

Submission P001 (Mary Helen Barro, December 19, 2017)

1 our choices and about our opportunity to speak.
 2 So if you don't think people care or won't be
 3 impacted by the change, you're wrong. People do
 4 care. And people, especially those who have the
 5 most to gain from the downtown stop, will be
 6 impacted, but they're otherwise constrained. And
 7 on top of that, they were not adequately informed
 8 of the opportunities they have to share their
 9 voice or their opinion.

10 I still believe in the potential of this
 11 place, but the proposition for the F Street stop
 12 makes me question if that potential will ever be
 13 realized.

14 Thank you.

15 MS. MARTINEZ: Thank you, Ms. Yates.

16 And once again, we'll pause things until
 17 we get more cards.

18 (Pause from 7:36 p.m. to 7:41 p.m.)

19 MS. MARTINEZ: Okay, we have another
 20 speaker card that's just come in.

21 Can I have Mary Helen Barro come to the -
 22 - and speak, come to the microphone.

23 MS. BARRO: Thank you very much. I
 24 appreciate it. (Speaking Spanish.)

25 I just wanted to come here and put in my

P001-1

1 two cents worth. I'm a big supporter of high-
 2 speed rail. I think it's critical for
 3 California, especially with the new rails and
 4 equipment that are going to be installed. It's
 5 just horrifying to hear the news reports about
 6 the recent trail derailment. And so I'm really
 7 looking forward to high-speed rail coming to --
 8 well, it's already here in California, but coming
 9 to Bakersfield especially. But all the jobs and
 10 the services that it will provide, I think, are
 11 critical to our future growth, as well as to
 12 sustain the future growth that we're going to
 13 have in other industries.

P001-2

14 I'm leaning -- I'm looking at the two
 15 possible sites for the depot here in Bakersfield.
 16 And I think that in spite of the concerns
 17 expressed by Mercy Hospital and Bakersfield High
 18 School, I think the best place would be the
 19 original site, I think, which was the downtown
 20 one, as opposed to the F Street site, because I
 21 think it will really benefit a greater part of
 22 the City of Bakersfield that is in most need, and
 23 I think that's East Bakersfield where a great
 24 many of the Latino community resides, as well as
 25 Southeast Bakersfield. We need so much

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P001-2 | 1 attraction there to bring in additional
2 businesses and services to those residents.

P001-3 | 3 In the last few years, so much of the
4 growth has been to the southwest and the
5 northwest. And I think that our overall
6 community would benefit greatly if the depot was
7 in a more centralized location, close to downtown
8 where all of our federal buildings are, our state
9 buildings are, so people coming here would have
10 easy access to the center of town and those other
11 government buildings that would be much closer to
12 a station that was downtown.

13 So that's all I really have to say,
14 except hurry up and let's get going. Thank you
15 very much for coming, and thank you very much for
16 the public hearing.

17 MS. MARTINEZ: Thank you. Thank you very
18 much.

19 MS. BARRO: You're welcome. Thank you to
20 you, and Merry Christmas and Happy New Year.

21 MS. MARTINEZ: All right, once again,
22 we're going to pause. We're down to our last 15
23 minutes. It is 7:45.

24 (Pause from 7:45 p.m. to 8:00 p.m.)

25 MS. MARTINEZ: It's eight o'clock. Our

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P001-1

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

P001-2

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

P001-3

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

Submission P002 (Adam Cohen, December 19, 2017)

1 you present them to the panel and leave it in the
2 comment box located next to the podium.

3 At this time, I'd like to give any
4 elected officials or city representatives the
5 opportunity to provide their comments first.

6 Seeing none, we do have a couple of
7 cards. Our first speaker, our 18th speaker of
8 the evening, is Adam Cohen.

P002-1 9 MR. COHEN: Good evening. I'd first like
10 to say that I am completely supportive of the
P002-2 11 project, but opposed to the F Street alignment
12 and the station at F Street.

P002-3 13 The comments that I previously provided
14 to the Board were not accounted for in May, and
15 it identified serious errors that are replicated
16 in Figure 8-1, and everything that was drawn
17 from. And specifically, they account for the
18 Shafter Heavy Maintenance Facility, as well as an
19 oil field. And they count those impacts, whether
20 it be noise, farmland and other impacts
21 attributable to the hybrid alignment,
22 incorrectly.

P002-4 23 I'd also like to point here this figure
24 here in the station area, Volume 3. And this not
25 a walkable facility, and it actually conflicts

P002-4 1 with High-Speed Rail Authority design guidelines
2 for a station. You've got a 30-foot wall on the
3 north and you've got a highway interchange on the
4 south, and it's not walkable. This facility also
P002-5 5 does not account and the EIR doesn't account for
6 the traffic impacts between high-speed rail and
7 Rabobank Arena, which has up to 10,000 visitors
8 when it's full. So that adds substantial impacts
9 that have not been taken into account in the EIR.

P002-6 10 I also want to point out that this EIR
11 has substantial adverse impacts on Old Town Kern
P002-7 12 by placing a viaduct over Sumner Street. And I'd
13 like to finally request from the Authority that
14 if the alignment is deemed the best or preferred
15 alignment, that an alternative station be looked
16 at in Old Town Kern. This would allow for
17 multimodal connectivity with Amtrak by providing
18 a second Amtrak Station east of Bakersfield.
19 That way you'd have two stations, similar to
20 Oakland, Jack London Square-Coliseum-type setup.

P002-8 21 So with that being said, I really would
22 implore that the Authority look at the alignment
23 separate from the station, and that they actually
24 release a revised EIR that corrects the impacts
25 associated with the hybrid, because they're

Submission P002 (Adam Cohen, December 19, 2017) - Continued

P002-8| 1 misquoted, as I showed in Figure 8-1, as well as
P002-9| 2 look at alternative station locations in the
3 metro area, aside from F Street and Golden State
4 Avenue, something that is closer to the downtown
5 core, something that is more walkable and that's
6 not, you know, two miles from downtown
7 destinations.

P002-10| 8 Again, I'd like to encourage and request
9 that the Authority look at the specific traffic
10 impacts with disconnecting the station from
11 Amtrak, as well as its lack of walkability to the
12 convention center and the arena. If high-speed
13 rail were here today, we wouldn't be able to take
14 it to this meeting.

15 Thank you.

16 MS. MARTINEZ: Mr. Cohen, are you
17 representing yourself or an organization?

18 MR. COHEN: Myself. And, Valerie,

P002-11| 19 just -- I'd like note, as well, that in the
20 papers the past few days, this was not noticed.
21 This public hearing was not in any of the papers.

P002-12| 22 And so one of the things that I would
23 request is that consideration be done for another
24 public hearing after notice has been in the
25 newspaper.

1 MS. MARTINEZ: Thank you.

2 MR. COHEN: Thank you.

3 MS. MARTINEZ: Terry Maxwell.

4 MR. MAXWELL: Good evening. My name is
5 Terry Maxwell. I am a former City Council

6 Member. I was a City Council Member between the
7 years 2012 and 2016, so I was part of the group

8 that sued you for you to consider this new
9 locally-generated alternative. We were upset

10 because the original alignment, the hybrid, was
11 going to take out a lot of homes. It was going

12 to cause a lot of destruction to our community.
13 And so we looked at the possibility of putting it

14 over on F and Golden State.

15 I was supportive of that, not realizing
16 what kind of an economic impact the high-speed

17 rail station was going to have on Downtown
18 Bakersfield. I was naive. I was part of the

19 group that, as I say, sued and pushed and pushed,
20 but I always viewed it as I really didn't want

21 the high-speed rail in Bakersfield in the first
22 place. I've thought it should have been on the

23 west side of town, well outside of the downtown
24 area.

25 But as I have looked at this, I have

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P002-1

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

P002-2

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

P002-3

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

Figure 8-1, which is noted by the commenter, is provided on page 8-3 of the Draft Supplemental EIR/EIS, but does not depict an HMF (not included in the project) or oil fields (addressed below).

Oil fields located along the project alignment and in the vicinity of the alignment are assessed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, of the Draft Supplemental EIR/EIS. As shown in Figure 3.9-7 of the Draft Supplemental EIR/EIS (page 3.9-19), there are four oil fields located along the project alignment, including: Fruitvale Oil Field, Kern Front Oil Field, Rosedale Oil Field, and North Shafter Oil Field. Potential impacts related to the presence of oil fields are addressed under Impact GSSP #5, Encountering Mineral and Energy Resources during Construction and Loss of Availability of Known Mineral or Energy Resources of Statewide or Regional Significance (Supplemental EIR/EIS, page 3.9-27) and would be less than significant.

The commenter also notes concerns with noise and farmland. Potential impacts of the project associated with noise are addressed in Section 3.4, Noise and Vibration. Potential impacts of the project associated with farmland are addressed in Section 3.14, Agricultural Land.

No revisions to the Final Supplemental EIR are necessary based upon this comment.

P002-4

As shown in Volume III: Station Drawings, a bicycle and pedestrian path and bridges are proposed that would connect to existing bicycle infrastructure to provide active transportation connections, as well as an ADA accessible path. The station area includes a multi-use path that parallels the alignment from Chester Avenue to the Kern River Parkway. The 34th Street overpass over UPRR and down into the station area includes a sidewalk and connections to the multi-use path. Pedestrians not wanting to use 34th Street can access the multi-use path directly from Chester Avenue. The City of Bakersfield would be responsible for implementing transit-oriented development guidelines and policies to develop connectivity and pedestrian access to and from the HSR station. As such, the F Street Station is designed to accommodate pedestrian and bicycle active transportation modes, as well as transit and single-occupancy vehicles.

