

Submission 686 (Matthew Quan, March 2, 2020)

Bakersfield - Palmdale - RECORD #686 DETAIL

Status : Action Pending
Record Date : 3/2/2020
Response Requested : Yes
Affiliation Type : Individual
Submission Date : 3/2/2020
Interest As : Individual
Submission Method : Project Email
First Name : Matthew
Last Name : Quan
Professional Title :
Business/Organization :
Address : 147 Avenida Serra
Apt./Suite No. : #205
City : San Clemente
State : CA
Zip Code : 92672
Telephone : (949) 439-6539
Email : matthew.r.quan@usc.edu
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues :

CAHSRA,

686-125 | *Request draft EIR for Bakersfield to Palmdale Study.* Additionally there
686-126 | should be a link in the press release to the plan, which should have the
same name, and there should be a link to download in PDF format (there is
even reference to acquiring adobe).

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Matthew R. Quan
Master of Public Policy, 2020
USC Price School of Public Policy
(949) 439-6539
matthew.r.quan@usc.edu
EIR/EIS Comment : Yes

Response to Submission 686 (Matthew Quan, March 2, 2020)

686-125

Refer to Standard Response BP-Response-GENERAL-02: Public Outreach on the Draft EIR/EIS.

At the request of the commenter, a USB flash drive containing Volumes 1 through 3 of the Draft EIR/EIS was mailed on March 20, 2020 to the address provided.

686-126

Refer to Standard Response BP-Response-GENERAL-02: Public Outreach on the Draft EIR/EIS.

The commenter suggested providing a link to the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) webpage in the press release. This comment does not address the sufficiency of the Draft EIR/EIS nor does it suggest edits to the document. No change has been made to the document in response to this comment.

For more information on how the document was made available during the public comment period, see BP-Response-GENERAL-02: Public Outreach on the Draft EIR/EIS.

Submission 692 (robert hoagland, March 9, 2020)

Bakersfield - Palmdale - RECORD #692 DETAIL

Status : Action Pending
Record Date : 3/9/2020
Response Requested :
Affiliation Type : Individual
Submission Date : 3/9/2020
Interest As : Individual
Submission Method : Project Email
First Name : robert
Last Name : hoagland
Professional Title :
Business/Organization :
Address : 243 Buena Vista Ave.
Apt./Suite No. : Apt. 1403
City : Sunnvale
State : CA
Zip Code : 94086
Telephone : (65387-40490)
Email : b.hoagland101@gmail.com
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues :

692-248 | I would like to request electronic copies of the draft EIR
(bakersfield-palmdale).

B.hoagland101@gmail.com

Dochoagy@gmail.com

EIR/EIS Comment : Yes

Response to Submission 692 (robert hoagland, March 9, 2020)

692-248

At the request of the commenter, a USB flash drive containing Volumes 1 through 3 of the Draft EIR/EIS was mailed on April 8, 2020 to the address provided.

Submission 704 (Wesley Brandelli, March 23, 2020)

Bakersfield - Palmdale - RECORD #704 DETAIL	
Status :	Action Pending
Record Date :	3/23/2020
Response Requested :	
Affiliation Type :	Individual
Submission Date :	3/23/2020
Interest As :	Individual
Submission Method :	Website
First Name :	Wesley
Last Name :	Brandelli
Professional Title :	
Business/Organization :	
Address :	3400 Dacite Ave.
Apt./Suite No. :	
City :	Rosamond
State :	CA
Zip Code :	93560
Telephone :	6618160259
Email :	Wesleymowens@hotmail.com
Cell Phone :	
Email Subscription :	Bakersfield to Palmdale
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

704-258 | With COVID19 The public will not be able to attend meetings in twgards to the railway from bakersfield to Palmdale. Will the time pwrird to comment be extended as well? I just moved to my residence a few months ago and just found out about thia and the railway will be less than a mile from my house which completely changes my solitude

704-259 |

EIR/EIS Comment : Yes

Response to Submission 704 (Wesley Brandelli, March 23, 2020)

704-258

Refer to Standard Response BP-Response-GENERAL-02: Public Outreach on the Draft EIR/EIS.

704-259

Refer to Standard Response BP-Response-GENERAL-04: General Information on the Right-of-Way and Relocation Processes for Residential and Business Displacements.

The commenter states that the HSR alignment would be less than 1 mile from the commenter's property, which changes the commenter's solitude. For a detailed discussion of the long-term neighborhood impacts of the project, refer to Sections 6.2.3, Displacement and Relocations, and 6.4.1, Disruption or Division of Existing Communities of the Community Impact Assessment (Authority 2018a).

Some properties in the vicinity of the proposed alignment and high-speed rail (HSR) station would experience short-term construction nuisance effects, including dust from grading and other earthwork, construction noise, and visual effects. Although construction of the HSR project would impact individuals or individual property owners, these impacts would be temporary. Project construction is expected to be completed within 8 years from the beginning of the first phase of construction and through operational testing of the HSR system, not including property acquisition or permitting. Most construction activities would cease in 1 to 2 years at any given location and would be mitigated to a less than significant level, as described in Sections 3.3, Air Quality and Global Climate Change, 3.4, Noise and Vibration, and 3.16, Aesthetics and Visual Quality, of the EIR/EIS.

Section 3.3, Air Quality and Global Climate Change, of this Final EIR/EIS identifies that on-site minimization features (AQ-IAMF#4) and implementation of AQ-MM#1 would reduce construction-related air quality impacts to a less than significant level except for carbon monoxide emissions, which would remain significant as additional measures to reduce this impact are not available. Although the project would exceed the significance thresholds for carbon monoxide at a regional level, no localized adverse health effects are predicted to occur because the project is not predicted to cause or exacerbate an exceedance of the National Ambient Air Quality Standards and the California Ambient Air Quality Standards for this pollutant. Section 3.4, Noise and Vibration, of this Final EIR/EIS identifies that implementation of N&V-MM#1 and #2 would reduce construction-related noise and vibration impacts to less than significant levels, respectively.

As stated in Section 3.16, Aesthetics and Visual Quality, of this Final EIR/EIS,

Response to Submission 704 (Wesley Brandelli, March 23, 2020) - Continued

704-259

construction activities could result in significant impacts under the California Environmental Quality Act (CEQA). With implementation of Mitigation Measure AVQ-MM#1, construction laydown and soil stockpiling areas would be screened and vegetation removal would be minimized. With implementation of Mitigation Measure AVQ-MM#2, nighttime construction lighting would be shielded and directed away from sensitive viewers. These measures would therefore minimize the visual change of construction areas and reduce lighting impacts to nearby light-sensitive receptors, avoiding a substantial degradation of visual quality in non-urbanized areas or conflicts with applicable zoning or other regulations governing scenic quality in urbanized areas. With implementation of Mitigation Measures AVQ-MM#1 and AVQ-MM#2, these impacts would be less than significant under CEQA. Considering the anticipated scale of the project features in different segments of the Bakersfield to Palmdale Project Section, the zone of highest visual concern is not generally expected to extend beyond a foreground distance of 0.25 mile from the project footprint in urban environments and 0.5 mile in rural environments.

Over the long term, properties in close proximity to the station may experience nuisance effects, such as operational noise and vibration and aesthetic effects. These impacts would be mitigated to the extent possible, as described in Sections 3.4, Noise and Vibration, and 3.16, Aesthetics and Visual Quality, of this Final EIR/EIS.

Additionally, the Authority has prepared informational pamphlets describing the right-of-way acquisition process. Specifically, Private Property and High-Speed Rail: Your Questions Answered (Authority 2019a) offers guidance for property owners of parcels that will not require acquisition but for which the property owner believes their property value has been affected. In those cases, property owners who believe they have suffered a loss may file a claim with the State of California Government Claims Board.

Submission 713 (Henry Johnson, April 8, 2020)

Bakersfield - Palmdale - RECORD #713 DETAIL	
Status :	Action Pending
Record Date :	4/8/2020
Response Requested :	
Affiliation Type :	Individual
Submission Date :	4/8/2020
Interest As :	Individual
Submission Method :	Website
First Name :	Henry
Last Name :	Johnson
Professional Title :	CDR, USN (Ret.)
Business/Organization :	
Address :	PO Box 893487
Apt./Suite No. :	
City :	Temecula
State :	CA
Zip Code :	92589
Telephone :	6198847357
Email :	henry@henryjohnson.com
Cell Phone :	
Email Subscription :	Bakersfield to Palmdale , Los Angeles to San Diego , Board of Directors, I Will Ride, Small Business/ConnectHSR
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	
713-230 Thank you.	
EIR/EIS Comment :	Yes

Response to Submission 713 (Henry Johnson, April 8, 2020)

713-230

“Thank you” is not a comment on the sufficiency of the EIR/EIS. This comment does not address the technical analysis of the Draft EIR/EIS nor does it suggest edits to the document. The commenter has been added to the Authority’s mailing list. No change has been made to the document in response to this comment.

