table S-3</td><td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td>SO #6: Displacement of government facilities—Bakersfield public works corporation yard, the fleet services downtown facility, Kern County Health and Human Services Department, and Kern Mental Health office—as well as parking</td><td>Significant</td><td>SO-MM#3: Implement measures to reduce impacts associated with the displacement of facilities.</td><td>Less than significant</td></tr>
</table>
</td><td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td>SO #6: Displacement of government facilities—Bakersfield public works corporation yard, the fleet services downtown facility, Kern County Health and Human Services Department, and Kern Mental Health office—as</td><td>Significant</td><td>SO-MM#3: Implement measures to reduce impacts associated with the displacement of facilities.</td><td>Less than significant</td></tr>
</table>
</td><td>Consistency with discussion of Impact SO #7 (Effects to the Regional Agricultural Community) and clarify which mitigation measures apply to this impact; pages 3.12-74 in that discussion identifies SO # 7 as significant</td></tr>
</table>

No.	Page	Paragraph or Section	Current Text				New Text				Explanation
			associated with the Bakersfield Convention Center and temporary construction use of Owens Intermediate School parking area.				well as parking associated with the Bakersfield Convention Center and temporary construction use of Owens Intermediate School parking area.				
							SO #7: Effects to the Regional Agricultural Economy	Significant	SO-MM#1: Implement measures to reduce impacts associated with the division of residential neighbor-hoods. SO-MM#2: Implement measures to reduce impacts associated with the division of communities. SO-MM#4: Provide access modifications to affected farmlands. SO-MM#5: Develop measures to minimize the potential for physical deterioration.	Less than significant	

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr>
<td>9</td>
<td>3.13-64

S-81</td>
<td>Table 3.13-5

Table S-3</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td>LU Impact #5: Indirect changes to adjacent lands at the Kings/Tulare Regional Station sites would substantially change the pattern and intensity of land use in a way that would be incompatible with adjacent land uses.</td><td>Significant</td><td>AG-MM#1: Preserve the Total Amount of Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Unique Farmland.</td><td>Significant</td></tr>
</table>
</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td>LU Impacts #4 and #5: Indirect changes to adjacent lands at the Kings/Tulare Regional Station sites would substantially change the pattern and intensity of land use in a way that would be incompatible with adjacent land uses.</td><td>Significant</td><td>AG-MM#1: Preserve the Total Amount of Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Unique Farmland.</td><td>Significant</td></tr>
</table>
</td>
<td>Consistency with the textual description of Impact #4 (Indirect Effects on Surrounding Land Uses from the HST Alignment, HST Stations, and the HMF); page 3.13-50 and 3.13-51 in the Station Planning, Land Use, and Development Chapter identifies LU #4 as significant</td>
</tr>
<tr>
<td>10</td>
<td>3.15-52

S-83</td>
<td>Table 3.15-7

Table S-3</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Construction Period</td></tr>
<tr><td>PK#1 McMurtrey Aquatic Center. Construction activities for the Bakersfield South and Bakersfield Hybrid alternatives would increase noise exposure.</td><td>Significant</td><td>Mitigation measures as outlined in Section 3.4, Noise and Vibration: N&V-MM#1 and N&V-MM#2</td><td>Less than significant</td></tr>
</table>
</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Construction Period</td></tr>
<tr><td>PK#1 McMurtrey Aquatic Center. Construction activities for the BNSF, Bakersfield South and Bakersfield Hybrid alternatives would increase noise exposure.</td><td>Significant</td><td>Mitigation measures as outlined in Section 3.4, Noise and Vibration: N&V-MM#1 and N&V-MM#2</td><td>Less than significant</td></tr>
</table>
</td>
<td>Consistency with Final EIR/EIS's textual description of construction period impacts of the BNSF alternative on the McMurtrey Aquatic Center</td>
</tr>
</table>

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr>
<td>11</td>
<td>3.15-52

S-83</td>
<td>Table 3.15-7

Table S-3</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Construction Period</td></tr>
<tr><td>PK#1 Bakersfield Amtrak Station Playground. Construction activities for the BNSF alternative would increase noise exposure.</td><td>Significant</td><td>Mitigation measures as outlined in Section 3.4, Noise and Vibration: N&V-MM#1 and N&V-MM#2</td><td>Less than significant</td></tr>
</table>
</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Construction Period</td></tr>
<tr><td>~~PK#1 Bakersfield Amtrak Station Playground. Construction activities for the BNSF alternative would increase noise exposure.~~</td><td>~~Significant~~</td><td>~~Mitigation measures as outlined in Section 3.4, Noise and Vibration: N&V-MM#1 and N&V-MM#2~~</td><td>~~Less than significant~~</td></tr>
</table>
</td>
<td>Consistency with the Final EIR/EIS's textual description of the BNSF alternative's construction-period impacts on the Bakersfield Station Playground</td>
</tr>
<tr>
<td>12</td>
<td>3.15-53