P002-5

Rabobank Arena is an existing facility. Traffic generated by that use already exists on the roads when events occur. The HSR system will actually provide attendees a transit alternative to attend events, thereby reducing the number of vehicle trips that would otherwise have occurred in the absence of the HSR station. Additionally, the F Street Station would enhance multimodal connectivity in downtown Bakersfield, thereby providing better transit access to all locations within the downtown including the Rabobank Arena. Furthermore, the circulation system is planned for the typical weekday peak commute periods. Events typically occur during off-peak hours or weekend hours outside of peak hours and do not require an obligation to analyze and mitigate. No revisions have been made to the Final Supplemental EIR in response to this comment.

P002-6

The F-B LGA project technical studies identified five historic properties that meet NRHP and CRHR eligibility criteria within the project Area of Potential Effect (APE) in the area of East Bakersfield also known as Sumner, Kern City, or Old Town Kern (refer to F-B LGA HASR). The F-B LGA project would not remove any NRHP/CRHR-eligible historic property in Old Town Kern and none of these historic properties would experience physical impacts, or direct adverse effects, under the F-B LGA project. The F-B LGA project would pose an indirect adverse visual effect to the historic property known as the Kern County Land Company Warehouse (MR#075, APN 014-350-09). Refer to Section 3.17.6.2 of the Draft Supplemental EIR/EIS for mitigation measures that address this

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indirect adverse effect. Although the F-B LGA elevated structure would also be visible, or partly visible, from the other four NRHP/CRHR-eligible properties identified in the APE in the Old Town Kern area, this visual change would not diminish the historically significant aspects or features of these properties. The analysis of effects for all NRHP and/or CRHR-eligible historic properties is presented in the F-B LGA Supplemental Finding of Effects. Please also refer to Section 3.12 of the Draft Supplemental EIR/EIS for Socioeconomics and Communities impacts analysis, and Section 3.16 for Aesthetics and Visual impacts analysis for information regarding other analysis of the elevated structure.

P002-7

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

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

The following is a list of CHSR technical memoranda (TM) were used to evaluate station sites.

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

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

Engineering

The Old Town Kern station as described by the commenter would be infeasible in terms

P002-7

of engineering for the following reasons:

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

Environmental

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

- The proposed station location along Sumner Street between Baker Street and Beale Avenue would displace several commercial businesses, including Pyrenees French Bakery, Luigi's, and Arizona Café. This site would also displace The Mission at Kern County (homeless shelter), Bakersfield Fire Station No. 2, and the U.S. Post Office building at 727 Kentucky Street.

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P002-7

- The Baker-Beale site as proposed has a high sensitivity for historical archaeological deposits, and contains two known historic properties (former SPRR, now UPRR, Rail Depot and the Fire Station). Placement of a station footprint here would cause a direct adverse effect to both properties. As such, the FRA would be required to choose the May 2014 Project because of Section 4(f) of the U.S. Transportation Act. The LGA successfully avoided all direct impacts on historic properties.
- Further, a station located at the Baker-Beale site would likely have a much longer footprint extending in both directions along the centerline. Therefore, it is very likely that other known historic properties would be adversely affected (specifically, Noriega's Traditional Cultural Property [TCP] and the Amestoy Hotel, and possibly the Kern Land Co Warehouse). The F-B LGA project made a considerable effort to avoid, minimize, and mitigate potential adverse effects of the HSR viaduct to the Noriega's TCP – an HSR station at this location would likely have more extensive adverse effects on this property and others in the area.
- Finally, a station at this location would require additional inventory and evaluation of built environment resources to the north and south, and possibly to the east and west as well, in areas that are outside the current APE. These areas are likely to reveal additional historic properties based on the age of this neighborhood and the presence of known historic properties.

The commenter argues that this would mitigate the adverse impacts of an elevated viaduct bisecting the Old Town Kern neighborhood.

If a station were placed in Old Town Kern, not only would a viaduct be placed along the current alignment, but the station itself would then bisect if not completely displace the whole area proposed for consideration. Impacts would not be mitigated and would in fact be escalated.

P002-7

The commenter also states that this station would allow for an intermodal rail connection where the BNSF tracks “converge” with the LGA alignment, allowing for a second Amtrak station at Old Town Kern. The commenter suggests that this second Amtrak Station in Old Town Kern would be similar to the two Amtrak stations in Oakland at Jack London Square and the Oakland Coliseum.

It is highly unlikely that a second Amtrak station would be placed at the proposed Old Town Kern location, particularly as this is less than a mile from the current Bakersfield Amtrak Station, and a new Amtrak Station would cause further displacements and adverse impacts similar to those outlined above. It would be more likely (and cost effective) for a bus connector to be developed, similar to the City of Bakersfield's proposition for connecting the F Street Station and Amtrak, as described in the Making Downtown Bakersfield Station Area Vision Plan (2018). The two stations in Oakland mentioned by the commenter are approximately five miles apart, similar to other distances between Amtrak Stations in the densely populated Bay Area. The closest stations there are the Berkeley and Emeryville Stations, which are approximately two miles apart.

P002-8

The commenter requests that impact analysis for the alignment be reported separately from the station in the summary of F-B LGA impacts and comparison with the May 2014 Project. This approach would be in conflict with the approach of the Final EIR/EIS, which looks at the impacts of the alignment and supporting facilities as a whole. The Draft Supplemental EIR/EIS follows the approach of the Final EIR/EIS.

P002-9

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

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

Response to Submission P002 (Adam Cohen, December 19, 2017) - Continued

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residential, and park uses to the north. East of the proposed station site, 34th Street provides east-west access to the station site.

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

The City of Bakersfield prepared a Vision Plan for the HSR Station Area in coordination with the Authority. The May 2018 Making Bakersfield Station Area Vision Plan includes an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages the physical development of the station area, and enhances the community’s sustainability by encouraging infill development and multimodal connectivity, in particular transit-, pedestrian-, and bicycle-oriented connectivity. The Vision Plan includes phased development priorities (see Chapter 4 of the Vision Plan), a regional transit center located at the F Street Station, and a potential shuttle or other transport options between the F Street Station/Transit Center and the Downtown Bakersfield Amtrak Station. Pedestrian and bicycle connections with local trails (Kern River Parkway and Mill Creek Linear Park) and streets are also included in the Station Plans (see in particular sections 3.3 and 3.4 of the Vision Plan). The Vision Plan will build on existing planning efforts to create a vision for the development and revitalization of Downtown Bakersfield in conjunction with the HSR.

P002-10

While the Truxtun Avenue Station (May 2014 Project) would be located at an existing public transportation center and would be more convenient for Amtrak and bus riders, the Kern Council of Government Metropolitan Bakersfield Transit Center Study (Kern Council of Governments 2015) identified the proposed F Street Station as a possible location for a “Transit Center” in the City of Bakersfield due to anticipated growth and higher demand for transit service. It also identifies the need for connectivity of various existing and future transit service connections. As discussed in Appendix 3.13-A, Land Use Plans, Goals, and Policies, of the Draft Supplemental EIR/EIS, the F Street Station was one of the 13 suitable transit center locations studied. Furthermore, the proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal

P002-10

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

As discussed in Chapter 2, F-B LGA Description and Section 3.2, Transportation, of the Draft Supplemental EIR/EIS, it is expected that Amtrak San Joaquin rail service would likely adjust to function more in the role of a feeder service to the HSR system in the Bakersfield area, providing passengers with the opportunity to connect to cities not served by HSR. This is consistent with the 2008 San Joaquin Corridor Strategic Plan (San Joaquin County 2008), the 2013 California State Rail Plan (Caltrans 2013), and the California HSR Program Revised 2012 Business Plan (Authority 2012), as discussed in the Fresno to Bakersfield Section Final EIR/EIS. This assumption is also consistent with the 2016 California HSR Business Plan (Authority 2016).

This would not preclude Amtrak or the City of Bakersfield from providing transit service to/from the proposed F Street Station. It should be pointed out that a spur connection, which is a secondary rail line branching off from the main route, was not evaluated as it was determined infeasible and did not satisfy the HSR program objective of providing a high-speed rail system to improve intercity travel.

P002-11

The commenter states that the Public Hearing was not advertised in newspapers in the days immediately before the hearing. The Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed out to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications
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P002-11

Publication
Initial Publication Date
Second Publication Date
1
<i>Bakersfield Californian</i>
11/9/2017
11/17/2017
2
<i>Bakersfield.com</i>
11/09/2017-11/15/2017
11/15/2017
3
<i>El Popular</i>
11/3/2007

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11/17/2017
4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5
<i>Hanford Sentinel</i>
11/9/2017
11/17/2017
6
<i>Vida en el Valle</i>
11/8/2017
11/22/2017
7
<i>Corcoran Journal</i>

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P002-11

11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017
11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017
10
<i>Shafter Press</i>
11/8/2017
11/22/2017

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

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

P002-12

The commenter requests a second public hearing, asserting that noticing should be done in newspapers. The NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications	
Publication	
Initial Publication Date	
Second Publication Date	
	1
<i>Bakersfield Californian</i>	

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11/9/2017
11/17/2017
2
<i>Bakersfield.com</i>
11/09/2017-11/15/2017
11/15/2017
3
<i>El Popular</i>
11/3/2007
11/17/2017
4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5

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<i>Hanford Sentinel</i>
11/9/2017
11/17/2017
6
<i>Vida en el Valle</i>
11/8/2017
11/22/2017
7
<i>Corcoran Journal</i>
11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017

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11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017
10
<i>Shafter Press</i>
11/8/2017
11/22/2017

In addition to publishing the notice in local newspapers, the NOA was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017 and included notice of the Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed out to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified. The Authority also posted the NOA on the project section page with a link from the Authority's homepage. The Authority also issued a press release on November 9, 2017 with the specific hearing information to media outlets in the Central Valley and an email list of 8,789 unique email addresses.

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P002-12

The U.S. Environmental Protection agency published a notice about the availability of the Fresno to Bakersfield Draft Supplemental EIR/EIS from the FRA also on November 17, 2017.