Submission 715 (Jim Stallman, April 17, 2020)

Bakersfield - Palmdale - RECORD #715 DETAIL	
Status :	Action Pending
Record Date :	4/17/2020
Response Requested :	
Affiliation Type :	Individual
Submission Date :	4/17/2020
Interest As :	Individual
Submission Method :	Website
First Name :	Jim
Last Name :	Stallman
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Saratoga
State :	CA
Zip Code :	95070
Telephone :	4088679797
Email :	2jimstallman@gmail.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

715-187

The HSR Draft Business Plan and Bakersfield Palmdale Alternatives appear to leave out perhaps the ideal way to get the Bakersfield to Palmdale segment financed and built. Please include the following:

The RFP for the Bakersfield to Palmdale segment needs to accommodate making use of the overburden from tunnel boring to construct the Sites Reservoir – thus tapping into another sizeable funding source and making the tunnel segment cost less.

EIR/EIS Comment : Yes

Response to Submission 715 (Jim Stallman, April 17, 2020)

715-187

The commenter suggests that the HSR Draft Business Plan and B-P Build Alternatives consider making use of the overburden from tunnel boring to construct the Sites Project Authority and the Department of Interior Bureau of Recreation Sites Reservoir Project (located in Northern California) to save on tunneling costs. According to the project's August 2017 Draft EIR/EIS (<https://sitesproject.org/resources/environmental-review/draft-environmental-impact-report-environmental-impact-statement/>), construction materials would be obtained from within the Sites Reservoir Inundation Area or imported from nearby existing commercial sources. The Authority will consider this suggestion; however, the cost of transport and the emissions resulting from transport of overburden materials to the project site in Glenn and Colusa counties in Northern California could be prohibitive.

Submission 718 (Randall Scott, April 11, 2020)

Bakersfield - Palmdale - RECORD #718 DETAIL

Status : Action Pending
Record Date : 4/17/2020
Affiliation Type : Individual
Submission Date : 4/11/2020
Interest As : Individual
Submission Method : Project Email
First Name : Randall
Last Name : Scott
Professional Title :
Business/Organization :
Address : PO Box 1360
Apt./Suite No. :
City : Rosamond
State : CA
Zip Code : 93560
Telephone :
Email : rscott@antelecom.net
Cell Phone :
Email Subscription :
Add to Mailing List :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues :

Below are my comments to the Draft EIR/EIS for the Bakersfield to Palmdale Project Section of the CA HSR:

718-632

1. Why are you developing a business plan that proposes to waste valuable taxpayers moneys on planning, and doing environmental evaluations on the majority of the portions of the CA HSR that were cancelled by Gov Newsom? This is a gross waste of our State and Federal taxpayer funds and needs to be stopped immediately!

718-633

2. In this time of medical crisis and economic uncertainty, the last thing we need is you wasting millions of dollars on a project that has been cancelled!

718-634

3. Contrary to the entirely unrealistic projections by the few CA HSR fanatics, this project will NEVER pay for itself, and instead will be a burden forever on the taxpayers who will have to subsidize it for its entire lifespan.

718-635

4. This project would cause major damage to our environment, our way of life and will never be a viable method/alternative of transportation for this route. It was proposed to go virtually over our heads, will displace a local Exotic Feline Breeding Compound (which is vital to the world-wide survival of many large cat species), and totally disrupt our rural way of life in the desert.

718-636

5. I reiterate: THIS PROJECT MUST BE STOPPED IMMEDIATELY, AND NO MORE FUNDS SPENT ON IT! THIS PORTION OF THE PROJECT HAS BEEN CANCELLED AND YOU ARE CONTINUING TO WASTE TAXPAYER FUNDS ON A CANCELLED PROJECT!

Sincerely,

Randall E. Scott

PO Box 1360, Rosamond, CA 93560

email: rscott@antelecom.net

Response to Submission 718 (Randall Scott, April 11, 2020)

718-632

In his State of the State Address (2019), Governor Gavin Newsom reaffirmed the Authority's commitment to the building-block approach laid out in the Authority's Project Update Report (Authority 2019b), beginning with the Merced to Fresno to Bakersfield line.

The Authority's approach is not a Central Valley line instead of a Valley-to-Valley (Silicon Valley to Central Valley) line—it is to construct a Central Valley line first, while the Authority seeks additional funding and works to environmentally clear the entire 520 miles of Phase 1, which includes the Valley-to-Valley portions.

The Authority continues to make strides on construction in the Central Valley while moving forward with systemwide environmental clearance and planning in Northern and Southern California. In continuing to finalize the environmental clearance processes for the sections outside of the Merced to Fresno to Bakersfield line (including the Bakersfield to Palmdale Project Section), the Authority is positioning itself for construction-ready projects as funding becomes available. The Authority remains committed to investments including the Caltrain Electrification Project in Northern California and Link US at Los Angeles Union Station.

718-633

The commenter states that the project would be a waste of money during this time of economic uncertainty and during a medical crisis. This comment presents an opinion on the HSR project. CEQA and the National Environmental Policy Act (NEPA) require a final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

718-634

The commenter contends that the project would never pay for itself. This comment presents an opinion on the HSR project. CEQA and NEPA require a final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

718-635

Refer to Standard Response BP-Response-GENERAL-01: Alternatives.

The commenter states that the HSR project would cause "major damage to our environment, our way of life". As detailed throughout this Final EIR/EIS, mitigation measures are applied with the intent of reducing the impact to a less than significant level for significant impacts under CEQA. However, in some cases, the mitigation would not reduce the impact's severity to a less than significant level; these impacts are considered to be significant and unavoidable. However, the Authority may prepare a statement of overriding considerations stating the reasons for approving the project despite its significant and unavoidable impacts. The commenter states that the project would not be a viable method/alternative of transportation for this route, would displace a vital local Exotic Feline Breeding Compound, and would disrupt the rural way of life in the desert. The commenter's opposition to the Bakersfield to Palmdale Project Section is acknowledged. Additionally, please note that the local exotic feline breeding company (The Cat House) the commenter is referring to will not be displaced by the Preferred Alternative.

718-636

The commenter states an opinion that the project must be stopped and that no more funds should be spent on it. This comment presents an opinion on the HSR project. CEQA and NEPA require a final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Submission 727 (alonso alvarado, April 17, 2020)

Bakersfield - Palmdale - RECORD #727 DETAIL	
Status :	Action Pending
Record Date :	4/17/2020
Response Requested :	Yes
Affiliation Type :	Individual
Submission Date :	4/17/2020
Interest As :	Individual
Submission Method :	Project Email
First Name :	alonso
Last Name :	alvarado
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	0000
Telephone :	
Email :	alonsoyanez17@gmail.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	

727-651 | As I property owner may I be added to the list for the draft and also I need to know how to access to the public hearing?
EIR/EIS Comment : Yes

Response to Submission 727 (alonso alvarado, April 17, 2020)

727-651

The commenter requested to be added to the project distribution list and asked how to access the public hearing. The commenter was added to the Authority's mailing list and was provided public hearing access information on April 21, 2020 with a follow-up call on April 22, 2020.

Submission 729 (Harold Borak, April 18, 2020)

Bakersfield - Palmdale - RECORD #729 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/18/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Harold
Last Name : Borak
Professional Title :
Business/Organization :
Address : 2832 East Larkhill Drive
Apt./Suite No. :
City : West Covina
State : CA
Zip Code : 91791
Telephone :
Email : harrysr@charter.net
Cell Phone : 626-485-2594
Email Subscription : Bakersfield to Palmdale
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Harry_Borak_Transcription.pdf (42 kb)

729-283

Yes, I would like a draft copy of the EIR/EIS. My name is Harold Borak, B-O-R-A-K, my address is 2832 East Larkhill, that's one word L-A-R-K-H-I-L-L, West Covina California 91791 my email address, if it can be emailed that's fine is harry H-A-R-R-Y S-R at charter dot net. Thank you very much, [inaudible] bye-bye now.

Response to Submission 729 (Harold Borak, April 18, 2020)

729-283

At the request of the commenter, a USB flash drive containing Volumes 1 through 3 of the Draft EIR/EIS was mailed on April 24, 2020 to the address provided. The Authority provided access to the Draft EIR/EIS in the following ways: the entire Draft EIR/EIS, Volumes 1 through 3, were made available on the Authority's website; electronic media containing these documents were made available to anyone who requested them (in writing), free of charge; and electronic media and printed copies were made available in public libraries in the vicinity of the affected alignments and in the Authority's Sacramento and Los Angeles offices.

Submission 730 (Elaine Cole, April 18, 2020)

Bakersfield - Palmdale - RECORD #730 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/18/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Elaine
Last Name : Cole
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 0000
Telephone :
Email : elainecole3@me.com
Cell Phone : 310-278-9997
Email Subscription : Bakersfield to Palmdale
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Elaine_Cole_Transcription.pdf (41 kb)

730-670

My name is Elaine Cole, C-O-L-E and uh, my email address is elainecole3@me.com I'll spell it for you it's all one e-l-a-i-n-e-c-o-l-e-3 number 3 at me dot com elainecole3@me.com and my phone number is 310-278-9997 310-278-9997 and I would like to be part of, what do you have a webcast going on, April something I got to look, uhm, so please get that to me 310-278-9997 uh, elainecole3@me.com and your outgoing message is really difficult to hear breaks up a lot thank you for being there and I look forward to getting an email from you, thank you bu-bye.