S-85</td>
<td>Table 3.15-7

Table S-3</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Project Period</td></tr>
<tr><td>PK#4 Colonel Allensworth State Historic Park. HST operation of the BNSF Alternative would increase noise exposure.</td><td>Significant</td><td>Mitigation measure as outlined in Section 3.4, Noise and Vibration: N&V-MM#3.</td><td>Less than significant</td></tr>
</table>
</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Project Period</td></tr>
<tr><td>~~PK#4 Colonel Allensworth State Historic Park. HST operation of the BNSF Alternative would increase noise exposure.~~</td><td>~~Significant~~</td><td>~~Mitigation measure as outlined in Section 3.4, Noise and Vibration: N&V-MM#3.~~</td><td>~~Less than significant~~</td></tr>
</table>
</td>
<td>Consistency with the Final EIR/EIS's textual description of the BNSF alternative's project-period impacts on the Colonel Allensworth State Historic Park</td>
</tr>
<tr>
<td>13</td>
<td>3.15-53

S-86</td>
<td>Table 3.15-7

Table S-3</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Project Period</td></tr>
<tr><td>PK#4 McMurtrey Aquatic Center. HST operation of the Bakersfield South, and Bakersfield Hybrid Alternative would increase noise exposure.</td><td>Significant</td><td>Mitigation measure as outlined in Section 3.4, Noise and Vibration: N&V-MM#3.</td><td>Less than significant</td></tr>
</table>
</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Project Period</td></tr>
<tr><td>PK#4 McMurtrey Aquatic Center. HST operation of the BNSF, Bakersfield South, and Bakersfield Hybrid Alternative would increase noise exposure.</td><td>Significant</td><td>Mitigation measure as outlined in Section 3.4, Noise and Vibration: N&V-MM#3.</td><td>Less than significant</td></tr>
</table>
</td>
<td>Consistency with Final EIR/EIS's textual description of project-period impacts of the BNSF alternative on the McMurtrey Aquatic Center)</td>
</tr>
</table>

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr><td>14</td><td>3.15-54

S-87</td><td>Table 3.15-7

Table S-3</td><td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Project Period</td></tr>
<tr><td>PK#4 Bakersfield Amtrak Station Playground. HST operation of the BNSF, Bakersfield South, and Bakersfield Hybrid Alternatives would substantially degrade the existing visual character of the site and its surroundings.</td><td>Significant</td><td>Mitigation measures as outlined in Section 3.16, Aesthetics and Visual Resources: AVR-MM#2a – #2f.</td><td>Significant</td></tr>
</table>
</td><td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Project Period</td></tr>
<tr><td>PK#4 Bakersfield Amtrak Station Playground. HST operation of the BNSF, Bakersfield South, and Bakersfield Hybrid Alternatives would substantially degrade the existing visual character of the site and its surroundings.</td><td>Significant</td><td>Mitigation measures as outlined in Section 3.16, Aesthetics and Visual Resources: AVR-MM#2a – #2~~f~~g.</td><td>Significant</td></tr>
</table>
</td><td>Clarify that Mitigation Measure AVR-MM#2g (provide sound barrier treatments) applies to project impacts to the Bakersfield Amtrak Station Playground</td></tr>
<tr><td>15</td><td>3.15-55</td><td>Table 3.15-8</td><td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Construction Period</td></tr>
<tr><td>PK#1 Common Aesthetics and Visual Quality Impacts. For all alternatives, construction activities would cause visual impacts to school district recreation facilities.</td><td>Significant</td><td>Mitigation measures as outlined in Section 3.16, Aesthetics and Visual Resources: AVR-MM#1a and AVR-MM#1b.</td><td>Less than significant</td></tr>
</table>
</td><td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Construction Period</td></tr>
<tr><td>~~PK#1 Common Aesthetics and Visual Quality Impacts. For all alternatives, construction activities would cause visual impacts to school district recreation facilities.~~</td><td>~~Significant~~</td><td>~~Mitigation measures as outlined in Section 3.16, Aesthetics and Visual Resources: AVR-MM#1a and AVR-MM#1b.~~</td><td>~~Less than significant~~</td></tr>
</table>
</td><td>Consistency with the Final EIR/EIS's textual discussion of the project's construction-period impacts on school district play areas and recreational facilities</td></tr>
</table>