The public hearing was noticed in newspapers, online, and via mail to area stakeholders. The purpose of the public hearing is to solicit public comments on the Draft Supplemental EIR/EIS. The public comment period has now ended, and another public hearing is not required for further public comment.

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1 asked whether he could speak twice because he
2 represents an organization, and he also has his
3 own interest.

4 So with that, Mr. Cohen, please join us
5 to speak.

6 MR. COHEN: Thank you. I just wanted to
7 make two additional points.

8 MS. MARTINEZ: What organization are you
9 representing?

10 MR. COHEN: Citizens for Government
11 Accountability. And I just want to make two
12 other points. We have over 500 members.

P003-1 | 13 And I just wanted to point out that in
14 the original hybrid EIR in Tables 3.14 at 6
15 through 7, I believe, are the tables, it pointed
16 out that there were zero acres of farmland
17 impacted. And miraculously, farmland from the

P003-2 | 18 Shafter HMF facility were counted in the draft
19 EIR for LGA mistakenly. So we have zero acres in
20 the original EIR. We've got a much higher number
21 quoted for the hybrid, mistakenly, erroneously in
22 the current draft.

P003-3 | 23 I also want to point out comparisons
24 between the F Street Station and Truxtun. F
25 Street is not a true station; it's a Park and

P003-3 | 1 Ride facility comparable to a Bart station. And
2 if you look at some of the square footages, it's
3 not equivalent to the Truxtun Station at all.

P003-4 | 4 For example, the concessions average about 380
5 square feet, not much larger than the
6 communications closet. And in fact, those
7 concessions are smaller than the men's and
8 women's restrooms individual at the Kings-Tulare
9 County Stations, so it's not a true station.

P003-5 | 10 And so one of the things that I think
11 needs to be done and that I would request is
12 actually consideration for revised station
13 design, revised station area, to actually see if
14 a true station can be put there. It's not
15 equivalent to what was planned at Truxtun.

P003-5 | 16 And I would also ask, as well, that the
17 cost associated with the interchange at F Street
18 and Golden State Avenue, as well as some of the
19 other major infrastructure improvements, be
20 incorporated into the cost and to actually
21 provide the public a line-by-line cost based on
22 future and mile segment, so that way the public
23 can do a true comparison because we don't know
24 the origins of the Authority's cost comparisons
25 in the document. We can't tell exactly if there

Submission P003 (Adam Cohen, Citizens for Government Accountability, December 19, 2017) - Continued

P003-5 | 1 is a cost savings or if something's been left out
2 to be able to do an equal comparison.

P003-6 | 3 So I'd just like to just kind of conclude
4 on that note. And I'll give you the table number
5 to reference. In the hybrid EIR that I was
6 referring to earlier, Table 3.14-6 is one of the
7 tables. And I believe it's .-7 is, I think, the
8 other table. You'll see in the section there, it
9 says "zero acres" they call out specifically for
10 the hybrid on farmland.

11 Thank you.

12 MS. MARTINEZ: Thank you.

13 As part of this process, obviously, we
14 have -- we get new cards in. We also end up in
15 situations where we don't have any cards for the
16 moment, so we are in one of those situations
17 right now where we have no speaker cards. It is
18 6:27. We'll pause for a moment, and then maybe
19 wait a few minutes and see how that goes.

20 (Pause from 6:27 p.m. to 6:35 p.m.)

21 MS. MARTINEZ: Okay, we'll be taking --
22 pausing our hearing until seven o'clock. And
23 between 7:00 and 8:00 will be our final hour.

24 Thank you.

25 (Off the record at 6:36 p.m.)

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Response to Submission P003 (Adam Cohen, Citizens for Government Accountability, December 19, 2017)

P003-1

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

The methodology used in Section 3.14.3 (pages 3.14-9 through 3.14-11) of the Fresno to Bakersfield Section Final EIR/EIS was updated for the Draft Supplemental EIR/EIS. Direct impacts to Important Farmland in the permanent project footprint were calculated. The permanent project footprint includes the proposed HSR right-of-way and associated facilities, such as traction power supply stations, maintenance of infrastructure facility (MOIF), and switching and paralleling stations, as well as shifts in roadway right-of-way associated with those facilities (including overcrossings and interchanges) that would be modified to accommodate the HSR project.

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

P003-1

Supplemental EIR/EIS, indicating the extent both the May 2014 Project and F-B LGA alignments, including areas of predominantly agricultural land that both alignments traverse.

P003-2

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

The methodology used in Section 3.14.3 (pages 3.14-9 through 3.14-11) of the Fresno to Bakersfield Section Final EIR/EIS was updated for the Draft Supplemental EIR/EIS. Direct impacts to Important Farmland in the permanent project footprint were calculated. The permanent project footprint includes the proposed HSR right-of-way and associated facilities, such as traction power supply stations, maintenance of infrastructure facility (MOIF), and switching and paralleling stations, as well as shifts in roadway right-of-way associated with those facilities (including overcrossings and interchanges) that would be modified to accommodate the HSR project.

Table 3.14-5 on page 3.14-34 of the Fresno to Bakersfield Section Final EIR/EIS shows the potential permanent conversion of Important Farmlands as a combination of the project footprint and noneconomic remnants by alternative alignment. The totals for the Bakersfield Hybrid Alternative and BNSF Alternative cannot be compared to the total direct impact of Important Farmland for the May 2014 Project and F-B LGA considered in the Draft Supplemental EIR/EIS due to the difference in methodologies, as described above. Furthermore, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative acreage represented in Table 3.14-

Response to Submission P003 (Adam Cohen, Citizens for Government Accountability, December 19, 2017) - Continued

P003-2

5 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to the Figure 3.14-1 from the Draft Supplemental EIR/EIS, for the extent of both the May 2014 Project and F-B LGA alignments, including areas of predominantly agricultural land that both alignments traverse.

P003-3

As shown in Volume III: Station Drawings, the HSR station includes retail space, bike storage, a potential bus terminal building, and plazas, in addition to waiting areas and platforms. Refer to Station Area drawing A6801; Attached to the main entrance building would be seven retail areas at Concourse Level averaging 457 square feet. The main building would house 8,882 square feet of retail storage. In addition, detached from the main entrance building, there would be six retail areas at Plaza Level averaging 2,347 square feet, and one 1,357 square foot retail space shown at concourse level. The total area of space available in the F Street Station is 18,646 square feet for retail, and 8,882 square feet for storage.

Conversely, referring to the Truxtun Avenue station for the B3 hybrid alignment, the station area included only two areas for retail space totaling 4,817 square feet.

The total station area of the F Street Station is 46.25 acres, compared to 24 acres for the Truxtun Avenue Station.

P003-4

Refer to Station Area drawing A6801 in Volume III, Section F of the Draft Supplemental EIR/EIS. Attached to the main entrance building would be seven retail areas at Concourse Level averaging 457 square feet. In addition, the Plaza Level of the main building would include 14,086 square feet of retail space, averaging 2,817 square feet. In addition, one 1,357 square foot retail space would be available at the Concourse Level.

P003-4

Also, available would be 8,882 square feet of retail storage space at the Plaza Level in the main building. The total area of retail-related space available in the F Street Station would be 18,646 square feet for retail and 8,882 square feet for retail storage.

Conversely, the Truxtun Avenue station for the B3 hybrid alignment, the station area included only two retail areas totaling 4,817 square feet.

P003-5

The commenter requests that the costs associated with the F Street Interchange be incorporated into the cost for the F-B LGA, and provided to the public. The 2017 Cost Estimate Report, available from the Authority upon request, includes costs for both the F Street Interchange (Unit Price Element 40.08.425A, approximately \$45 million). The cost estimate methodology used is included in the 2017 Cost Estimate Report as well as Chapter 6 of the Draft Supplemental EIR/EIS. Refer to Chapter 6 of the Draft Supplemental EIR/EIS for more information about cost; the costs for the F Street and other interchanges are included in Cost Category 40: Site work, Right-of-Way, Land, Existing Improvements.

Additionally the commenter requests "future and mile segment" costs. This approach was not employed for the analysis included as part of the Fresno to Bakersfield Section Final EIR/EIS and has not been incorporated into the Draft Supplemental EIR/EIS analysis. No revisions to the Final Supplemental EIR have been made in response to this comment.

P003-6

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

Response to Submission P003 (Adam Cohen, Citizens for Government Accountability, December 19, 2017) - Continued

P003-6

Hageman Road to Oswell Street.

The methodology used in Section 3.14.3 (pages 3.14-9 through 3.14-11) of the Fresno to Bakersfield Section Final EIR/EIS was updated for the Draft Supplemental EIR/EIS. Direct impacts to Important Farmland in the permanent project footprint were calculated. The permanent project footprint includes the proposed HSR right-of-way and associated facilities, such as traction power supply stations, maintenance of infrastructure facility (MOIF), and switching and paralleling stations, as well as shifts in roadway right-of-way associated with those facilities (including overcrossings and interchanges) that would be modified to accommodate the HSR project.

Table 3.14-6 and Table 3.14-7 of the Fresno to Bakersfield Section Final EIR/EIS show Protected Farmland permanently converted by each alignment in comparison to the corresponding segment of the BNSF Alternative, and Important Farmland in potential HMF alternative sites, respectively. No HMF sites are included in the footprint of either the May 2014 Project or the F-B LGA, so, the information in Table 3.14-7 of the Fresno to Bakersfield Section Final EIR/EIS is not relevant to the analysis provided in the Draft Supplemental EIR/EIS. The totals shown in Table 3.14-6 for the Bakersfield Hybrid Alternative and BNSF Alternative cannot be compared to the total amount of protected farmland permanently converted for the May 2014 Project and F-B LGA, considered in the Draft Supplemental EIR/EIS due to the difference in methodologies. Furthermore, the May 2014 Project consists of the BNSF Alternative from Poplar Avenue to Hageman Road and the Bakersfield Hybrid Alternative from Hageman Road to Oswell Street. The Bakersfield Hybrid Alternative represented in Table 3.14-6 only includes the southern portion of the May 2014 Project alignment from Hageman Road to Oswell Street, which passes through an urban area in Bakersfield. The remaining northern portion of the May 2014 Project, which includes the BNSF Alternative from Poplar Avenue to Hageman Road, is predominantly an agricultural area. Therefore, revisions to the May 2014 Project direct impact study area totals are not needed. Refer to Figure 3.14-5 and Figure 3.14-6, from the Draft Supplemental EIR/EIS that show the Williamson Act Property in the permanent footprints of both the May 2014 Project and F-B LGA.