Stakeholder Comments/Issues :

Request for public hearing participation details

Response to Submission 730 (Elaine Cole, April 18, 2020)

730-670

Commenter requests information about public hearings. The stakeholder was added to the Authority's mailing list and provided public hearing access information on April 22, 2020.

Submission 731 (Larry Moore, April 17, 2020)

Bakersfield - Palmdale - RECORD #731 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/17/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Larry
Last Name : Moore
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 0000
Telephone :
Email : kmmooreco@aol.com
Cell Phone : 714-305-8059
Email Subscription : Bakersfield to Palmdale
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Moore_Transcription.pdf (42 kb)

731-671

Yes, my name is Larry Moore I represent the Moore Family Trust uh, we have a piece of property, uh, up in Tehachap- excuse me- Backus Road just north of Backus Road just west of Tehachapi Willow Spring Road and I don't know where this uh, new proposed rail is become in relation to my property but the map is not informative enough could you call me back at 714-305-8059 I appreciate it, thank you.

Stakeholder Comments/Issues :

Representing Moore Family trust. Owner of a property in Tehachapi just north of Bakus Rd and west of Tehachapi Willow Springs Rd. Would like to know if the project will impact the property.

Response to Submission 731 (Larry Moore, April 17, 2020)

731-671

Refer to Standard Response BP-Response-GENERAL-04: General Information on the Right-of-Way and Relocation Processes for Residential and Business Displacements.

Commenter requests information about impact on property. HSR Outreach spoke to the stakeholder and provided information on his property in relation to the project and provided information on how to access the public hearing. For more information, see BP-Response-GENERAL-04: General Information on the Right-of-Way and Relocation Processes for Residential and Business Displacements.

Submission 732 (Dennis Tope, April 16, 2020)

Bakersfield - Palmdale - RECORD #732 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/16/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Dennis
Last Name : Tope
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 0000
Telephone :
Email :
Cell Phone : 661-822-4372
Email Subscription :
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Dennis_Tope_Transcription.pdf (41 kb)

732-362

How ya doin', yeah I got this flier in my mailbox about the California High-Speed Rail, Bakersfield to Palmdale project section and I'd like to talk to ya about that. Please call me my name is Dennis Tope T-O-P-E telephone number is area code 661-822-4372, thank you, bye.

Stakeholder Comments/Issues :

Stakeholder shared he submitted his written comment via mail.

Response to Submission 732 (Dennis Tope, April 16, 2020)

732-362

The commenter requested a call back. When the commenter's phone call was returned, he stated that he submitted a written comment via mail. The commenter does not provide a comment on the Draft EIR/EIS in this comment. No changes to the EIR/EIS have been made in response to this comment.

Submission 733 (Alonso Yanez, April 17, 2020)

Bakersfield - Palmdale - RECORD #733 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/17/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Alonso
Last Name : Yanez
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 0000
Telephone : 661-401-4090
Email : alonsoyanez17@gmail.com
Cell Phone :
Email Subscription : Bakersfield to Palmdale
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Alonso_Yanez_Transcription.pdf (39 kb)

733-363

Alonso Yañez and mi e-mail es AlonsoYanez17@gmail.com. Alonso Y-A-N-E-Z-17@gmail.com, AlonsoYanez17@gmail.com, mi número de teléfono 661-401-4090, 6-6-1-4-0-1-4090. Thank You

Response to Submission 733 (Alonso Yanez, April 17, 2020)

733-363

The commenter provides their name, email address, and phone number. The commenter does not provide a comment on the Draft EIR/EIS. The commenter was added to the Authority's mailing list. No changes to the EIR/EIS have been made in response to this comment.

El comentarista proporciona su nombre, dirección de correo electrónico y número de teléfono. El comentarista no proporciona un comentario sobre el Borrador del EIR/EIS. El comentarista fue agregado a la lista de correo de la Autoridad. No se han realizado cambios en el EIR/EIS en respuesta a este comentario.

Submission 734 (James Adams, April 17, 2020)

Bakersfield - Palmdale - RECORD #734 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/17/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : James
Last Name : Adams
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 0000
Telephone : 619-222-3444
Email :
Cell Phone :
Email Subscription :
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : James_Adams_Transcription.pdf (39 kb)

734-364

My name is James Adams my number is 619-222-3344 I was calling to inquire if the route through Palmdale had been selected yet at one point in time my property had been possibly considered.

Stakeholder Comments/Issues :

Stakeholder inquiring if the route through Palmdale has been selected, at one point his property had been considered.

Response to Submission 734 (James Adams, April 17, 2020)

734-364

The commenter asked about whether an alignment through Palmdale had been selected. The Authority Board at its June 29, 2021 Board meeting will consider certification of the EIR and approval of an alternative alignment. Additionally, the Authority, as the NEPA lead agency, will publish the Final EIS, which begins the minimum 30-day "wait period," during which agencies are generally required to wait 30 days before making a final decision on a proposed action. The final decision would be made when the Authority approves the Record of Decision.

Submission 735 (Carol Castro, April 16, 2020)

Bakersfield - Palmdale - RECORD #735 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/16/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Carol
Last Name : Castro
Professional Title :
Business/Organization :
Address : PO Box 70973
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93387
Telephone : 661-703-8684
Email :
Cell Phone :
Email Subscription :
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Carol_Castro_Transcription.pdf (43 kb)

735-365

Hi my name is Carol Castro, C-A-R-O-L C-A-S-T-R-O, P.O. Box 70973 Bakersfield, California 93387. I received some correspondence in the mail about changing the Bakersfield to Palmdale Project to a virtual one and I would like to request a copy to be mailed to me for the Bakersfield to Palmdale project section draft EIR/EIS and you can you mail it to the address I gave you again P.O. Box 70973 Bakersfield, California 93387. Today is Thursday, April 16th and its about 3:45 in the afternoon, uh, if you have any questions you can call me at 661-703-8684 thank you.

Response to Submission 735 (Carol Castro, April 16, 2020)

735-365

Refer to Standard Response BP-Response-GENERAL-02: Public Outreach on the Draft EIR/EIS.

The commenter requested a copy of the Draft EIR/EIS. An electronic copy on a USB flash drive was mailed on April 24, 2020 to the address provided.

Submission 736 (Patterson Inglehart, April 16, 2020)

Bakersfield - Palmdale - RECORD #736 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/16/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Patterson
Last Name : Inglehart
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 0000
Telephone : 661-609-3940
Email : cbconrade@gmail.com
Cell Phone :
Email Subscription : Bakersfield to Palmdale
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Inglehart_Transcription.pdf (38 kb)

736-366

Uh, name, Patterson Inglehart. Email, CBCONRADE@gmail.com that's C-B-C-O-N-R-A-D-E at gmail dot com. Thank you.

Response to Submission 736 (Patterson Inglehart, April 16, 2020)

736-366

The commenter provides their name and email address. The commenter does not provide a comment on the Draft EIR/EIS. No changes to the EIR/EIS have been made in response to this comment.

Submission 737 (Audia Miller, April 15, 2020)

Bakersfield - Palmdale - RECORD #737 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/15/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Audia
Last Name : Miller
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 0000
Telephone : 661-916-8311
Email :
Cell Phone :
Email Subscription :
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Miller_Transcription.pdf (41 kb)

737-367

Hey, hi my name is Audia Miller A-U-D-I-A M-I-L-L-E-R I have no education or what is going on I just think that letter in the mail and if you could give me more information on what I'm required to do. My number is 661-916-8311 again it's 661-916-8311 I am calling the best time to call me is in the afternoon around twelve AM [inaudible] thank you bye-bye.

Stakeholder Comments/Issues :

Request for additional information on Bakersfield to Palmdale projects section

Response to Submission 737 (Audia Miller, April 15, 2020)

737-367

The commenter provides their name and phone number. The commenter does not provide a comment on the Draft EIR/EIS. No changes to the EIR/EIS have been made in response to this comment.

Submission 738 (William Dorr, April 15, 2020)

Bakersfield - Palmdale - RECORD #738 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/15/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : William
Last Name : Dorr
Professional Title :
Business/Organization :
Address : 3112 Amber Court
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93301
Telephone : 661-335-0459
Email :
Cell Phone :
Email Subscription :
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : William_Dorr_Transcription.pdf (38 kb)

738-368

William R. Dorr, D-O-R-R 3112 Amber Court, A-M-B-E-R, Bakersfield, 93301. [Inaudible]

Response to Submission 738 (William Dorr, April 15, 2020)

738-368

The commenter provides their name and address. The commenter does not provide a comment on the Draft EIR/EIS. No changes to the EIR/EIS have been made in response to this comment.

Submission 739 (Bryan Calande, April 15, 2020)

Bakersfield - Palmdale - RECORD #739 DETAIL

Status : Action Pending
Record Date : 4/20/2020
Affiliation Type : Individual
Submission Date : 4/15/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Bryan
Last Name : Calande
Professional Title :
Business/Organization :
Address : 4216 Pearl Avenue
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93306
Telephone : 661-348-8758
Email :
Cell Phone :
Email Subscription :
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Bryan_Calande_Transcription.pdf (41 kb)

739-369

Yes, I want to get information to the mail copies of documents incorporated by reference for the Bakersfield to Palmdale. [Inaudible] My name is Bryan B-R-Y-A-N Calande C-A-L-A-N-D-E my address is 4216 Pearl P-E-A-R-L Avenue, Bakersfield California 93306. Thank you.