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr><td>16</td><td>3.16-66</td><td>Table 3.16-3 Regarding the impacts of the Bakersfield South and Bakersfield Hybrid Alternatives on the Central Bakersfield Landscape Unit</td><td>
<table>
<tr><th>Landscape Unit</th><th>Bakersfield South Alternative</th><th>Bakersfield Hybrid Alternative</th></tr>
<tr><td>Central Bakersfield</td><td>Less than significant (CEQA) Negligible intensity (NEPA) Station: Beneficial (NEPA)</td><td>Less than significant (CEQA) Negligible intensity (NEPA) Station: Beneficial (NEPA)</td></tr>
</table>
</td><td>
<table>
<tr><th>Landscape Unit</th><th>Bakersfield South Alternative</th><th>Bakersfield Hybrid Alternative</th></tr>
<tr><td>Central Bakersfield</td><td>~~Less than~~ ~~s~~Significant (CEQA) ~~Negligible~~ Substantial intensity (NEPA) Station: Beneficial (NEPA)</td><td>~~Less than~~ sSignificant (CEQA) ~~Negligible~~ Substantial intensity (NEPA) Station: Beneficial (NEPA)</td></tr>
</table>
</td><td>Consistency with textual description of impacts of the Bakersfield South and Bakersfield Hybrid alternatives to the Central Bakersfield Landscape Unit and consistency with Table 3.16-5; impact was identified on page 3.16-121 as significant</td></tr>
<tr><td>17</td><td>3.16-148 to 3.16-49</td><td>Table 3.16-5</td><td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Project</td></tr>
<tr><td>AVR#4: Lower visual quality in the Rural Valley/ Agricultural Landscape Unit. Impacts on the existing visual character and quality of the site and its surroundings, as seen by nearby rural residents due to at-grade and elevated structures, HSTs, road overcrossings, or other prominent project features.</td><td></td><td></td><td></td></tr>
</table>
</td><td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Project</td></tr>
<tr><td>AVR#4: Lower visual quality in the Rural Valley/ Agricultural Landscape Unit. Impacts on the existing visual character and quality of the site and its surroundings, as seen by nearby rural residents due to at-grade and elevated structures, HSTs, road overcrossings, or other prominent project features.</td><td></td><td></td><td></td></tr>
</table>
</td><td>Clarify that Mitigation Measure AVR-MM#2b (Integrate Elevated Guideway into Affected Cities, Parks, Trail, and Urban Core Designs applies to the Corcoran Bypass Alternative's impacts on AVR#4</td></tr>
</table>

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><td>Corcoran Bypass Alternative</td><td>Significant</td><td>AVR-MM#2a
AVR-MM#2c
AVR-MM#2d
AVR-MM#2e
AVR-MM#2f
AVR-MM#2g
AVR-MM#2h</td><td>Significant</td></tr>
</table>
</td><td>
<table>
<tr><td>Corcoran Bypass Alternative</td><td>Significant</td><td>AVR-MM#2a
AVR-MM#2b
AVR-MM#2c
AVR-MM#2d
AVR-MM#2e
AVR-MM#2f
AVR-MM#2g
AVR-MM#2h</td><td>Significant</td></tr>
</table>
</td><td></td></tr>
<tr><td>18</td><td>3.16-149

S-88</td><td>Table 3.16-5

Table S-3</td><td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Project</td></tr>
<tr><td>AVR#4: Lower visual quality in Corcoran, Wasco, Shafter, and Allensworth State Historic Park Landscape Units. Impacts on the existing visual character and quality of the site and its surroundings due to at-grade and elevated structures, HSTs, road overcrossings, or other prominent project features.</td><td></td><td></td><td></td></tr>
<tr><td>BNSF Alternative</td><td>Significant</td><td>AVR-MM#2a
AVR-MM#2b
AVR-MM#2c
AVR-MM#2d
AVR-MM#2e
AVR-MM#2f
AVR-MM#2g</td><td>Significant</td></tr>
</table>
</td><td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td colspan="4">Project</td></tr>
<tr><td>AVR#4: Lower visual quality in Corcoran, Wasco, Shafter, and Allensworth State Historic Park Landscape Units. Impacts on the existing visual character and quality of the site and its surroundings due to at-grade and elevated structures, HSTs, road overcrossings, or other prominent project features.</td><td></td><td></td><td></td></tr>
<tr><td>BNSF Alternative</td><td>Significant</td><td>AVR-MM#2a
AVR-MM#2b
AVR-MM#2c
AVR-MM#2d
AVR-MM#2e
AVR-MM#2f
AVR-MM#2g
AVR-MM#2h</td><td>Significant</td></tr>
</table>
</td><td>Clarify that Mitigation Measure AVR-MM#2h (Screen Traction Power Distribution Facilities) applies to the BNSF Alternative's project impacts to the Corcoran, Wasco, Shafter, and Allensworth State Historic Park Landscape Unities</td></tr>
</table>