Submission P004 (Virginia Dallas-Dull, December 19, 2017)

12-19-17 Read Public Hearing

		Fresno to Bakersfield Section Community Town Hall - December 2017 Comment Card	
NAME: <i>Virginia Dallas-Dull</i>		DATE: <i>Dec 19, 2017</i>	
MEETING LOCATION: <i>Mariott Bakersfield</i>		AFFILIATION: <i>Citizen of Bakersfield</i>	
ADDRESS: <i>11814 Kettering Dr.</i>		CITY: <i>Bakersfield</i>	STATE: <i>CA</i>
EMAIL: <i>vdallasdull@gmail.com</i>		PHONE: <i>661-301-8188</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST* (Check all that apply) <small>*NOTE: This does not substitute for formal request to receive legal notices.</small> <i>Yes</i>		<input type="radio"/> STATEWIDE <input checked="" type="checkbox"/> FRESNO TO BAKERSFIELD PROJECT SECTION	
PLEASE SPECIFY WHICH COMMUNITY YOUR COMMENT COVERS* (Check all that apply)		<input checked="" type="checkbox"/> SHAFER <input type="radio"/> OILDALE <input checked="" type="checkbox"/> BAKERSFIELD <input type="radio"/> OTHER <input checked="" type="checkbox"/> KERN COUNTY	
COMMENTS: <p style="text-align: center;"><i>see attached.</i></p>			
PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE. YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY ATTN: FRESNO TO BAKERSFIELD PROJECT SECTION, 770 L STREET, SUITE 620 MS-1, SACRAMENTO, CA 95814 OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO FRESNO_BAKERSFIELD@HSR.CA.GOV			

P004-1
P004-2
P004-3
P004-4
P004-5
P004-6

I object to the HSR "F" Street Site for the following reasons:

1. It is not integrated with other forms of public transportation – mainly local and long duration buses and trains.
2. It is not located at ground level – inconvenient for the consumer especially the elderly, disabled, and young parents with children.
3. The design puts pedestrians and bike riders at risk. Walking/biking the ramps and the underpass is unwise – especially in our city with a poor pedestrian safety record.
4. Pillars appear to be bedded in the river sand. How secure is it? I think of the Millennium Tower in San Francisco which is now tilting and inviting lawsuits. Corrective measures will be extremely expensive and may not even work.
5. The proposal does not consider the ambiance of the site. After putting money and effort into creating a welcoming downtown area, why would our city want to present the traveler with a site like F Street? Our hybrid site has everything the traveler needs – hotels, restaurants, entertainment, and a beautiful library.

Please let's think of the consumer and what we, as a city, can offer. The F Street Site is not Consumer Friendly.

Virginia Dallas-Dull vdallasdull@gmail.com 661-301-8188

December 19, 2017

Response to Submission P004 (Virginia Dallas-Dull, December 19, 2017)

P004-1

The proposed F Street Station is approximately 1.5 miles from the Bakersfield Amtrak Station and would be designed as a multi-modal transportation hub that would maximize intermodal transportation opportunities, meeting overall project objectives consistent with the voter-approved Proposition 1A. The location of the F Street Station would complement existing public transportation, including local buses, intercity buses, and Amtrak trains.

The City of Bakersfield Making Downtown Bakersfield Vision Plan (May 2018; Vision Plan), available on the City's website, illustrates the City's plan for the revitalization of Downtown Bakersfield in conjunction with the Bakersfield HSR Station. The City's mass transit vision is included in Section 3.4 of the Vision Plan, and contains additional information pertaining to the proposed Bus Rapid Transit upgrades, circulator shuttle, and new mobility hubs.

P004-2

The proposed F Street Station will be designed to be compliant with Americans with Disability Act requirements to accommodate the needs of all travelers.

P004-3

Sidewalks and dedicated bike lanes would be provided on the F Street underpass. Walking/Biking paths are separated from the travel lanes either by a physical barrier (curb, landscaping, etc.), or they are elevated above, until they tie into the existing paths. Section 2.4.4 of the Draft Supplemental EIR/EIS discusses the grade-separated pedestrian/bike path between the transit center and the F Street Station. Refer to Section 3.13, Station Planning, Land Use, and Development for discussion regarding the City's plan for Complete Streets in the station area.

P004-4

Cast-in-drilled-hole (CIDH) piles are used routinely in California bridge practice in areas where ground water is present. Piles will be sufficiently long enough to avoid such phenomenon cited by the commenter according to the California High-Speed Rail Design Criteria for HSR bridges (TM 2.3.3) and Caltrans Bridge Design Specifications

P004-4

for Roadway Bridges.

As discussed under Impact GSSP#1 in Section 3.9.4, Environmental Consequences, of the Draft Supplemental EIR/EIS, based on review of the regional geologic reports, the F-B LGA appears to be situated where there are competent soils near the ground surface, but there exists the possibility for encountering unstable soils in specific areas, particularly near river and stream crossings. The project would minimize impacts from potentially unstable soils through foundation design for site-specific conditions, such as the use of deep foundations or piles, based on site-specific, geotechnical investigations. See also avoidance and minimization measure GEO-IAMM #1: General Guidelines to be Followed.

P004-5

Compared to the Truxtun Avenue Station, the F Street Station presents more opportunities for infill development, revitalization of existing large buildings, new job creation, and transit-oriented housing. As with the May 2014 Project, TOD associated with the F Street Station would be consistent with the Kern Council of Governments and City of Bakersfield's plans and policies encouraging downtown revitalization (City of Bakersfield 2005).

P004-6

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

Submission P005 (Virginia Dallas-Dull, December 19, 2017)

1 know it is not the intent. I know that that was
2 never the desired purpose. It is a factual
3 result, and I need High-Speed Rail to address
4 that.

5 So thank you.

6 MS. MARTINEZ: Thank you.

7 Our next speaker, and I believe this is
8 the last speaker for this hour, is Virginia
9 Dallas-Dall. After Ms. Dallas-Dall we will
10 take -- we will break for -- until the top of the
11 next hour.

12 MS. DALLAS-DALL: Thank you. Thank you
13 for this opportunity. I am not going to be
14 referring to anything very specific, other than
15 my objection to having the terminus, the
16 Bakersfield terminus, at F Street. These are --
17 and I am a -- I represent nobody except the
18 consumer, the public transportation consumer.

P005-1

P005-2

19 I don't believe that F Street route, I
20 forgot what it's called, the LGA or something
21 like that, is well integrated with other forms of
22 public transportation, mainly local and long-term
23 bus transportation and trains. It is not at

P005-3

24 ground level. It's raised way up high,
25 inconvenient for the consumer, especially

P005-3

1 elderly, disabled, and parents with young
2 children.

P005-4

3 The design puts pedestrians and bike
4 riders at risk. Walking and biking the ramps and
5 through the underpass is unwise, especially when
6 you consider that our city has had a very poor
7 pedestrian safety record.

P005-5

8 The pillars for the F Street stop, and
9 that's the route some people are referring to
10 here, I know it goes through -- it's a different
11 route from -- I am in support of the hybrid
12 route -- the pillars seem to be going into the
13 sand of the river. And it makes me think of the
14 Millennium Tower in San Francisco which is now
15 leaning and inviting a lot of lawsuits, which I
16 think would be unsafe to be supporting the high-
17 speed rail. And we all know what happened in
18 Washington recently, not because of pillars, but
19 you've got to look at safety.

P005-6

20 The proposal does not consider the
21 ambience of the site. After putting --
22 Bakersfield -- the City of Bakersfield putting a
23 lot of money into rejuvenating our downtown, why
24 would the city want to present the traveler with
25 a site like F Street? Our hybrid site has

Submission P005 (Virginia Dallas-Dull, December 19, 2017) - Continued

P005-6

1 everything the traveler needs, hotels,
2 restaurants, entertainment, and a beautiful
3 library.

4 And I'm a 73-year-old woman. I travel
5 alone. Most recently, I've used public
6 transportation in Denver, in Seattle, and one
7 other place, oh, New York City. And I am such a
8 supporter of well thought-out public
9 transportation, and I take advantage of it, and I
10 really appreciate it.

11 Thank you.

12 MS. MARTINEZ: Thank you.

13 So we will start again at four o'clock.

14 There are refreshments at the back of the room.

15 We invite you to stay for our continued

16 discussion at four o'clock.

17 (Off the record at 3:48 p.m.)

18 (On the record at the 4:02 p.m.)

19 MS. TINOCO: Good afternoon. My name is
20 Toni Tinoco. I'm an Information Officer for the
21 California High-Speed Rail Authority. I'd like
22 to welcome and thank you for your attendance and
23 participation in today's public hearing.

24 We are conducting this public hearing to
25 receive your comments on the environmental

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Response to Submission P005 (Virginia Dallas-Dull, December 19, 2017)

P005-1

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

P005-2

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

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

P005-3

Refer to Drawing No. A0001 of the Volume III Station Plans of the Draft Supplemental EIR/EIS. Applicable codes, rules, standards and guidelines include, but are not limited to ADA compliance for buildings and facilities. Walkways and sidewalks will be available throughout the station to provide a network for pedestrian access to local roadways. Pedestrians accessing the station from 34th Street would cross over the UPRR at a 5 percent grade (Sheet CV-T1051 of the Roadway and Roadway Structure Plans of Volume III of the Draft Supplemental EIR/EIS). The distance from the Golden State Mall to the main station entrance is approximately 1,000 feet. Refinements to the station design will be considered by the design/build contractor. No revisions to the design have been made in response to this comment.