Response to Submission 739 (Bryan Calande, April 15, 2020)

739-369

The commenter requests copies of the documents incorporated by reference. The commenter does not specify which documents incorporated by reference they would like provided to them. All documents incorporated by reference were made available to the public at public libraries in the project vicinity and at the Authority's offices, consistent with CEQA Guidelines Section 15150. The requested documents are also included as part of the Administrative Record along with all source documents used for the Draft EIR/EIS and are available from the Authority upon request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority's website. The Authority encourages written requests submitted via email to records@hsr.ca.gov.

Submission 740 (Marco Amavizca, April 20, 2020)

Bakersfield - Palmdale - RECORD #740 DETAIL

Status : Action Pending
Record Date : 4/21/2020
Response Requested : No
Affiliation Type : Individual
Submission Date : 4/20/2020
Interest As : Individual
Submission Method : Project Email
First Name : Marco
Last Name : Amavizca
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code : 0000
Telephone :
Email : qualitypowdercoating@gmail.com
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues :

Hello All,

This is our email in response to the CA HSR that is being proposed.

740-7 | We initially thought it would have been a great idea if it would have went from Northern California all the way to San Diego, but since that has changes and it will no longer go that way, WE, as a small business company and our family, feel that this is WASTED tax payers dollars. The distance and direction that it has changed does not make sense.

Not only that, us taxpayers here in the State of California have already paid enough in taxes for this wasted project. There are better things that this money could go towards, like rapidly fixing the declining state and conditions of our roads and freeways. We as taxpayers and small business owners would greatly appreciate our roads to be in better condition, especially since we are constantly on them and our population has grown so fast over the last few years. We are natives here to Bakersfield and feel that our taxpayer monies can be better spent elsewhere.

We have traveled to other neighboring states such as Arizona and their freeways are rapidly expanding and improving at such a rapid rate, what is the problem as to why our here in California cant as well?

So, no we DONT approve of this new shortened HSR system and feel it is a waste of our monies!

Thank you for your understanding.

EIR/EIS Comment : Yes

Response to Submission 740 (Marco Amavizca, April 20, 2020)

740-7

The commenter's opposition to the HSR project is acknowledged. This comment does not address the sufficiency of the Draft EIR/EIS nor does it suggest edits to the document. No change has been made to the document in response to this comment.

The commenter states that the HSR system will no longer go from Northern California to San Diego; this is not the case. As explained in Section 1.1.1, the HSR system would be implemented in two phases. Phase 1 would connect San Francisco to Los Angeles and Anaheim via the Pacheco Pass and the Central Valley. Phase 2 would extend the HSR system from the Merced Station to the state's capital in Sacramento, and from Los Angeles to San Diego.

Submission 744 (Carmen Gutierrez, April 22, 2020)

Bakersfield - Palmdale - RECORD #744 DETAIL

Status : Action Pending
Record Date : 4/22/2020
Affiliation Type : Individual
Submission Date : 4/22/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Carmen
Last Name : Gutierrez
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Palmdale
State : CA
Zip Code : 0000
Telephone : 661-236-2392
Email :
Cell Phone :
Email Subscription :
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Carmen_Gutierrez_Transcription.pdf (42 kb)
Stakeholder Comments/Issues :
Request for information via mail

744-370

Hola, muy...muy buenas tardes, mi nombre es Carmen Gutiérrez y deseo a...recibir información, por correo, a... ni nombre, mi dirección es 38541 (inaudible) Street East, Apartamento 2, a... Palmdale, California 93550. Mi número de teléfono es 661-236-2392. Repitiendo mi nombre es Carmen, mi...mi número de teléfono es 661-236-2392. Bueno pues muchas gracias.

Response to Submission 744 (Carmen Gutierrez, April 22, 2020)

744-370

The commenter provided their name, address, and phone number. The commenter does not provide a comment on the Draft EIR/EIS. The commenter was added to the Authority's mailing list. No changes to the EIR/EIS have been made in response to this comment.

El comentarista proporciona su nombre, dirección de correo electrónico y número de teléfono. El comentarista no proporciona un comentario sobre el Borrador del EIR/EIS. El comentarista fue agregado a la lista de correo de la Autoridad. No se han realizado cambios en el EIR/EIS en respuesta a este comentario.

Submission 745 (Zack Principe, April 18, 2020)

Bakersfield - Palmdale - RECORD #745 DETAIL

Status : Action Pending
Record Date : 4/22/2020
Affiliation Type : Individual
Submission Date : 4/18/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Zack
Last Name : Principe
Professional Title :
Business/Organization :
Address : 2761 Via Arroyo
Apt./Suite No. :
City : Fallbrook
State : CA
Zip Code : 92028
Telephone : 909-815-2227
Email :
Cell Phone :
Email Subscription :
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Zach_Principe_Transcription.pdf (42 kb)

745-371

Zach Principe, P-R-I-N-C-I-P-E, I'm requesting a copy of the Wildlife Corridor Assessment reference in the DEIR/DEIS for the Bakersfield to Palmdale segment, it's uh in brackets afterwards, Authority 2017, I can't find it online, uh, so please send a copy to 2761 Via Arroyo in Fallbrook, California 92028 my number, if you need clarification, is 909-815-2227 again Zach Principe 909-815-2227. Thanks.

Stakeholder Comments/Issues :

Requesting a copy of the Wildlife Corridor Assessment referenced in the DEIR/EIS in the Bakersfield to Palmdale segment (Authority 2017)

Response to Submission 745 (Zack Principe, April 18, 2020)

745-371

Refer to Standard Response BP-Response-GENERAL-02: Public Outreach on the Draft EIR/EIS.

At the request of the commenter, a USB flash drive containing the Wildlife Corridor Assessment (Appendix I of the Biological and Aquatic Resources Technical Report [Authority 2018b]) for the Draft EIR/EIS was mailed on April 24, 2020, to the address provided.

Submission 746 (Christine Penrade, April 17, 2020)

Bakersfield - Palmdale - RECORD #746 DETAIL

Status : Action Pending
Record Date : 4/22/2020
Affiliation Type : Individual
Submission Date : 4/17/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Christine
Last Name : Penrade
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 0000
Telephone : 626-497-6492
Email :
Cell Phone :
Email Subscription :
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Christine_Penrade_Transcription.pdf (40 kb)

746-372

My name is Christine Penrade and my number is 626-497-6492 and I'm interested in getting electronic copy of the Wildlife Corridor Assessment for the Bakersfield to Palmdale EIR/EIS, thank you.

Stakeholder Comments/Issues :

Request for electronic copy of Wildlife Corridor Assessment for the Bakersfield to Palmdale DEIR/EIS

Response to Submission 746 (Christine Penrade, April 17, 2020)

746-372

Refer to Standard Response BP-Response-GENERAL-02: Public Outreach on the Draft EIR/EIS.

The commenter requested a copy of the Wildlife Corridor Assessment for the Draft EIR/EIS, but later rescinded her request on April 27, 2020.

Submission 749 (Annag Chandler, April 20, 2020)

Bakersfield - Palmdale - RECORD #749 DETAIL

Status : No Action Required
Record Date : 4/22/2020
Affiliation Type : Individual
Submission Date : 4/20/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Annag
Last Name : Chandler
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 0000
Telephone : 415-606-6534
Email : cranedragon@mac.com
Cell Phone :
Email Subscription : Bakersfield to Palmdale
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Annag_Chandler_Transcription.pdf (41 kb)

749-374

My name is Annag, A-N-N-A-G, Chandler, C-H-A-N-D-L-E-R I'd like to be added to the phone and electronic distribution list. My email address is cranedragon@mac.com and my telephone number is 415-606-6534. Thank you so much, buh-bye.

Stakeholder Comments/Issues :

Request to be added to telephone and electronic mailing list

Response to Submission 749 (Annag Chandler, April 20, 2020)

749-374

The commenter provides their name, email address, and phone number and asks to be added to the distribution list. They have been added to the distribution list. The commenter does not provide a comment on the Draft EIR/EIS. No changes to the EIR/EIS have been made in response to this comment.

Submission 753 (Dan Mullen, April 23, 2020)

Bakersfield - Palmdale - RECORD #753 DETAIL	
Status :	Action Pending
Record Date :	4/23/2020
Response Requested :	
Affiliation Type :	Individual
Submission Date :	4/23/2020
Interest As :	Individual
Submission Method :	Website
First Name :	Dan
Last Name :	Mullen
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Lancaster
State :	CA
Zip Code :	93536
Telephone :	
Email :	dnamullen@msn.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	

753-124 | PLEASE mitigate all potential environmental impacts from high speed rail by eliminating the project. We all know our elected leaders are abusing their authority by using this project to funnel millions of dollars into their own pockets through kickbacks from their armies of high-priced consultants.
EIR/EIS Comment : Yes

Response to Submission 753 (Dan Mullen, April 23, 2020)

753-124

The commenter's opposition to the HSR project is acknowledged. This comment does not address the sufficiency of the Draft EIR/EIS nor does it suggest edits to the document. No change has been made to the document in response to this comment. The commenter suggests that the environmental impacts be mitigated by eliminating the project. The environmental impacts outlined in this Final EIR/EIS have been mitigated to the greatest extent feasible.