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr>
<td>19</td>
<td>3.16-151

S-89</td>
<td>Table 3.16-5

Table S-3</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td>AVR#4 Sound Barriers would lower visual quality or block views.</td><td></td><td></td><td></td></tr>
<tr><td>All alternatives</td><td>Significant</td><td>AVR-MM#2a
AVR-MM#2b
AVR-MM#2c
AVR-MM#2d
AVR-MM#2e
AVR-MM#2f</td><td>Significant</td></tr>
</table>
</td>
<td>
<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation Measure</th><th>Level of Significance after Mitigation</th></tr>
<tr><td>AVR#4 Sound Barriers would lower visual quality or block views.</td><td></td><td></td><td></td></tr>
<tr><td>All alternatives</td><td>Significant</td><td>AVR-MM#2a
AVR-MM#2b
AVR-MM#2c
AVR-MM#2d
AVR-MM#2e
AVR-MM#2f
AVR-MM#2g</td><td>Significant</td></tr>
</table>
</td>
<td>Clarify that Mitigation Measure AVR-MM#2g (provide sound barrier treatments) applies to Impact AVR#4</td>
</tr>
<tr>
<td>20</td>
<td>3.17-131 to 3.17-132

S-91</td>
<td>Mitigation Measure CUL-MM#5

Table S-3</td>
<td>Cul-MM#5: Conduct Preconstruction Geoarchaeological Testing in Proximity to CA-KER-2507

Ground-disturbing activities have the potential to affect archaeological remains and can occur in an area that has been determined through research or surface survey to be an area that is sensitive for the presence of buried archaeological remains. The Bakersfield South Alternative would construct HST rail in the vicinity of the recorded boundaries of CA-KER-2507, the reported location of the village site Woilo. The Authority does not currently have permission to enter at this location. The reported location of this site has been leveled and urbanized, and subsurface testing within the boundaries of the former Amtrak station concluded that no elements of the site exist (Chase 1994). Therefore, while the documented site does not retain sufficient integrity to qualify as a significant resource, unknown archaeological deposits may still exist intact in the area of the proposed construction in the railway right-of-way at this location.

The geoarchaeological study conducted for the Fresno to Bakersfield Section also concluded that this location would be highly sensitive for buried deposit potential (Authority and FRA 2012a).As the MOA allows for phasing identification efforts, a preconstruction geoarchaeological testing program will be implemented to help identify whether substantial archaeological deposits exist within the APE at the recorded location of CA-KER-2507. This investigation will be conducted</td>
<td>Cul-MM#5: Conduct Preconstruction Geoarchaeological Testing in Proximity to CA-KER-2507 and Conduct Additional Testing and Data Recovery for CA-TUL-473

Mitigation for CA-KER-2507
Ground-disturbing activities have the potential to affect archaeological remains and can occur in an area that has been determined through research or surface survey to be an area that is sensitive for the presence of buried archaeological remains. The Bakersfield South Alternative would construct HST rail in the vicinity of the recorded boundaries of CA-KER-2507, the reported location of the village site Woilo. The Authority does not currently have permission to enter at this location. The reported location of this site has been leveled and urbanized, and subsurface testing within the boundaries of the former Amtrak station concluded that no elements of the site exist (Chase 1994). Therefore, while the documented site does not retain sufficient integrity to qualify as a significant resource, unknown archaeological deposits may still exist intact in the area of the proposed construction in the railway right-of-way at this location.

The geoarchaeological study conducted for the Fresno to Bakersfield Section also concluded that this location would be highly sensitive for buried deposit potential (Authority and FRA 2012a).As the MOA allows for phasing identification</td>
<td>Clarify mitigation measures associated with the impacts of the Allensworth Bypass Alternative on CA-TUL-473, consistent with the text of the Final EIR/EIS</td>
</tr>
</table>