P005-4

As shown in Volume III: Station Drawings, a bicycle and pedestrian path and bridges are proposed that would connect to existing bicycle infrastructure to provide active transportation connections, as well as an ADA accessible path. The station area includes a multi-use path that parallels the alignment from Chester Avenue to the Kern River Parkway. The 34th Street overpass over UPRR and down into the station area includes a sidewalk and connections to the multi-use path. Pedestrians not wanting to use 34th Street can access the multi-use path directly from Chester Avenue. The City of Bakersfield would be responsible for implementing transit-oriented development guidelines and policies to develop connectivity and pedestrian access to and from the HSR station. As such, the F Street Station is designed to accommodate pedestrian and bicycle active transportation modes, as well as transit and single-occupancy vehicles.

P005-5

Cast-in-drilled-hole (CIDH) piles are used routinely in California bridge practice in areas where ground water is present. Piles will be sufficiently long enough to avoid such phenomenon cited by the commenter according to the California High-Speed Rail Design Criteria for HSR bridges (TM 2.3.3) and Caltrans Bridge Design Specifications for Roadway Bridges.

As discussed under Impact GSSP#1 in Section 3.9.4, Environmental Consequences, of the Draft Supplemental EIR/EIS, based on review of the regional geologic reports, the F-B LGA appears to be situated where there are competent soils near the ground surface, but there exists the possibility for encountering unstable soils in specific areas, particularly near river and stream crossings. The project would minimize impacts from potentially unstable soils through foundation design for site-specific conditions, such as the use of deep foundations or piles, based on site-specific, geotechnical investigations. See also avoidance and minimization measure GEO-IAMM #1: General Guidelines to be Followed.

P005-6

While the Truxtun Avenue station location would provide an immediate direct connection to the Amtrak Station and existing downtown amenities, public benefits derived from future transit-oriented development would be concentrated in a relatively small

Response to Submission P005 (Virginia Dallas-Dull, December 19, 2017) - Continued

P005-6

geographic area that is already developed, with little benefit to the rest of the city. Though existing conditions in the F Street Station area consist of low-density, auto-oriented development, the HSR creates an opportunity to strengthen and revive Chester Avenue and the station area as a whole with new multi-family residential and commercial development that is walking distance to the F Street Station. The second phase of implementation of the Draft City of Bakersfield Making Downtown Bakersfield Vision Plan lays out a framework for redeveloping the area around the F Street station. Garces Circle would be transformed from an automobile-oriented roundabout into a high-density, mixed-use retail, residential and office district. This new district will be supported by rehabilitating adjacent mixed-use and single-family neighborhoods.

Submission P006 (Marvin Dean, KMCA/SJVHSA, December 19, 2017)

Jan 16, 2018

 CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: MARVIN DEAN		DATE: 12-19-17	
MEETING LOCATION: BAKERSFIELD		AFFILIATION: KMCA SJVHSA	
ADDRESS: 1330 E Tower Ave		EMAIL: KMCA@att.net	PHONE: (661) 324-7535
CITY: BAKERSFIELD	STATE: CA	ZIP: 93305	
* WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> FRESNO TO BAKERSFIELD			
** WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
P006-1	COMMENTS: * Support Hybrid Station Location Provide the best location option for Bakersfield and provide the greatest economic development benefit to the citizens of Bakersfield. Best for traffic flow & transit mobility.		
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small>			

Response to Submission P006 (Marvin Dean, KMCA/SJVHSA, December 19, 2017)

P006-1

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

Submission P007 (Marvin Dean, San Joaquin Valley High-Speed Rail Association/Kern Minority Contractors Association, December 19, 2017)

1 at the registration table and at the comment
2 station, as well as computers that you can use to
3 submit your comment directly to the Authority
4 website. We also have folks who are here to
5 assist you if, in fact, you want to create -- you
6 want to submit something using the computers. We
7 can go ahead and help you with that.

8 Note that the comment period remains open
9 until January 16th, 2018.

10 If you already have written comments
11 prepared and would also like to present them
12 orally to the panel, hold on to them until after
13 you present them to the panel and leave it in the
14 comment box located next to the podium. Paul is
15 raising his hand. That is the comment box.

16 At this time, I'd like to give any
17 elected officials the opportunity to provide
18 their comments first. Do we have any elected
19 officials in the room? Okay.

20 Then let us start with our first speaker,
21 Marvin Dean.

22 MR. DEAN: Good evening everyone. My
23 name is Marvin Dean. I'm here representing
24 several organizations. I'm here representing.
25 I'm representing the High-Speed -- San Joaquin

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13

1 Valley High-Speed Rail Association, the Kern
2 Minority Contractors Association, myself as an
3 effected property owner that will be affected in
4 the property. When the high-speed rail goes
5 south of here to Palmdale, it's going to take my
6 building out before it takes out the homeless
7 shelter, so I'm affected.

8 I want to commend the High-Speed Rail
9 Authority and the City of Bakersfield for
10 agreeing to settle a lawsuit to come about
11 this -- to come about this -- look at the local
12 generated plan.

13 I had taken the position early on I
14 wasn't going to weigh in on the decision because
15 I'm a supporter of high-speed rail. I've been a
16 supporter for years and years, and I just want to
17 see a project here in Bakersfield and I want to
18 see a station here in Bakersfield. But because
19 I'm running for City Council for the 1st Ward, I
20 feel I must weigh in on the decision. And either
21 one of these routes will still effect my property
22 when it goes across Union, so I'll still be
23 affected.

24 I know I'm going to disappoint some of my
25 friends at the City of Bakersfield because the

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14

Submission P007 (Marvin Dean, San Joaquin Valley High-Speed Rail Association/Kern Minority Contractors Association, December 19, 2017) - Continued

P007-1

1 city spent a lot of time and the staff put a lot
2 of time into coming up with this locally
3 generated plan. But I must say that I cannot
4 support that project at that location. I believe
5 the right location was a decision that was made
6 here a year or so ago when you approved the
7 hybrid plan, and I'll tell you why. And I'll do
8 more in writing to get factual benefits of the
9 two sites.

P007-2

10 If you draw a circle around the map of
11 that, where that station is going to be, into a
12 five-mile radius, you're going to see that it's
13 going to affect the 1st Ward and the Southeast
14 Bakersfield and Old Town, which is primarily a
15 disadvantaged community. It will be an economic
16 boom for those communities out there, the jobs,
17 the raising in the property values and people
18 wanting -- getting onto that station and all the
19 site -- economic benefit of the station being in
20 that location. So for that reason alone I must
21 support the hybrid location. It's closer to
22 downtown. I believe you'll have a multi -- with
23 the access of bus, Skip Bus (phonetic), Amtrak,
24 cabs, all the various modes of transportation.
25 And I must say this to the public that

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15

P007-3

1 may or may not be aware of this. Years ago,
2 other council members, the council voted to -- in
3 the downtown business community, voted for that
4 very site. We looked at a site near -- almost
5 near where it's being proposed now on F Street,
6 and the consensus was it should go there.

7 So I want people to think -- know that it
8 wasn't something that the Authority just imposed
9 on this community on its own. It was something
10 that the community, at that time, wanted and we
11 did not leave the right-of-way in place. And
12 then the city then -- I was at the meeting when
13 they voted to remove the right-of-way. Then they
14 built some of that new development behind the
15 Amtrak.

16 So again, I think you got it right the
17 first time. And I believe the compromise that
18 you worked out with the city was that you would
19 study it, but no decision has been made until you
20 hear from the folks in this community tonight.

21 So for that reason, again, I think you
22 got it right and I support the hybrid over the
23 locally-generated plan. And I want to thank the
24 city for the time and the effort they put in.

25 Thank you.

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16

Submission P007 (Marvin Dean, San Joaquin Valley High-Speed Rail Association/Kern Minority Contractors Association, December 19, 2017) - Continued

1 MS. MARTINEZ: Thank you, Mr. Dean.

2 Next up -- and I'm going to begin to
3 announce who's coming up to speak, and also who
4 will be up next after that.

5 Our next speaker is Bill Dejcary. And
6 after him, we'll have Mr. Michael Kennedy.

7 MR. DEJCARY: My name is Bill Dejcary. I
8 have followed the high-speed rail project since
9 August of 2011 when the draft Fresno to
10 Bakersfield EIR was issued. While I own no
11 property in or near the possible alignments, as a
12 California taxpayer and 43-year resident of
13 Bakersfield, I'm a stakeholder in the project.

14 Two proposed alignments in the 2011 EIR
15 were in close proximity and didn't really offer a
16 choice. The alignments entered town with a 90-
17 foot elevation over the Westside Parkway and
18 followed the BNSF tracks along Truxtun Avenue
19 with a 30-foot elevation. There would be
20 extensive destruction to residences, schools,
21 churches, businesses, Mercy Hospital, the
22 Homeless Center, and municipal infrastructures,
23 such as Rabobank Arena and the city's municipal
24 services yard. There was public outrage.

25 In December 2011 the Bakersfield City

17

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Response to Submission P007 (Marvin Dean, San Joaquin Valley High-Speed Rail Association/Kern Minority Contractors Association, December 19, 2017)

P007-1

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

P007-2

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

P007-3

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

Submission P008 (Bill Descary, December 19, 2017)

1 MS. MARTINEZ: Thank you, Mr. Dean.

2 Next up -- and I'm going to begin to
3 announce who's coming up to speak, and also who
4 will be up next after that.

5 Our next speaker is Bill Dejcary. And
6 after him, we'll have Mr. Michael Kennedy.

7 MR. DEJCARY: My name is Bill Dejcary. I
8 have followed the high-speed rail project since
9 August of 2011 when the draft Fresno to
10 Bakersfield EIR was issued. While I own no
11 property in or near the possible alignments, as a
12 California taxpayer and 43-year resident of
13 Bakersfield, I'm a stakeholder in the project.