Submission 754 (James McDonald, April 16, 2020)

Bakersfield - Palmdale - RECORD #754 DETAIL

Status :	Action Pending
Record Date :	4/23/2020
Affiliation Type :	Individual
Submission Date :	4/16/2020
Interest As :	Individual
Submission Method :	Letter
First Name :	James
Last Name :	McDonald
Professional Title :	
Business/Organization :	
Address :	43332 16th St. West
Apt./Suite No. :	21
City :	Lancaster
State :	CA
Zip Code :	93534-5853
Telephone :	
Email :	
Cell Phone :	
Email Subscription :	Yes
Add to Mailing List :	Yes
EIR/EIS Comment :	Yes
Attachments :	James_McDonald_Letter_Transcription.pdf (94 kb)

April 16, 2020

Dear California High-Speed Rail Authority,
I was a supporter of the CHSR Project until they changed their plans and decided to change their focus and build from Madera to north of Bakersfield and to San Francisco. This leaving a huge question mark for Bakersfield to Los Angeles. At this point, I do not see how you will be able to get more funding for the project to continue building and I believe President Trump is against the project and even wanted the money to be given back.

I feel the Palmdale to San Fernando Valley route and the Bakersfield to Palmdale would be the very last legs to begin construction if they ever happen in my lifetime.

The tunneling for the Bakersfield to Palmdale route is a problem and too expensive.

I do support a train route that extends beyond Palmdale as we do need train passenger service going northward beyond Lancaster.

Cordially,

James P. McDonald

James P. McDonald
43332 16th St. West APT. 21
Lancaster, CA 93534-5853

Submission 754 (James McDonald, April 16, 2020) - Continued

April 16, 2020

Dear California High-Speed Rail Authority,

754-375

I was a supporter of the CHSR Project until they changed their plans and decided to change their focus and build from Madera to north of Bakersfield and to San Francisco. This leaving a huge question mark for Bakersfield to Los Angeles. At this point, I do not see how you will be able to get more funding for the project to continue building and I believe President Trump is against the project and even wanted the money to be given back.

754-376

I feel the Palmdale to San Fernando Valley route and the Bakersfield to Palmdale would be the very last legs to begin construction if they ever happen in my lifetime.

754-377

The tunneling for the Bakersfield to Palmdale route is a problem and too expensive.

I do support a train route that extends beyond Palmdale as we do need train passenger service going northward beyond Lancaster.

Cordially,

James P. McDonald

James P. McDonald

43332 16th St. West APT. 21

Lancaster, CA 93534-5853

Response to Submission 754 (James McDonald, April 16, 2020)

754-375

The commenter expresses concern about funding for the project from Bakersfield to Los Angeles. Refer to Response to Comment 728-223, contained in Chapter 25 of this Final EIR/EIS, for a discussion of the plan for funding and completing the project.

754-376

The commenter expresses concerns that the Palmdale to San Fernando Valley (Burbank) and the Bakersfield to Palmdale routes would be the last HSR routes to be built. The Bakersfield to Palmdale Project Section is part of the Phase 1 project, and the Authority is exploring various avenues for funding Phase 1, as discussed in the 2020 Business Plan. Details about construction funding can be found in the 2020 Business Plan (Authority 2020a https://www.hsr.ca.gov/docs/about/business_plans/2020_Business_Plan.pdf).

754-377

The commenter expresses an opinion that tunneling for the project is problematic and expensive, but a detailed response is not possible as the commenter does not provide any examples or specific questions or concerns.

Section 2.3.4.4 of this Final EIR/EIS states that tunnel sections would be used when the rail alignment would traverse highly variable topography or highly constrained, densely developed urban situations. Tunneling in these areas would reduce track distance and curvature needed to maintain acceptable vertical grades and horizontal curvature in mountainous terrain. Section 2.3.12.3 states that the alternatives chosen for analysis were those that minimized tunnel length. Therefore, the tunneling proposed would be required but would be minimized to the shortest distance possible. Chapter 6, Costs and Operations, identifies the costs for the project alternatives. Refer to Response to Comment 728-223, contained in Chapter 25 of this Final EIR/EIS, for a discussion of the plan for funding and completing the project. No revisions have been made to the Final EIR/EIS in response to this comment.

Submission 756 (Steve Lewis, April 16, 2020)

Bakersfield - Palmdale - RECORD #756 DETAIL	
Status :	Action Pending
Record Date :	4/23/2020
Response Requested :	No
Affiliation Type :	Individual
Submission Date :	4/16/2020
Interest As :	Individual
Submission Method :	Letter
First Name :	Steve
Last Name :	Lewis
Professional Title :	
Business/Organization :	
Address :	102 18th Street
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93301
Telephone :	661-325-5388
Email :	
Cell Phone :	
Email Subscription :	Yes
Add to Mailing List :	Yes
EIR/EIS Comment :	Yes
Attachments :	Steve_Lewis_Letter_Transcription.pdf (284 kb)

THINGS TO DO TODAY DATE _____



First American Title™

1	Call First American Title and open your escrow today	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	<i>Delict/Crooks of State of California -</i>		
3			
4	<i>Why not take the money for the rail</i>		
5			
6	<i>out of your colonies? Who is profiting</i>		
7			
8	<i>from this project? What was original</i>		
9			
10	<i>estimate? How much money is Am-Trend</i>		
11			
12	<i>making?</i>		
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Form 4046-6

Submission 756 (Steve Lewis, April 16, 2020) - Continued

756-173

Idiot/Crooks of State of California-

Why not take the money for the rail out of your salaries? Who is profiting from this project? What was original estimate? How much money is Am-Track making?

Response to Submission 756 (Steve Lewis, April 16, 2020)

756-173

The commenter's opposition to the HSR project based on several cost and financial concerns is acknowledged. For information about cost estimates, refer to Chapter 6 of this Final EIR/EIS and to the Authority's Business Plans, which can be found at the Authority's website, www.hsr.ca.gov. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 757 (Larry Williamson, April 23, 2020)

Bakersfield - Palmdale - RECORD #757 DETAIL	
Status :	Action Pending
Record Date :	4/23/2020
Response Requested :	
Affiliation Type :	Individual
Submission Date :	4/23/2020
Interest As :	Individual
Submission Method :	Website
First Name :	Larry
Last Name :	Williamson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Rosamond
State :	CA
Zip Code :	93560
Telephone :	
Email :	Lw813@hotmail.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	No
EIR/EIS Comment :	Yes

757-180

I think the high speed rail is a waste of money. I can't see enough people riding the train to San Francisco to ever make a profit. The cost over runs are in the billions. I also have no desire to have it run through my community of Rosamond. If it runs through my property I am sure I will never get as much money as I have into my place, and I have no desire to move.

Response to Submission 757 (Larry Williamson, April 23, 2020)

757-180

Refer to Standard Response BP-Response-GENERAL-04: General Information on the Right-of-Way and Relocation Processes for Residential and Business Displacements.

The commenter's opposition to the HSR project due to cost issues, impacts on the community of Rosamond, and potential acquisition of his property is acknowledged.

As discussed in Section 1.2.4.1, Travel Demand and Capacity Constraints, of this Final EIR/EIS, California's population is growing rapidly and, unless new transportation solutions are identified and implemented, traffic will become more congested and airport delays will continue to increase. The proposed HSR system would provide lower passenger costs than air travel for the same city-to-city markets and offer service competitive with automobile travel. It would increase mobility while reducing air pollution, decreasing dependence on fossil fuels and protecting the environment by reducing greenhouse gas emissions. It would promote sustainable development in the areas near the stations, in comparison to existing trends. By moving people more quickly and at lower cost than air travel, the HSR system would boost California's productivity and enhance the economy. See the discussion under Section 1.2, Purpose and Need for the High-Speed Rail System and the Bakersfield to Palmdale Project Section, in this Final EIR/EIS.

Section 3.12 of this Final EIR/EIS evaluates impacts on neighborhoods and communities within the resource study area. The assessment considers the following key neighborhood and community issues: changes in neighborhood quality; barriers to social interaction in the analysis of potential impacts of the HSR project on neighborhoods, community cohesion, and community facilities; impacts on community facilities; and impacts on public services, safety, and security. In addition, the *Community Impact Assessment* (Authority 2018a) describes the resource study area communities, populations, and land uses affected by the project alternatives.

For more information on assessment of property value and project acquisitions, see BP-Response-GENERAL-04: General Information on the Right-of-Way and Relocation Processes for Residential and Business Displacements. Technical Appendix 3.12-B provides information on the rights and benefits of displaces under the Uniform Relocation Assistance Program. The *Draft Relocation Impact Report* (Authority 2018b)

757-180

also identifies property acquisitions, and the displacement and relocation of residential, commercial and industrial businesses, agriculture, and community facilities.