No.	Page	Paragraph or Section	Current Text	New Text	Explanation
			once permissions to conduct excavations in active rail yards and adjacent businesses have been granted to the Authority. The geoarchaeological testing will be conducted in accordance with the methods disclosed in the Fresno-Bakersfield Geoarchaeological Investigation (Authority and FRA 2012f). Representatives of established Native American organizations will be invited to participate in the testing program prior to initiation of subsurface investigation. Should the geoarchaeological study determine that intact deposits occur at the recorded location of CA-KER-2507, they will be evaluated for significance per mitigation measure Cul-MM#1. If the remains are found significant under Section 106 and CEQA additional provisions found in mitigation measure Cul-MM#1 will be implemented. In the event that cultural resources are exposed during construction, the archaeologist will temporarily halt activities in the immediate vicinity of the discovery and the provisions of mitigation measure Cul-MM#1, including development of a data recovery plan will be implemented.	efforts, a preconstruction geoarchaeological testing program will be implemented to help identify whether substantial archaeological deposits exist within the APE at the recorded location of CA-KER-2507. This investigation will be conducted once permissions to conduct excavations in active rail yards and adjacent businesses have been granted to the Authority. The geoarchaeological testing will be conducted in accordance with the methods disclosed in the Fresno-Bakersfield Geoarchaeological Investigation (Authority and FRA 2012f). Representatives of established Native American organizations will be invited to participate in the testing program prior to initiation of subsurface investigation. Should the geoarchaeological study determine that intact deposits occur at the recorded location of CA-KER-2507, they will be evaluated for significance per mitigation measure Cul-MM#1. If the remains are found significant under Section 106 and CEQA additional provisions found in mitigation measure Cul-MM#1 will be implemented. In the event that cultural resources are exposed during construction, the archaeologist will temporarily halt activities in the immediate vicinity of the discovery and the provisions of mitigation measure Cul-MM#1, including development of a data recovery plan will be implemented. **Mitigation for CA-TUL-473** Additional inventory and evaluation is needed CA-TUL-473, a sparse scatter of lithic debitage and artifacts spread over a plowed field. The general vicinity of the site is located in a sensitive archaeological region given the proximity to Tulare Lake and the abundant resources the lake likely provided in prehistory. The site area is currently the location of bermed holding ponds that are flooded as part of Alpaugh Irrigation District activities, and as a result it was probably a large site that has been disturbed and re-deposited over a large area. Due to the amount of re-deposition or spreading the site has experienced, no intact or discrete deposit at this location was recorded. Due to lack of access there was not enough information available to determine whether the site is eligible for the NRHP or the CRHR. Therefore, an archaeological testing program will be implemented to help identify whether substantial archaeological deposits exist within the APE at the recorded location of CA-TUL-473 when access to the	

No.	Page	Paragraph or Section	Current Text	New Text	Explanation
				parcel is obtained. When access to the parcel is obtained, surveys and evaluative testing for CA-TUL-473 is required in order to assess the site's integrity and significance. Work will include a thorough pedestrian survey of the site followed by the excavation of surface transect units across the site. This work will include a combined program of auguring, trenching, and surface transect units to be placed throughout the site boundaries. Should the testing determine that intact deposits are present at the recorded location of CA-TUL-473, work will include controlled excavation of areas with indications of intact subsurface deposits and the site will be evaluated for significance in accordance with the procedures outlined in the ATP. If the deposits are found significant under Section 106 and CEQA, additional provisions found in the ATP for data recovery will be followed if avoidance is determined to be infeasible.	
21	3.16-136	Mitigation Measure CUL-MM#16	**Cul-MM#16: Engage a Paleontological Resources Specialist to Direct Monitoring during Construction** A paleontological resources specialist (PRS) will be designated for the project who will be responsible for determining where and when paleontological resources monitoring should be conducted. Paleontological resources monitors (PRMs) will be selected by the PRS based on their qualifications, and the scope and nature of their monitoring will be determined and directed based on the Paleontological Resource Monitoring and Mitigation Plan (PRMMP). The PRS will be responsible for developing Worker Environmental Awareness Program training. All management and supervisory personnel and construction workers involved with ground-disturbing activities will be required to take this training before beginning work on the project and will be provided with the necessary resources for responding in case paleontological resources are found during construction. The PRS will document any discoveries, as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.	**Cul-MM#16: Engage a Paleontological Resources Specialist to Direct Monitoring during Construction** A paleontological resources specialist (PRS) will be designated for the project who will be responsible for determining where and when paleontological resources monitoring should be conducted. Paleontological resources monitors (PRMs) will be selected by the PRS based on their qualifications (as detailed in Caltrans Standard Environmental Reference, Environmental Handbook Volume 1, Chapter 8, Paleontology)~~,~~. ~~and t~~The scope and nature of their monitoring will be determined and directed based on the Paleontological Resource Monitoring and Mitigation Plan (PRMMP). The PRS will be responsible for developing Worker Environmental Awareness Program training. All management and supervisory personnel and construction workers involved with ground-disturbing activities will be required to take this training before beginning work on the project and will be provided with the necessary resources for responding in case paleontological resources are found during construction. The PRS will document any discoveries, as needed, evaluate the potential resource, and assess the significance of the find	Minor revisions to mitigation measure to include a more applicable performance standard for impacts to paleontological resources