14 Two proposed alignments in the 2011 EIR
15 were in close proximity and didn't really offer a
16 choice. The alignments entered town with a 90-
17 foot elevation over the Westside Parkway and
18 followed the BNSF tracks along Truxtun Avenue
19 with a 30-foot elevation. There would be
20 extensive destruction to residences, schools,
21 churches, businesses, Mercy Hospital, the
22 Homeless Center, and municipal infrastructures,
23 such as Rabobank Arena and the city's municipal
24 services yard. There was public outrage.

25 In December 2011 the Bakersfield City

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1 Council adopted on a six-to-one vote a resolution
2 opposing the high-speed rail project as it was
3 then planned, now note, not opposing high-speed
4 rail but opposing the project that was planned at
5 the time.

6 As a result, in 2012 the Authority
7 released a revised draft Fresno to Bakersfield
8 EIR with a hybrid alignment that was slightly
9 different from the prior two, but overall not
10 much better.

11 In May 2014 the High-Speed Rail Authority
12 Board approved the revised draft EIR with the
13 hybrid alignment as the preferred alignment and
14 directed Authority staff to work with Bakersfield
15 to resolve alignment issues south of 7th Standard
16 Road.

17 In order to protect the interest of all
18 City stakeholders, in June 2014 the city filed a
19 California Environmental Quality Act, or CEQA,
20 lawsuit against the High-Speed Rail Authority.
21 The Authority staff did work with city staff and
22 stakeholders to develop a locally-generated
23 alternative, or the LGA. With assurances that
24 the Authority would seriously consider and study
25 the LGA, the city settled it's CEQA lawsuit in

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18

Submission P008 (Bill Descary, December 19, 2017) - Continued

1 December of 2014.

2 In the meantime, the Authority has
3 studied the hybrid alignment from 7th Standard
4 Road near Shafter to a station at Truxtun and
5 Union called the May 2014 Project, and the LGA,
6 which follows the Union Pacific tracks, to a
7 station at F Street and State Route 204.

8 Last month the Authority release the
9 Fresno to Bakersfield Draft Supplemental EIR
10 which reflects its study of the May 2014 Project
11 and the LGA, which is the subject of today's
12 hearing.

P008-1

13 I'm here to express my wholehearted
14 support of the LGA. Using Table S-2 titled
15 Impact Comparison Between May 2014 Project and
16 LGA, on balance the advantages of the LGA are
17 apparent. Noteworthy is no impact to municipal
18 infrastructure, 298 fewer housing units
19 displaced, nearly \$500,000 less lost in property
20 and sales tax revenue, and ten permanent road
21 closures versus 14 in the 2014 Project.

P008-2

22 It is important to note the 7th Standard
23 to Downtown Bakersfield section estimated to cost
24 \$2.7 billion is not currently funded. The source
25 of the funding is unknown, considering the high-

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19

P008-21

1 speed rail project is already over budget.

2 MS. MARTINEZ: Thank you, Mr. Dejcarey.

3 MR. DEJCARY: I've got one more sentence.

4 The Authority's focus is now on the
5 Fresno to San Jose section and electrifying
6 Caltrain in order to facilitate a route from San
7 Jose to San Francisco. Getting to Bakersfield is
8 not a priority.

P008-3

9 MS. MARTINEZ: Thank you.

10 MR. DEJCARY: Thank you.

11 MS. MARTINEZ: Thank you, Mr. Dejcarey.

12 Our next speaker will be Michael Kennedy,
13 followed by Frank Vazquez.

14 Just want to announce for a moment that
15 our representative from the FRA, Stephanie Perez,
16 is here. It's travel issues. Of course, this
17 time of year, these things happen, so we're
18 really excited that you were able to get here
19 when you did. Thank you.

20 All right, Mr. Kennedy?

21 MR. KENNEDY: Good afternoon. My name is
22 Michael Kennedy. I'm a member of the First Free
23 Will Baptist Church, also a stakeholder of Bethel
24 Christian School. I currently serve as Principal
25 of that organization, an organization that's

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20

Response to Submission P008 (Bill Descary, December 19, 2017)

P008-1

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

P008-2

The commenter asserts that the section of HSR from 7th Standard Road to Downtown Bakersfield, which is a portion of the F-B LGA, is not currently funded, and asserts further that the source of funding for this section is unknown.

The entire F-B LGA alignment, from Poplar Avenue north of Shafter to Oswell Street in East Bakersfield, is estimated to cost approximately \$2,687.5 million (in 2010 dollars) to construct, rather than the portion from 7th Standard Road to Downtown Bakersfield, as the commenter suggests.

Funding for the entire HSR project, including the F-B LGA, will be provided through a mixture of federal grants, Proposition 1A bond proceeds, and State Cap and Trade funds. The 2016 Business Plan states that with currently committed funding, the Silicon Valley to Central Valley portion is expected to be completed and serving passengers in 2025, and that revenues generated from this initial operating segment will add to the federal, state, bond, and private funding in order to facilitate the build of the rest of the HSR system (Authority 2016).

P008-3

The commenter asserts that the Authority is focused on the Fresno to San Jose section (sic), therefore, according to the commenter, bringing the train to Bakersfield is not a priority. Phase 1, which includes the Silicon Valley to Central Valley portions of the HSR system, has been chosen to be built first as discussed in the Authority's 2016 Business Plan. The 2016 Business Plan states that with currently committed funding, the Silicon Valley to Central Valley portion is expected to be completed and serving passengers in 2025, and that revenues generated from this initial operating segment will add to the federal, state, bond, and private funding in order to facilitate the build of the rest of the HSR system (Authority 2016). Therefore, to assist in funding further sections of the HSR system (including Phase 2, which extends the system through Bakersfield), Phase 1 should be built first. Furthermore, the Authority is committed to bringing the HSR train to

P008-3

Bakersfield, as emphasized by California HSR Authority Board Chairman Dan Richard at the May 10, 2016 Authority Board meeting in Bakersfield. The transcript and video for the May 2016 Board meeting is available on the Authority's website.

Submission P009 (Donald Foster, December 19, 2017)

1 of -- or will there be a discussion of those
2 sections in the Bakersfield to Southern
3 California sections of the report?

4 Thank you for hosting this public
5 hearing. And again, we will be submitting
6 written comments.

7 MS. MARTINEZ: Thank you very much.
8 Our next speaker is Donald Foster,
9 followed by -- well, Michael Kennedy, you're in
10 here a second time, from Bethel Christian School.
11 Is there a different Michael Kennedy? Okay.
12 Well, we'll see how that goes.

13 Or Fred Steno [sic].
14 So, for now, Mr. Foster.

15 MR. FOSTER: Good afternoon. My name is
16 Donald Foster. I'm a member of the First Free
17 Will Baptist Church, a Deacon, and also a Board
18 Member on our Bethel Christian School
19 Organization, that is negatively impacted by the
20 high-speed rail in this Fresno to Bakersfield
21 Project section.

22 Distinguished Members of this Board, as a
23 stakeholder in the church-school organization, I
24 have several concerns, one being that my wife has
25 been a teacher for the school for over 15 years.

1 My two daughters graduated from Bethel Christian
2 School. I have one daughter that donates time to
3 the school, separate and apart. And my
4 granddaughter, also, who graduated from Bethel
5 Christian School also helps out in the school,
6 and also a part-time worker there.

7 The trains will, in one location, be
8 about 100 feet from the church-school property.
9 The only -- and only a few hundred feet from our
10 buildings. And with the sound that's projected
11 by the high-speed rail, it will negatively impact
12 the ability of the students to study. And also,
13 there are many other aspects, such as the tower
14 that will be built within 50 feet of our
15 property, of the church property, and will also
16 negatively affect our communications within our
17 school and our church.

18 We request that you take note of these
19 concerns as there are legal obligations. Thank
20 you for your time. Our lawyers will continue to
21 try to work with our legal staff to find a
22 solution to our problem.

23 Thank you.

24 MS. MARTINEZ: Thank you, Mr. Foster.
25 Mr. Kennedy, you have yourself down here

Submission P009 (Donald Foster, December 19, 2017) - Continued

1 for Bethel Christian School, so this is your

2 second time up.

3 MR. KENNEDY: Yes.

4 MS. MARTINEZ: Here's what I'm going to

5 ask you to do, because it looks like you're

6 trying -- you're representing two different

7 organizations.

8 MR. KENNEDY: Yes.

9 MS. MARTINEZ: Okay. In order to be fair

10 to the many speakers who are here, and it's a

11 reasonable grouping, I'm going to ask you to

12 perhaps take a step back and let another group of

13 folks kind of come up in and have their

14 conversation. And I'll push you back a little

15 farther in the line, so that we can have, you

16 know, people give their thoughts.

17 MR. KENNEDY: That would be fine. Thank

18 you.

19 MS. MARTINEZ: Are we comfortable with

20 that?

21 MR. KENNEDY: Yes.

22 MS. MARTINEZ: Okay. I apologize. Thank

23 you.

24 All right, Fred Steve [sic]?

25 MR. STARRH: Starrh.

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Response to Submission P009 (Donald Foster, December 19, 2017)

P009-1

Although the HSR will generate noise, noise levels would be attenuated with distance, shielding factors, and noise abatement measures considered for the project. Noise abatement measures in the form of noise barriers along the HSR alignment were considered for this area (N&V-MM#3). The noise barrier was determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

P009-2

The F-B LGA does not include any towers within 50 feet of the First Free Will Baptist Church or Bethel Christian School. In this vicinity, the alignment is transitioning into the Edison Highway right-of-way.