Submission 771 (Elsayed Abdelaal, February 24, 2020)

Bakersfield - Palmdale - RECORD #771 DETAIL

Status : Action Pending
Record Date : 4/28/2020
Affiliation Type : Individual
Submission Date : 2/24/2020
Interest As : Individual
Submission Method : Program Info Line
First Name : Elsayed
Last Name : Abdelaal
Professional Title :
Business/Organization :
Address : 1120 East Truxtun Avenue
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93305
Telephone : 661-932-8717
Email : sayedrashed1@yahoo.com
Cell Phone :
Email Subscription :
Add to Mailing List : Yes
EIR/EIS Comment : Yes
Attachments : Elsayed_Transcription.pdf (42 kb)

771-218

Hi, uh, my name is Elsayed. I'm from 1120 east Truxtun Avenue Bakersfield, California 93305. I'm just calling to double check if my property will be effected by the High-Speed Rail uh, I need to uh, know if my property is going to be taken or what's going on with that. Give me a call please, my phone number is 661-932-8717 thank you.

Stakeholder Comments/Issues :

Requesting information on if property will be impacted by project

Response to Submission 771 (Elsayed Abdelaal, February 24, 2020)

771-218

The commenter asks whether their property would be acquired or affected by implementation of the B-P Build Alternatives.

The analysis contained in the Draft EIR/EIS is based on preliminary engineering, which allows for conservative conclusions. As such, the analysis is not a final determination on the need to acquire a portion of the commenter's property, land use displacement, or relocation needs. Refer to the permanent and temporary project footprint shown in Appendix 3.1-C, Bakersfield to Palmdale Project Section Footprint Mapbook of this Final EIR/EIS. Based on this information, the address provided by the commenter would not be affected by either permanent or temporary construction property acquisition required for implementation of the B-P Build Alternatives.

Submission 784 (Jenny Hannah Brown, April 28, 2020)

Bakersfield - Palmdale - RECORD #784 DETAIL

Status : Action Pending
Record Date : 4/30/2020
Affiliation Type : Individual
Submission Date : 4/28/2020
Interest As : Individual
Submission Method : Project Email
First Name : Jenny
Last Name : Hannah Brown
Professional Title :
Business/Organization :
Address : 29572 Cassie Ct
Apt./Suite No. :
City : Keene
State : CA
Zip Code : 93531
Telephone :
Email : jenny_hannah@kernhigh.org
Cell Phone : 661-912-6217
Email Subscription :
Add to Mailing List :
EIR/EIS Comment : Yes
Stakeholder Comments/Issues :

784-672

* Has the geology been studied to confirm what impacts could occur during construction and operations to the underground water sources? All of the water wells (including mine) served in the area rely on the geology of fissures in the granite that if disrupted can cause impact to the water availability to existing wells. My well is thru solid granite at a depth of over 500 feet and is not a high producing well. Any impact to the water production would effectively make my property worthless. How does HSR plan on mitigating this potential loss of available water?

784-673

* An elevated track section is proposed across my property in excess of 20 feet above grade. The elevation will dramatically increase the noise and the visibility of the track to a higher impact and nuisance level than a track at grade level. How does HSR plan on mitigating this impact? A representation of this is attached to indicate potential impact.

784-674

* The HSR board has elected to proceed with finalizing the EIR/EIS in order to move forward to finalize a record of decision (ROD) without any available funds to acquire property. This will create the right of way for HSR, with no funds to purchase the properties in the alignment. This creates an unreasonable delay between the Authority's intent to condemn and the acquisition process, causing loss of rents, profits, and a diminution of market value to all properties in the alignment. "Klopping" damages would apply under this scenario. How will this be mitigated to the property owners?

784-675

For all of these reasons, if the authority moves forward with finalizing this proposed alignment, and as a property owner impacted by these actions, I expect a full and timely take of my property.

April 28, 2020

Bakersfield to Palmdale Draft EIR/EIS
 California High Speed Rail Authority
 770 L Street, Suite 620 MS-1
 Sacramento, CA 95814

To Whom it may concern;

My residence and property are within the proposed alignment for the Bakersfield to Palmdale section of High Speed Rail. The APN # is 505-200-14. The property consists of approximately 22 acres, 3,100 square foot custom residence, 1400 square foot metal building with an improved guest quarters (currently rented), private water well, two septic systems, fully fenced, and animal corrals.

I have attended multiple public meetings, and commented on the location of this proposed alignment. I have been told consistently by HSR authorities and Engineers, that the track cannot be relocated or moved due to physical constraints. Over the last 4 years the proposed alignment has moved several hundred feet as it transverses over my property. The alignment moved most recently due to a request for a mitigation for the La Paz Center, about 2 miles to the east of my property, in order to meet noise and "visual" mitigations for this facility.

The following are my comments and request for response in the EIR document:

Sincerely,

Jenny Hannah Brown
 29572 Cassie Ct
 Keene, CA 93531
 Cell 661-912-6217

[cid:ec8ac160-d59d-4528-8d09-ee338f79924a@namprd05.prod.outlook.com]

CONFIDENTIALITY NOTICE: This communication and any documents, files or previous e-mail messages attached to it, constitute an electronic communication within the scope of the Electronic Communication Privacy Act (18 USCA ? 2510). This communication may contain non-public, confidential, or legally privileged information intended for the sole use of the designated recipient(s). The unlawful interception, use or disclosure of such information is strictly prohibited under 18 USCA ? 2511 and any applicable laws. If you are not the intended recipient, or have received this communication in error, please notify the sender immediately by reply e-mail or by telephone and delete any and all electronic and hard copies of this communication, including attachments, without reading them or saving them to disk.

Response to Submission 784 (Jenny Hannah Brown, April 28, 2020)

784-672

The commenter is concerned that impacts on underground water sources have not been adequately analyzed in the Draft EIR/EIS. The commenter indicates that water wells in the area rely on fissures in the granitic geology. The commenter is concerned that if such geology is disrupted, water availability will be affected. The commenter asks what mitigation is being implemented by the Authority to ensure water well disruption does not occur.

The Bakersfield to Palmdale Project Section Final EIR/EIS, Section 3.9, subsection 3.9.4.2 discusses GEO-IAMF#1, which pertains to groundwater withdrawal. GEO-IAMF#1 indicates that groundwater levels will be controlled by re-injecting groundwater at specific locations if necessary. Additionally, the Bakersfield to Palmdale Project Section Final EIR/EIS, Section 3.8, subsection 3.8.7.2, requires Mitigation Measure WQ-MM#3 to be implemented. WQ-MM#3 provides measures pertaining to tunnel constructability and hydrogeological monitoring. Once additional information is available during final design, hydrogeological modeling would be conducted to assess, in greater detail, the potential impacts of removing groundwater from bedrock storage during construction. The objective of the modeling is to simulate the impact of the project on the hydrogeological regime of the area and, in particular, to undertake predictive modeling to assess: (1) the extent and amount of water level drawdown in the surrounding area as a result of inflow to the tunnels and construction sites; (2) the potential groundwater inflow volumes to the tunnels; and (3) the sensitivity of the groundwater table to a drawdown. The modeling would determine the exact measures to be implemented to address the specific impact.

The Bakersfield to Palmdale Project Section in the area of the commenter's property would be developed at grade and on elevated tracks. No tunneling would occur in this portion of the Bakersfield to Palmdale Project Section. Granitic and metamorphic rocks (the geology type located at the commenters parcel) do not contain pore volume between rock grains (intergranular porosity) for groundwater to reside. In these types of rocks, groundwater storage is limited to open joints, fractures, faults, and formational contacts. As noted above, the Bakersfield to Palmdale Project Section alignment in this area would be developed at grade or on elevated structure, and not in a tunnel; as such, dewatering would not be required for construction activities. Depth to bedrock is anticipated to be shallow, as surficial outcrops of bedrock are readily visible in aerial

784-672

photographs of this location. Foundations associated with the elevated tracks are also expected to be shallow (approximately 100 feet deep) with respect to the depth of groundwater resources. Structure foundations would be at discrete locations and are not anticipated to create a barrier to groundwater flow at depths of 500 feet.

No revisions have been made to this Final EIR/EIS in response to this comment.

Response to Submission 784 (Jenny Hannah Brown, April 28, 2020) - Continued

784-673

The commenter expressed concern over noise and visual impacts near her property as a result of the proposed elevated track.

Due to the proximity of the proposed track, the property in question has been identified as severely affected as it relates to noise generated by the proposed project prior to mitigation. Due to the remote nature of the property, the criteria for sound barrier consideration is not met. Consistent with Mitigation Measure N&V-MM#3, in order to reduce noise levels to a less than severe impact, alternate forms of mitigation will be considered.

As described in Section 3.16 of this Final EIR/EIS, the existing visual quality in the area around the commenter's residence is high as the scenic, rolling hills and ridgelines of the Tehachapi Mountains contribute to a high degree of natural harmony and the design of the scattered single-family homes complements the natural setting. In this area, the B-P Build Alternatives would transition from viaduct to an embankment profile and then enter a tunnel; less than 1,000 feet of track is elevated on the commenter's property to pass over the existing UPRR tracks. Though the viewpoint from the commenter's home was not specifically analyzed (the closest key viewpoint is KVP 10, which shows the Preferred Alternative from the other side of SR 58), the analysis in Section 3.16 of this Final EIR/EIS states that the linear HSR structure would be incompatible with the rolling landscape, and that the impact of the HSR project in the area including the commenter's property, would be significant. Mitigation Measure AVQ-MM#3, as described in Section 3.16.7, is required. Mitigation Measure AVQ-MM#3 requires design enhancements to the viaducts and columns, such as design features that would decrease color contrast and reflection from the HSR structure, use textures that blend with the environment, and use column shapes that are context-sensitive. This would reduce the change in visual quality associated with the viaduct. However, after mitigation, the impact would remain significant and unavoidable under CEQA.