No.	Page	Paragraph or Section	Current Text	New Text	Explanation
				under ~~the criteria set forth in CEQA Guidelines Section 15064.5~~ the guidance of the recommendations of the Society of Vertebrate Paleontology (Society of Vertebrate Paleontology Conformable Impact Mitigation Guidelines Committee 1995).	
Volume II					
22	Appendix 1A, pp. 1-22	Benefits from Reduction in VMT	The high-speed train project would provide a new travel mode and divert automobile trips to high-speed train trips. The Fresno to Bakersfield Section Project FEIR/FEIS identified a statewide VMT reduction of approximately 21 to 31 million miles daily with the implementation of a HST project as compared to the No Project Alternative in 2035 (FEIR/FEIS, page 3.3-54). The diversion from automobile to HST was estimated to lead to a 7 to 10% statewide reduction in VMT on the state highway system (7% if based on 83% of airfare, 10% if based on 50% of airfare (FEIR/FEIS, page 3.2-37). This equates to approximately 7,700 tons of CO2 per day (FEIR/FEIS, Table 3.3-13, page 3.3-74). The reduction in both automobile and air travel VMT would provide benefits in the form of reduced congestion on both the state's highway system as well as at airports. Within the Fresno, Kern, Kings and Tulare counties project area, the VMT reduction is estimated at 5.4 to 8.0 million miles daily (FEIRS/FEIS, Table 3.3-16, page 3.3-75).	The high-speed train project would provide a new travel mode and divert automobile trips to high-speed train trips. The Fresno to Bakersfield Section Project FEIR/FEIS identified a statewide VMT reduction of approximately 21 to 31 million miles daily with the implementation of a HST project as compared to the No Project Alternative in 2035 (FEIR/FEIS, page 3.3-~~66~~54). The diversion from automobile to HST was estimated to lead to a 7 to 10% statewide reduction in VMT on the state highway system (7% if based on 83% of airfare, 10% if based on 50% of airfare (FEIR/FEIS, page 3.2-37). This equates to approximately 7,700 tons of CO2 per day (FEIR/FEIS, Table 3.3-13, page 3.3-~~66~~74). The reduction in both automobile and air travel VMT would provide benefits in the form of reduced congestion on both the state's highway system as well as at airports. Within the Fresno, Kern, Kings and Tulare counties project area, the VMT reduction is estimated at 5.4 to 8.0 million miles daily (FEIRS/FEIS, Table 3.3-~~15~~6, page 3.3-~~66~~75).	Correction to citations

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr><td>23</td><td>Appendix 2D, pp. 2-D-7</td><td>Table 2D-6 Hydrology</td><td>
<table>
<tr><th>Impact Category</th><th>Project Features</th><th>Applicable Design Standards</th></tr>
<tr><td>Alteration of stream flows and water surface elevations from the placement of structures (e.g., piers and abutments) within stream channels.</td><td>Alignment (bridges and viaducts) including access track to HMF.</td><td>HST Fresno to Bakersfield Section Hydraulics and Floodplains Technical Report
Caltrans Highway Design Manual:
• Chapter 810 – Hydrology
• Chapter 820 – Cross Drainage
FHWA Hydraulic Design Series:
• HDS-1 – Hydraulics of Bridge Waterways
• HDS-5 – Hydraulic Design of Highway Culverts
AREMA Manual for Railway Engineering
AASHTO Highway Drainage Guidelines</td></tr>
<tr><td>Alteration of drainage patterns from placement any type of project feature in any location. Includes changes from impervious surfaces and floodplain impacts.</td><td>All project features.</td><td>Stormwater Pollution Prevention Plan:
• Hydromodification
HST Fresno to Bakersfield Section Hydraulics and Floodplains Technical Report
HST Fresno to Bakersfield Section Stormwater Management Plan
Caltrans Highway Design Manual:
• Chapter 820 – Cross Drainage
• Chapter 830 – Roadway Drainage
• Chapter 860 – Open Channels
FHWA Hydraulic Design Series No. 2 (Hydrology)
FHWA Hydraulic Engineering Circular No. 22 (Urban Drainage Design Manual)
AREMA Manual for Railway Engineering
AASHTO Highway Drainage Guidelines</td></tr>
<tr><td>Generation of pollution from roadways.</td><td>State highway and local roadway modifications and crossings.</td><td>Stormwater Pollution Prevention Plan:
• Construction BMPs
• Post-Construction Controls
HST Fresno to Bakersfield Section Stormwater Management Plan</td></tr>
</table>
</td><td>
<table>
<tr><th>Impact Category</th><th>Project Features</th><th>Applicable Design Standards</th></tr>
<tr><td>Alteration of stream flows and water surface elevations from the placement of structures (e.g., piers and abutments) within stream channels.</td><td>Alignment (bridges and viaducts) including access track to HMF.</td><td>HST Fresno to Bakersfield Section Hydraulics and Floodplains Technical Report
Caltrans Highway Design Manual:
• Chapter 810 – Hydrology
• Chapter 820 – Cross Drainage
FHWA Hydraulic Design Series:
• HDS-1 – Hydraulics of Bridge Waterways
• HDS-5 – Hydraulic Design of Highway Culverts
AREMA Manual for Railway Engineering
AASHTO Highway Drainage Guidelines</td></tr>
<tr><td>Alteration of drainage patterns from placement any type of project feature in any location. Includes changes from impervious surfaces and floodplain impacts.</td><td>All project features.</td><td>Stormwater Pollution Prevention Plan:
• Hydromodification
HST Fresno to Bakersfield Section Hydraulics and Floodplains Technical Report
HST Fresno to Bakersfield Section Stormwater Management Plan
Caltrans Highway Design Manual:
• Chapter 820 – Cross Drainage
• Chapter 830 – Roadway Drainage
• Chapter 860 – Open Channels
FHWA Hydraulic Design Series No. 2 (Hydrology)
FHWA Hydraulic Engineering Circular No. 22 (Urban Drainage Design Manual)
AREMA Manual for Railway Engineering
AASHTO Highway Drainage Guidelines</td></tr>
<tr><td>Generation of pollution from roadways</td><td>State highway ~~and local roadway~~ modifications and crossings.</td><td>Stormwater Pollution Prevention Plan:
• Construction BMPs identified and implemented per General Construction Permit
• Post-Construction Controls</td></tr>
</table>
</td><td>Provides additional detail and clarification of design standards that will govern the implementation of required BMPs</td></tr>
</table>