Submission P010 (Louis Gill, Bakersfield Homeless Center, December 19, 2017)

1 the HSRA estimated that the train will emit
2 approximately 98 to 100 decibels at the speed
3 of 200 miles per hour. With our neighborhood
4 being only one decibel below the county
5 limit, this additional exposure will put us
6 above the limit."

7 I am worried that our accreditation will
8 be revoked because of this unresolved problem.
9 And I am worried that we are being overlooked.
10 And I am worried that our diplomas are at risk.

11 Thank you.

12 MS. MARTINEZ: Thank you, Mr. Kilgore.

13 Next, Louis Gill.

P010-1

14 MR. GILL: Good afternoon. My name is
15 Louis Gill, and I'm with the Bakersfield Homeless
16 Center. We're at 1600 East Truxtun.

17 The hybrid alignment, locally-generated
18 alignment, I don't care, they both require a
19 complete capture of our property. That's
20 important because the first EIR gave clearance
21 for acquisition of our facility if high-speed
22 rail was so willing.

23 We're 174-bed family shelter. There's
24 nobody else in our portion of California to
25 provide those services. We're a special-use

P010-1

1 nonprofit.

2 It was February of 2015 that we were
3 told, and it was made public in our paper, that
4 we were being acquired. We immediately began to
5 experience hardship in that we're an older
6 facility. It needs constant upkeep because it
7 gets used hard by hundreds of people every day.
8 People are not interested in providing donations
9 for capital improvements when they know it's
10 going to be torn out.

11 So now we have a situation where our
12 ability to serve is diminishing. The hardship is
13 real and there's no way to change that, except
14 for relocation, unless you guys are going to come
15 up with a third line that's going to come nowhere
16 near us, and I can't imagine that's going to
17 happen.

18 We petitioned High-Speed Rail for early
19 acquisition because as a special-use nonprofit
20 and somewhat of an odd organization to deal with,
21 it's going to take quite a bit of time, not only
22 to acquire property, design, build, and relocate.
23 We needed help.

24 High-Speed Rail staff agreed that we were
25 a different case and they were interested in

Submission P010 (Louis Gill, Bakersfield Homeless Center, December 19, 2017) - Continued

P010-1

1 exploring early acquisition with us.
2 September in 2016, we were notified that
3 they had received approval to proceed with an
4 appraisal of our property. In October of '16 the
5 appraiser toured our facility. We were assigned
6 an acquisition agent. And then we were told that
7 we were expecting somewhere around February or
8 March, we should be on the Public Works Board
9 agenda because that's the entity that can provide
10 authorization for High-Speed Rail to acquire our
11 parcel.

12 And then something political happened and
13 everything stopped.

14 We continue to have conversations with
15 Staff. We've worked very well with Staff. I
16 have no complaints there. But I am very
17 frustrated that we now have received a letter
18 that says that that process will not proceed. We
19 need to wait five or six years until you guys
20 begin acquiring property in this right-of-way. I
21 don't have five or six years. The people I serve
22 don't have five or six years. I need the
23 political will to be reinstated. I need High-
24 Speed Rail to do the right thing because they're
25 harming people that don't have a voice here. I

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35

P010-1

1 know it is not the intent. I know that that was
2 never the desired purpose. It is a factual
3 result, and I need High-Speed Rail to address
4 that.

5 So thank you.

6 MS. MARTINEZ: Thank you.

7 Our next speaker, and I believe this is
8 the last speaker for this hour, is Virginia
9 Dallas-Dall. After Ms. Dallas-Dall we will
10 take -- we will break for -- until the top of the
11 next hour.

12 MS. DALLAS-DALL: Thank you. Thank you
13 for this opportunity. I am not going to be
14 referring to anything very specific, other than
15 my objection to having the terminus, the
16 Bakersfield terminus, at F Street. These are --
17 and I am a -- I represent nobody except the
18 consumer, the public transportation consumer.

19 I don't believe that F Street route, I
20 forgot what it's called, the LGA or something
21 like that, is well integrated with other forms of
22 public transportation, mainly local and long-term
23 bus transportation and trains. It is not at
24 ground level. It's raised way up high,
25 inconvenient for the consumer, especially

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Response to Submission P010 (Louis Gill, Bakersfield Homeless Center, December 19, 2017)

P010-1

The commenter states that both the F-B LGA and the May 2014 Project would require complete acquisition of the Bakersfield Homeless Center. The commenter states that the BHC was told in February of 2015 that the site would be acquired, and that the BHC began to experience hardship immediately, as it is an older facility that requires upkeep, but donors are not interested in providing donations for a facility that may be torn down imminently. The commenter states that the BHC petitioned for early acquisition, and the facility was appraised in October 2016. The commenter indicates that the BHC was told that its petition for early acquisition would go before the “Public Works Board” for approval. The commenter states that before early acquisition was approved, “everything stopped.” The commenter notes that the BHC has continued to be in contact with Authority staff, but that the BHC has been told that acquisitions may not begin for another five to six years. The commenter states that the facility and the community that it serves cannot wait another five to six years, and asks the Authority to address his concerns.

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

If the facility is acquired, coordination with BHC will comply with SO-MM#3, found in Section 3.12.6.2 of the Draft Supplemental EIR/EIS. The Measure states:

The Authority will minimize impacts resulting from the disruption to key community facilities. [...] The Authority will consult with the appropriate respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure relocation that allows the community currently

P010-1

served to continue to access these services. Because many of these community facilities are located in Hispanic communities, the Authority will continue to implement a comprehensive Spanish-language outreach program for these communities as land acquisition begins. This program will facilitate the identification of approaches that would maintain continuity of operation and allow space and access for the types of services currently provided and planned for these facilities. Also, to avoid disruption to these community amenities, the Authority will ensure that all reconfiguring of land uses or buildings, or relocating of community facilities is completed before the demolition of any existing structures.

Submission P011 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, December 19, 2017)

1 time. And we are hoping that our lawyers will
2 keep working with you to try to work this legal
3 matter, because we have legal obligations to
4 fulfill.

5 Thank you for your time.

6 MS. MARTINEZ: Thank you, Mr. Vasquez.

7 Up next, Adeyinka Glover, and I apologize
8 if I've butchered your name, followed by Donald
9 Foster.

10 MS. GLOVER: Good afternoon. My name is
11 Adeyinka Glover and I'm an attorney at Leadership
12 Counsel for Justice and Accountability. We work
13 alongside disadvantaged communities in Kern
14 County, and we currently are reviewing the
15 environmental impact report and will submit
16 comments by January 16th. As we continue to
17 review the high-speed rail report, we have a few
18 areas of concern that we would like to raise
19 here, but we will also address in our written
20 comments.

21 High-speed rail is viewed as an
22 affordable housing solution for the state because
23 it will allow cost-burdened coastal residents the
24 ability to move inland. This will result in rate
25 increases and may potentially displace existing

P011-1

1 Kern County residents.

2 For the industrial businesses currently
3 in the path of the high-speed rail, we would like
4 to know where those businesses will potentially
5 be relocated. It wasn't something that we
6 immediately saw in the report.

P011-2

7 The F Street Station, in particular, goes
8 through predominantly disadvantaged communities,
9 while the Truxtun Station travels through a
10 mixture of communities. The F Street Station
11 route fails -- in the report, it fails to
12 adequately address the impact on disadvantaged
13 communities and then mitigate those impacts.

P011-3

14 I have not been able to locate sections
15 of the report that discuss the impacts of high-
16 speed rail on communities past either stop, so
17 whether it's the F Street or the Truxtun stop,
18 and through the remainder of Kern County. I've
19 noticed that there is a discussion of Mercado
20 Latino, but I don't see other major stops along
21 the way.

P011-4

22 Where in the report is there a discussion
23 of such other Southeastern Kern County
24 communities, whether incorporated or
25 unincorporated? And will there be a discussion

Submission P011 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, December 19, 2017) - Continued

P011-4

1 of -- or will there be a discussion of those
2 sections in the Bakersfield to Southern
3 California sections of the report?

4 Thank you for hosting this public
5 hearing. And again, we will be submitting
6 written comments.

7 MS. MARTINEZ: Thank you very much.

8 Our next speaker is Donald Foster,
9 followed by -- well, Michael Kennedy, you're in
10 here a second time, from Bethel Christian School.
11 Is there a different Michael Kennedy? Okay.
12 Well, we'll see how that goes.

13 Or Fred Steno [sic].

14 So, for now, Mr. Foster.

15 MR. FOSTER: Good afternoon. My name is
16 Donald Foster. I'm a member of the First Free
17 Will Baptist Church, a Deacon, and also a Board
18 Member on our Bethel Christian School
19 Organization, that is negatively impacted by the
20 high-speed rail in this Fresno to Bakersfield
21 Project section.

22 Distinguished Members of this Board, as a
23 stakeholder in the church-school organization, I
24 have several concerns, one being that my wife has
25 been a teacher for the school for over 15 years.

Response to Submission P011 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, December 19, 2017)

P011-1

Consistent with the methodology used for the analysis of the Fresno to Bakersfield Section EIR/EIS, Section 3.12.4.2 (Impact SO #10) in the Draft Supplemental EIR/EIS estimates the number of business and employees that would be displaced by the F-B LGA and evaluates whether there are enough available properties for these businesses to relocate. The analysis does not, however, provide specific locations where the relocations would occur. Relocation locations would be based on decisions by individual businesses responding to the new conditions and anticipating their response would be speculative. Such speculation on potential future impacts is not required by CEQA or NEPA.

Note that the Authority, through its Relocation Assistance Program, provides the displaced entity Searching Expenses for Replacement Property, as described on page 7 of the Relocation Assistance Brochure provided in Technical Appendix 3.12-A of the Fresno to Bakersfield Final EIR/EIS.