For information about property impacts and acquisition, refer to Private Property and High-Speed Rail: Your Questions Answered (Authority 2019a), which describes the process and general timeline by which an appraiser and right-of-way agent will coordinate with the property owners of parcels affected by the HSR alignment. Private Property and High-Speed Rail: Your Questions Answered also offers guidance for

784-673

property owners of parcels that will not require acquisition but for which the property owner believes their property value has been affected. In those cases, property owners who believe they have suffered a loss may file a claim with the State of California Government Claims Board.

For a more general analysis of impacts on neighborhoods, including increased noise, the division of communities, and physical deterioration, please refer to Section 3.12.4.2 of this Final EIR/EIS.

Response to Submission 784 (Jenny Hannah Brown, April 28, 2020) - Continued

784-674

Refer to Standard Response BP-Response-GENERAL-04: General Information on the Right-of-Way and Relocation Processes for Residential and Business Displacements.

The commenter expressed concern over the timing of the Record of Decision and the acquisition process, and the potential for the owners of properties identified for acquisition to experience revenue losses and depreciated property values in the time between the formal approval of the HSR alignment and the right-of-way acquisition process. The commenter requested additional information regarding mitigation for affected property owners.

The Authority has worked closely with government agencies, businesses, and individuals to refine the B-P Build Alternatives to avoid or minimize impacts, including property acquisitions, to the maximum extent possible in light of the HSR performance criteria. This refinement process will continue throughout final design for the selected alternative.

The Authority has prepared informational pamphlets describing the right-of-way acquisition process. Specifically, Private Property and High-Speed Rail: Your Questions Answered (Authority 2019a) describes the process and general timeline by which an appraiser and right-of-way agent will coordinate with the property owners of parcels affected by the HSR alignment. Private Property and High-Speed Rail: Your Questions Answered also offers guidance for property owners of parcels that will not require acquisition but for which the property owner believes their property value has been affected. In those cases, property owners who believe they have suffered a loss may file a claim with the State of California Government Claims Board.

784-675

Refer to Response to Comment 784-674, contained in this chapter.

Submission 796 (blaynepps@gmail.com, April 23, 2020)

Bakersfield - Palmdale - RECORD #796 DETAIL

Status : Action Pending
Record Date : 4/30/2020
Affiliation Type : Individual
Submission Date : 4/23/2020
Interest As : Individual
Submission Method : Project Email
First Name : blaynepps@gmail.com
Last Name : blaynepps@gmail.com
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Rosamond
State : CA
Zip Code : 0000
Telephone :
Email :
Cell Phone :
Email Subscription :
Add to Mailing List :
EIR/EIS Comment : Yes
Stakeholder Comments/Issues :

-----Original Message-----

From: blaynepps@gmail.com <blaynepps@gmail.com>
Sent: Thursday, April 23, 2020 6:10 AM
To: HSR Southern California@HSR <southern.california@hsr.ca.gov>
Subject: HSRA Web Inquiry: Contact Us

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a resident in rosamond CA. I have just learned that this rail will be literally in my front yard, on the ground, splitting my children from there bus stop.

796-538 | Not just me, but everyone around me. There needs to be an alternative route than through 65th street in rosamond.

Sent from my iPhone

Response to Submission 756 (Steve Lewis, April 16, 2020)

756-173

The commenter's opposition to the HSR project based on several cost and financial concerns is acknowledged. For information about cost estimates, refer to Chapter 6 of this Final EIR/EIS and to the Authority's Business Plans, which can be found at the Authority's website, www.hsr.ca.gov. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 799 (Kirk Sunderman, March 5, 2020)

Bakersfield - Palmdale - RECORD #799 DETAIL	
Status :	Action Pending
Record Date :	5/4/2020
Affiliation Type :	Individual
Submission Date :	3/5/2020
Interest As :	Individual
Submission Method :	Letter
First Name :	Kirk
Last Name :	Sunderman
Professional Title :	
Business/Organization :	
Address :	7615 Golden Rise Court
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93313
Telephone :	661-364-2156
Email :	kirksunderman@outlook.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	Yes
EIR/EIS Comment :	Yes
Attachments :	Kirk Sundermann Envelope.pdf (10 kb) Kirk Sundermann Letter.pdf (62 kb) Kirk_Sunderman_Transcription.pdf (44 kb)

BAKERSFIELD, 03/05/20
HSRA

Submission 799 (Kirk Sunderman, March 5, 2020) - Continued

HSRA,

799-676

MY NAME IS KIRK SUNDERMAN AND I HUMBLY ASK THE HSR AUTHORITY TO CONSIDER A TUNNEL THROUGH BAKERSFIELD RATHER THAN THE PLANNED BRIDGE.

A TUNNEL FROM THE GOLDEN STATE NB LOCATION TO A DOWNTOWN STATION (PERHAPS AT CALIFORNIA EL) WOULD BE UNIQUE, AND GREATER CONVENIENCE TO TRAVELERS AND LOCALS ALIKE, INCREASING THE TRAIN'S FEASIBILITY.

ADDITIONALLY, A TUNNEL WOULD SPARE THE ^{MANY} BLIGHTED CENTRAL AND EASTSIDE COMMUNITIES ANOTHER SOURCE OF NEGATIVITY IN THEIR NEIGHBORHOODS.

SINCERELY,



KIRK SUNDERMAN
7615 GOLDEN RISE COURT
BAKERSFIELD, CA 93313
(661) 364-2156
KIRKSUNDERMAN@OUTLOOK.COM

HSRA,

My name is Kirk Sunderman and I humbly ask the HSR Authority to consider a tunnel through Bakersfield rather than the planned bridge.

A tunnel from the Golden State NE location to a downtown station (perhaps at California EL) would be unique, and greater convenience to travelers and locals alike, increasing the train's feasibility.

Additionally, a tunnel would spare the many blighted central and eastside communities another source of negativity in their neighborhoods.

Sincerely,

Kirk Sunderman

Kirk Sunderman

7615 Golden Rise Court

Bakersfield, CA 93313

(661) 364.2156

kirksunderman@outlook.com

Response to Submission 756 (Steve Lewis, April 16, 2020)

756-173

The commenter's opposition to the HSR project based on several cost and financial concerns is acknowledged. For information about cost estimates, refer to Chapter 6 of this Final EIR/EIS and to the Authority's Business Plans, which can be found at the Authority's website, www.hsr.ca.gov. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 810 (Dennis Tope, April 18, 2020)

Bakersfield - Palmdale - RECORD #810 DETAIL	
Status :	Action Pending
Record Date :	5/7/2020
Affiliation Type :	Individual
Submission Date :	4/18/2020
Interest As :	Individual
Submission Method :	Letter
First Name :	Dennis
Last Name :	Tope
Professional Title :	
Business/Organization :	
Address :	21080 Black Oak Drive
Apt./Suite No. :	
City :	Tehachapi
State :	CA
Zip Code :	93561
Telephone :	
Email :	
Cell Phone :	
Email Subscription :	
Add to Mailing List :	Yes
EIR/EIS Comment :	Yes
Attachments :	810_Tope_Letter.pdf (98 kb)

21080 Black Oak Drive
 Tehachapi, CA 93561
 April 18, 2020

Attn. Bakersfield to Palmdale Draft
 California High Speed Rail Authority Administrators

Dear Sir:

810-857

It goes without saying that "When you try to solve problems with money, you get the same problems at a higher price." Throwing more money a project like yours only adds to the bazillions of dollars needed to complete it.

Let's get real here! The negatives of a high speed rail system for California far outweigh the benefits of this project, especially in lieu of the fact that our current highway system is falling apart. Everybody travels in vehicles yet how many people will ride the HSR, when they can get from L.A. to San Francisco much faster by plane.

810-858

I attended one of your informative meetings in Tehachapi years ago and had a private discussion with one of your project engineers. He told me that current estimates to build the HSR right-of-way over the Tehachapi Mountains from Bakersfield to Palmdale would cost around 77 billion dollars.

810-859

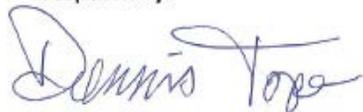
You people mean well and some kind of HSR may evolve over the next 100 years, but right now no end is in site to complete this monstrous undertaking. Take the current right-of-way and give it to the BNSF

Submission 810 (Dennis Tope, April 18, 2020) - Continued

810-859

Railroad, where both the freight railroad and Amtrac can utilize the line.

Respectfully:

A handwritten signature in blue ink that reads "Dennis Tope". The signature is written in a cursive style with a large initial "D" and a long horizontal stroke extending to the right.

Response to Submission 810 (Dennis Tope, April 18, 2020)

810-857

The commenter's opposition to the HSR project is acknowledged. This comment does not address the sufficiency of the Draft EIR/EIS nor does it suggest edits to the document. No change has been made to the document in response to this comment.