No.	Page	Paragraph or Section	Current Text			New Text			Explanation
					Caltrans Storm Water Quality Handbook: • Project Planning and Design Guide • Stormwater Pollution Prevention Plan and Water Pollution Control Program Preparation Manual AASHTO Highway Drainage Guidelines			identified and implemented per Caltrans General Permit HST Fresno to Bakersfield Section Stormwater Management Plan Caltrans Storm Water Quality Handbook: • Project Planning and Design Guide • Stormwater Pollution Prevention Plan and Water Pollution Control Program Preparation Manual AASHTO Highway Drainage Guidelines	
			Generation of pollutants from stations	Fresno, Bakersfield, and Kings/Tulare Regional Stations	Stormwater Pollution Prevention Plan: • Construction BMPs • Post Construction Controls • Local Standards HST Fresno to Bakersfield Section Stormwater Management Plan	Generation of pollutants from most HST project areas, including track, local roadway crossings, and stations	Alignment Fresno, Bakersfield, and Kings/Tulare Regional Stations	Stormwater Pollution Prevention Plan: • Construction BMPs identified and implemented per General Construction Permit • Post Construction Controls identified and implemented per Section 401 Permit and High-Speed Train Project Post-Construction Stormwater Quality Standards Technical Memorandum (CH2M Hill and URS July 2013) • ~~Local Standards~~ Where HST facilities will drain directly to the existing storm drainage system owned and operated by the Fresno Metropolitan Flood Control District (FMCD), post-development BMPs may be identified and implemented either pursuant to the High Speed Train Project Post-Construction Stormwater Quality Standards Technical Memorandum (CH2M Hill and URS July 2013) or pursuant to requirements of FMCD ordinances and its MS4 permit HST Fresno to Bakersfield Section Stormwater Management Plan	
			Generation of pollutants from HMF	All HMF Alternatives	Stormwater Pollution Prevention Plan: • Construction BMPs • Industrial BMPs HST Fresno to Bakersfield Section Stormwater Management Plan	Generation of pollutants from HMF	All HMF Alternatives	Stormwater Pollution Prevention Plan: • Construction BMPs identified	

<table>
<tr><th>No.</th><th>Page</th><th>Paragraph or Section</th><th>Current Text</th><th>New Text</th><th>Explanation</th></tr>
<tr><td></td><td></td><td></td><td></td><td>
<table>
<tr><td></td><td></td><td>and implemented per General Construction Permit
• ~~Industrial BMPs~~ Post Construction Controls identified and implemented per General Industrial Permit
HST Fresno to Bakersfield Section Stormwater Management Plan</td></tr>
<tr><td>Construction</td><td>General construction activities for all HST facilities</td><td>Stormwater Pollution Prevention Plan:
• Construction BMPs identified and implemented per General Construction Permit</td></tr>
</table>
</td><td></td></tr>
<tr><td colspan="6">Volume IV</td></tr>
<tr><td>24</td><td>16-13 and 35-13</td><td>FB-Response-GENERAL-02: Alternatives</td><td>The 1996 Corridor Evaluation and Environmental Constraints Analysis presents the initial screening of alternative corridors for an HST system between the San Francisco Bay Area and Los Angeles. This screening was done in two phases. In the first phase, evaluation criteria defined by the goals of maximizing ridership, minimizing costs, and avoiding potential environmental constraints, identified three feasible corridors: the Coastal; I-5; and Central Valley (SR 99) corridors. The Coastal corridor was not carried forward in the second phase of screening because of low projected ridership and high capital costs. The Coastal corridor's ridership projections were 24% to 46% lower than the shortest I-5 corridor, which had the highest ridership projections of all the corridors. The capital cost for the Coastal corridor was 24% higher than the shortest I-5 corridor, which was the lowest cost corridor considered in this study.</td><td>The 1996 Corridor Evaluation and Environmental Constraints Analysis presents the initial screening of alternative corridors for an HST system between the San Francisco Bay Area and Los Angeles. This screening was done in two phases. In the first phase, evaluation criteria defined by the goals of maximizing ridership, minimizing costs, and avoiding potential environmental constraints, identified three feasible corridors: the Coastal; I-5; and Central Valley (SR 99) corridors. The Coastal corridor was not carried forward in the second phase of screening because of low projected ridership and high capital costs. The Coastal corridor's ridership projections were 24% to 46% lower than the shortest I-5 corridor, which had the highest ridership projections of all the corridors based on preliminary ridership projections prepared in the first phase. The capital cost for the Coastal corridor was 24% higher than the shortest I-5 corridor, which was the lowest cost corridor considered in this study. At the conclusion of the first phase of analysis, the Central Valley (SR 99) corridor ranked highest, followed by the I-5 corridor, and the Coastal corridor. (Corridor Evaluation and Environmental Constraints Analysis Final Report, pp. 68-69.) The Intercity High Speed Rail Commission elected to focus the second phase of study on the Central Valley (SR 99) and I-5 corridors.</td><td>Clarify conclusions reached at first phase of 1996 corridor studies</td></tr>
</table>

No.	Page	Paragraph or Section	Current Text	New Text	Explanation
Volume V					
25	16-14 and 35-14	FB-Response-GENERAL-02: Alternatives	The 1996 corridor planning studies found that the I-5 corridor was very effective in serving the end-to-end markets of San Francisco and Los Angeles. This corridor offers the shortest distances, lowest capital costs, fastest Los Angeles to San Francisco Bay Area travel times, and the highest overall ridership forecasts. However, the I-5 corridor would be the least attractive corridor for serving intermediate markets because future stations would be distant from the major urban population centers of the San Joaquin Valley. The I-5 corridor has very little existing or projected population between the San Francisco Bay Area and Los Angeles (California Intercity High Speed Rail Commission 1996). In contrast, well over 3 million residents were projected to live between Fresno and Bakersfield along the Central Valley corridor by 2015, which directly serves all the major Central Valley cities. Residents along the Central Valley corridor lack a competitive transportation alternative to the automobile, and a ridership analysis showed that they would be ideal candidates to use an HST System.	Whereas the first phase of t~~T~~he 1996 corridor planning studies found that the I-5 corridor was very effective in serving the end-to-end markets of San Francisco and Los Angeles, and~~. This corridor~~ offers the shortest distances, lowest capital costs, fastest Los Angeles to San Francisco Bay Area travel times, and the highest overall ridership forecasts, the first phase of the studies also recognized~~.~~ ~~However,~~ the I-5 corridor would be the least attractive corridor for serving intermediate markets because future stations would be distant from the major urban population centers of the San Joaquin Valley. The I-5 corridor has very little existing or projected population between the San Francisco Bay Area and Los Angeles (California Intercity High Speed Rail Commission 1996, pp. 68-69). In contrast, well over 3 million residents were projected to live between Fresno and Bakersfield along the Central Valley corridor by 2015, which directly serves all the major Central Valley cities. Residents along the Central Valley corridor lack a competitive transportation alternative to the automobile, and a ridership analysis showed that they would be ideal candidates to use an HST System. Based on additional comparative study in phase two of the Central Valley (SR 99) and I-5 corridors, the Central Valley (SR 99) corridor was determined to have higher ridership potential overall than the I-5 alternative, due in part to its ability to serve intermediate markets. (1996 Corridor Evaluation and Environmental Constraints Analysis Final Report, pp. 68-69; Charles River Associated, July 1996). Based on this and other factors described in the 1996 Corridor Evaluation and Environmental Constraints Analysis Final Report, the Intercity High Speed Rail Commission focused its further study on the Central Valley (SR 99) corridor.	Clarify conclusions reached at first and second phase of 1996 corridor studies

This page intentionally left blank