As discussed in Section 1.2.4.1, Travel Demand and Capacity Constraints, of this Final EIR/EIS, California's population is growing rapidly and, unless new transportation solutions are identified, traffic will become more congested and airport delays will continue to increase. The proposed HSR system would provide lower passenger costs than air travel for the same city-to-city markets and offer service competitive with automobile travel. It would increase mobility while reducing air pollution, decreasing dependence on fossil fuels and protecting the environment by reducing greenhouse gas emissions. It would promote sustainable development in the areas near the stations, in comparison to existing trends. By moving people more quickly and at lower cost than air travel, the HSR system would boost California's productivity and enhance the economy. See the discussion under Section 1.2, Purpose and Need for the High-Speed Rail System and the Bakersfield to Palmdale Project Section, in this Final EIR/EIS.

810-858

The commenter states that they had attended a meeting "years ago" in Tehachapi, where they were informed that the project would cost approximately \$77 billion. The current cost estimates, and supporting documentation are described in the Final EIR/EIS. Table 6-1 in Chapter 6, Costs and Operations, of this Final EIR/EIS shows the capital cost estimates for each alternative from the Bakersfield Station to the Palmdale Station (including the Fresno to Bakersfield Locally Generated Alternative alignment from the intersection of 34th Street and L Street to Oswell Street), as well as for the César E. Chávez National Monument Design Option and the Refined César E. Chávez National Monument Design Option. Alternatives 1, 2, 3, and 5 range in distance from 82.77 to 82.79 miles and are estimated to have construction costs between approximately \$18.1 billion and \$19.0 billion (2016\$). The César E. Chávez National Monument Design Option would cost an additional \$47 million to construct and the Refined César E. Chávez National Monument Design Option would cost an additional \$534 million to construct. All B-P Build Alternatives reflect costs of the Bakersfield and Palmdale Stations, as well as the maintenance facilities discussed in Section 6.2.2. No change has been made to the Final EIR/EIS in response to this comment.

810-859

This comment presents opinions on the HSR project. CEQA and NEPA require a final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). The comment does not address an environmental issue but has been included in the project's administrative record.

Submission 764 (Larry LeDuc, 1951, April 27, 2020)

Bakersfield - Palmdale - RECORD #764 DETAIL	
Status :	Action Pending
Record Date :	4/27/2020
Response Requested :	
Affiliation Type :	Individual
Submission Date :	4/27/2020
Interest As :	Individual
Submission Method :	Website
First Name :	Larry
Last Name :	LeDuc
Professional Title :	
Business/Organization :	1951
Address :	
Apt./Suite No. :	
City :	Rosamond
State :	CA
Zip Code :	93560
Telephone :	6616182638
Email :	Larry.LeDuc4@gmail.com
Cell Phone :	
Email Subscription :	Bakersfield to Palmdale , Southern California
Add to Mailing List :	Yes
EIR/EIS Comment :	Yes
Stakeholder Comments/Issues :	

764-336 I spent several hours looking at the draft EIR that was on line as of the last Bakersfield-Palmdale omn line meeting. They said they chose alternative 2, but the impact report only showed Alternative 3. I would like to know which it is. I feel that they have overlooked the fire department's response time. My insurance is predicated on less than a 10 minute response time, but the alternative 3 will add at least five minutes to respond to my house. This is based on the EIR alternative 3 shows parcel access roads as long as a mile and a half of unpaved road. We have brought this up before and it was to be addressed, but I could not find anything on fire control and avoidance.

Response to Submission 764 (Larry LeDuc, 1951, April 27, 2020)

764-336

The commenter indicates that the Draft EIR/EIS overlooked the fire department's response time and indicates that Alternative 3 would add at least 5 minutes of response time to the commenter's home. Section 2.3.12 of this Final EIR/EIS discusses the development and evolution of the Alternative 2 and 3 alignments. Reasons for the selection of Alternative 2 as the Preferred Alternative can be found in Section 8.3.1 of this Final EIR/EIS.

Section 3.11 of this Final EIR/EIS provides discussion on local fire service in the area of the alignment and an analysis to determine if fire department response times would be affected with implementation of the project. The commenter has not provided a general location of his/her home; therefore, it cannot be determined which fire department would serve the area of the commenter's home. Table 3.11-7 in Section 3.11 of this Final EIR/EIS provides data on the fire departments that serve the area around the alignment, their service areas, their equipment/staffing inventory, and the average response time of each fire department. Table 3.11-7 indicates that the average response times for the fire departments are 6 to 7 minutes in urban areas and as long as 20 minutes in rural portions of Kern County. Impact S&S #4 indicates that construction of the Bakersfield to Palmdale Project Section could increase response times for emergency responders due to road closures; however, the emergency responders would be notified of such closures in advance in order for them to adjust routes in their service areas to maintain response times. Additionally, S&S-IAMF#1 would require a construction safety transportation management plan with procedures to avoid impacts on service ratios (i.e., number of law enforcement officers per 1,000 residents), response times, or other performance objectives for emergency services through coordination with local jurisdictions to maintain emergency vehicle access and by establishing detour provisions for temporary road closures and routes for construction traffic. As discussed under Impact S&S #10, during operation of the project, road closures and modified traffic routing along the HSR tracks also could result in increased response times for emergency responders. Existing roads would either remain unchanged where elevated track would cross them or would be modified into overcrossings or undercrossings where at-grade track would conflict with them; however, in some locations along the alignment, roads crossing the HSR alignment would be closed permanently. Road segments that would be permanently closed are typically short (less than 1 mile), and access to properties adjacent to these closed roads would be readily available from

764-336

other roads. Road crossings in rural areas would occur approximately every 2 miles. The Authority would also coordinate with emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs to maintain emergency response times in service areas. Finally, S&S-MM#1 would be implemented as applicable and would require monitoring of emergency response times of emergency providers over a 5-year period once the project is operational. The analysis provided in this Final EIR/EIS fulfills the requirements of CEQA and NEPA in determining if implementation of the project would impact, improve, or maintain emergency response times in the service areas near the alignment.

No revisions have been made to this Final EIR/EIS in response to this comment.

Submission 688 (Marygail Nelson, MaryGail Nelson, March 2, 2020)

Bakersfield - Palmdale - RECORD #688 DETAIL

Status : Action Pending
Record Date : 3/2/2020
Response Requested :
Affiliation Type : Individual
Submission Date : 3/2/2020
Interest As : Individual
Submission Method : Project Email
First Name : Marygail
Last Name : Nelson
Professional Title : Marriage and Family Therapist
Business/Organization : MaryGail Nelson
Address : 2910 Camino Diablo
Apt./Suite No. : Suite 200
City : Walnut Creek
State : CA
Zip Code : 94597
Telephone : 925.933.4055
Email : marygailnelson@mac.com
Cell Phone :
Email Subscription :
Add to Mailing List :
EIR/EIS Comment : Yes

688-247 | Please get this done and go forward.

Thank you,

Marygail Nelson

Marygail Nelson
 marygailnelson@mac.com
 MaryGail Nelson
 Marriage and Family Therapist - CA Lic #27992
 2910 Camino Diablo, Suite 200, Walnut Creek, CA 94597
 925.933.4055

Good Morning,

I am a resident of California and consumer of the rails, and thus a stake holder.

I do not travel by air, so I use Amtrak, Capitol Corridor, etc.

688-245 | I hope that is finally time to go forward with High Speed Rail. It took me over 8 hours on 2/8/2019 to get from Martinez to LA Union Station. Every aspect was working on time, it is just how long it presently takes.

688-246 | I just went to read the Environmental Impact Study and as a layman found it very difficult to decipher.

What I do know is this:

688-247 | It is so important that we in California have an up to date, modern train system for workers, travelers and everyone who could benefit. People could live in the outlying areas of LA and still work there if they had a viable transportation system.

We have to reduce our carbon emissions and getting cars off the road is a major way to do that. Not many folks are willing to get out of their cars to go to Disneyland if it is going to take them 8 hours from the Bay Area.

And what I know "is that every choice involves a loss". It will never be perfect, everyone will not be happy, but we need to make choices based on the greater good and impact.

Response to Submission 688 (Marygail Nelson, MaryGail Nelson, March 2, 2020)

688-245

The commenter's support of the Bakersfield to Palmdale Project Section of the HSR project is acknowledged. This comment does not address the sufficiency of the Draft EIR/EIS nor does it suggest edits to the document. No change has been made to the document in response to this comment.

688-246

The commenter states that the environmental document was difficult to decipher.

Efforts have been made to write the EIR/EIS in edited plain language, as required by CEQA Guidelines 15140 and Council on Environmental Quality NEPA Regulations (40 C.F.R. 1500-1508). Additionally, per CEQA Guidelines 15147, technical data, maps, etc. have been summarized, and "highly technical and specialized analysis and data" have been avoided in the body of the EIR/EIS, relegated instead to the technical appendices found in Volume 2 of this Final EIR/EIS. Additional detailed analysis is also contained in technical reports prepared for a number of the sections in Chapter 3.

688-247

The commenter's support of the Bakersfield to Palmdale Project Section of the HSR project is acknowledged. This comment does not address the sufficiency of the Draft EIR/EIS nor does it suggest edits to the document. No change has been made to the document in response to this comment.