P011-2

Chapter 5, "Environmental Justice" of the Draft Supplemental EIR/EIS evaluates the relevance of the significant adverse environmental impacts on minority and low income populations. The area around the F Street Station has limited residential uses with minority and low-income populations located primarily east/northeast of the Station site and south of State Route 204 as shown in Figure 5-3 (page 5-18 of the Draft Supplemental EIR/EIS). However, as shown in Figure 5-2 (page 5-12 of the Draft Supplemental EIR/EIS), the Truxtun Avenue station site is surrounded primarily by residential uses containing minority and low-income communities. Chapter 5 of the Draft Supplemental EIR/EIS evaluates the potential impacts to minority and low-income communities resulting from construction and operation of the F-B LGA, including the F Street Station, and provides measures to mitigate those impacts.

P011-3

The commenter expresses concern that there is not enough discussion of communities "past," or east of, the F Street Station (for the F-B LGA) or the Truxtun Avenue Station (for the May 2014 Project), in the Supplemental EIR/EIS. The commenter notes the discussion of Mercado Latino, but states that there was no other discussion of other

P011-3

"major stops" along the HSR.

The F-B LGA starts at Poplar Avenue north of the City of Shafter, moves through Shafter, unincorporated Kern County, Oildale and the City of Bakersfield, and continues east/southeast to Oswell Street in East Bakersfield, a community in unincorporated Kern County.

Refer to Section 3.12, Socioeconomics and Communities, of the Draft Supplemental EIR/EIS for analysis of potential impacts and benefits to communities east and southeast of the F Street Station in the City of Bakersfield and in East Bakersfield. Impacts to schools such as Bethel Christian School, community facilities such as the Bakersfield Homeless Center, Mercado Latino, Golden Empire Gleaners, and others, all located east and southeast of the Station, are considered. Additionally, discussions of populations in the City of Bakersfield and Kern County are inclusive of communities east and southeast of the F Street Station.

Refer to Section 3.15, Parks, Recreation, and Open Space of the Draft Supplemental EIR/EIS for a discussion of impacts to Weill Park, located east/southeast of the F Street Station.

Refer also to Section 3.16, Aesthetics and Visual Resources, of the Draft Supplemental EIR/EIS for a discussion of visual impacts to the Central Bakersfield Landscape Unit and the East Bakersfield Landscape Unit, both of which are east and southeast of the F Street Station.

Refer to Section 3.17, Cultural Resources, of the Draft Supplemental EIR/EIS for a discussion of impacts to potentially historic Built Environment Resources south and southeast of the F Street Station.

Refer to Chapter 8 and Appendix 8-A of the Draft Supplemental EIR/EIS for analysis of impacts from the May 2014 Project to communities and facilities east of the Truxtun Avenue Station. In particular, Tables 8-A-48, 8-A-52, 8-A-53, and 8-A-54 provide information about impacts from the May 2014 Project.

Response to Submission P011 (Adeyinka Glover, Leadership Counsel for Justice and Accountability, December 19, 2017) - Continued

P011-4

The commenter asks where in the Supplemental EIR/EIS communities in the southeastern portion of Kern County are discussed, and whether these communities will be discussed in environmental documents prepared for sections south of Bakersfield.

The F-B LGA starts at Poplar Avenue north of the City of Shafter, moves through Shafter, unincorporated Kern County, Oildale and the City of Bakersfield, and continues east/southeast to Oswell Street in East Bakersfield, a community in unincorporated Kern County. The Draft Supplemental EIR/EIS does not discuss impacts to any communities south or east of Oswell Street. The Project Section south of Bakersfield is the Bakersfield to Palmdale Section. The environmental document for that section is under preparation, and will provide analysis of impacts to communities in Kern County east and south of Oswell Street, the terminus of the F-B LGA.

Refer to Section 3.12, Socioeconomics and Communities, of the Draft Supplemental EIR/EIS for analysis of potential impacts and benefits to communities east and southeast of the F Street Station in the City of Bakersfield and in East Bakersfield. Impacts to schools such as Bethel Christian School, community facilities such as the Bakersfield Homeless Center, Mercado Latino, Golden Empire Gleaners, and others, all located east and southeast of the Station, are considered. Additionally, discussions of populations in the City of Bakersfield and Kern County are inclusive of communities east and southeast of the F Street Station.

Refer to Section 3.15, Parks, Recreation, and Open Space, of the Draft Supplemental EIR/EIS for a discussion of impacts to Weill Park, located east/southeast of the F Street Station.

Refer also to Section 3.16, Aesthetics and Visual Resources, of the Draft Supplemental EIR/EIS for a discussion of visual impacts to the Central Bakersfield Landscape Unit and the East Bakersfield Landscape Unit, both of which are east and southeast of the F Street Station.

Refer to Section 3.17, Cultural Resources, of the Draft Supplemental EIR/EIS for a discussion of impacts to potentially historic Built Environment Resources south and

P011-4

southeast of the F Street Station.

Submission P012 (Eriq Greenwood, December 19, 2017)

1 five years, not in ten years but now, so that we
2 can get on with building our business and
3 providing the service that we've promised to our
4 public.

5 Thank you.

6 MS. MARTINEZ: Thank you, Ms. King.

7 Our next speaker is Eric Greenwood.

8 MR. GREENWOOD: Good afternoon. My name
9 is Eric Greenwood. I'm here representing the
10 hybrid location, which I think would be an
11 excellent location for small businesses and other
12 endeavors.

13 Now with that out of the way, I know
14 change is scary. Everybody is worried about
15 change, but change is also necessary. Maybe it's
16 time for Bakersfield to grow. With this high-
17 speed rail, there's going to be so much more that
18 will follow once this goes through. This is
19 something that we've longed for and it's what we
20 needed.

21 And if we stay in the same rut that we're
22 always in, then we'll be the same people.
23 Nothing changes. It is time for something like
24 this, the magnitude of this rail, to come through
25 here and change this city, change the city from

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1 an oil town to a business town. That's something
2 that I would like to see, and my kids, and my
3 grandkids that follows me.

4 So I am definitely for this, and the
5 hybrid station. And I would really like to see
6 this happen. A lot of the small business owners
7 and newcomers, they get started and start their
8 business, this is something -- this is what we
9 need, we really do. And I really hope this goes
10 through for all of us, and all of our kids and
11 our kids after that.

12 Thank you.

13 MS. MARTINEZ: Thank you, Mr. Greenwood.

14 We have no other cards in our queue at
15 this point. We are here, available to the public
16 as people arrive, until eight o'clock, but for
17 now we do not have a card for any speakers. If,
18 in fact, you would like to speak, please fill out
19 a card, and that will provide you that
20 opportunity.

21 (Pause from 4:20 p.m. to 4:32 p.m.)

22 MS. MARTINEZ: Okay, we're going to pause
23 the hearing until five o'clock, since we do not
24 have -- currently have any speakers.

25 (Off the record at 4:32 p.m.)

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Response to Submission P012 (Eriq Greenwood, December 19, 2017)

P012-1

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

P012-2

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

Submission P013 (Troy Hightower, December 19, 2017)

1 Welcome, Mr. Hightower.
2 MR. HIGHTOWER: Good evening. I
3 apologize for the delay. I knew that was going
4 to happen, as soon as I -- but I'd like to make a
5 few comments.

6 First of all, I'd like to commend the
7 Authority for coming to Bakersfield and taking
8 the opportunity to get input from the public. My
9 concerns I have are really with the process in
10 general that's been used with the LGA, and the
11 recently released draft environmental document.
12 So there's a few things that I have concerns with
13 in the document that I plan to comment on. And I
14 urge everyone to make comments on the document as
15 the comment period is open until next month. One
16 of the -- I'm in the process of still reviewing
17 the document.

P013-1 | 18 One of the things that's of concern is I
19 found one of the technical appendices, 8-A, that
20 really is the source of some of the numbers, like
21 how many residential units are impacted, and the
22 footprint of what the impact areas are, the
23 different alignments, but the source, they list
24 as Reference America.

25 And I Googled Reference America. I

P013-1

1 called them and I asked them, "How do I reference
2 the data?"

3 And they said, "You have to go to your
4 local library, use your library card and access
5 the data that way, if your library has access."

6 So I called Beale Library (phonetic). I
7 do have a library card there. They said they
8 don't have access. So that means for me and
9 others, it appears that the reference data is not
10 readily available to the public, so that's a
11 significant concern I have about the EIR.

P013-2

12 Another is it appears that there's
13 confusion about the decision-making process. And
14 my understanding, from what I've heard from the
15 Authority, has been once the environmental
16 process here is complete they will analyze that
17 and compare it with the environmental document
18 for the downtown station in the hybrid alignment
19 and at that time, they'll make a decision.
20 That's contrary to what I've been hearing locally
21 as the process.

22 So I don't know if the Authority is in a
23 position to make that clear as to what -- my
24 understanding, this is a state project, Authority
25 project, as well as with the FRA, the Federal

Submission P013 (Troy Hightower, December 19, 2017) - Continued

P013-2 | 1 Rail Administration. So if they could make that
2 more clear, I think that would help.
3 And finally, I would like to commend a
4 lot of the staff here, both the city and others.
5 This is something that's come along that's huge
6 and a big challenge. And I can understand where
7 things are moving fast, but we really need to get
8 more information here locally out to the public
9 about the process.
10 Thank you.
11 MS. MARTINEZ: Thank you, Mr. Hightower.
12 Okay, we currently have no other cards.
13 Again, I invite anyone who is here who would like
14 to speak to please submit a speaker card, so that
15 you can participate in this oral process.
16 (Pause from 5:18 p.m. to 5:20 p.m.)
17 MS. MARTINEZ: Okay, we have another
18 speaker. Curran Hughes.
19 MR. HUGHES: Good evening. So in terms
20 of my commentary on this, I think the -- for me
21 the location is not the main issue. I think the
22 question I have for the High-Speed Rail Authority
23 is really about -- it's two things, one is being
24 able to actually build a high-speed rail. I know
25 this has been a project in the making for

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Response to Submission P013 (Troy Hightower, December 19, 2017)

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The commenter states that he is unable to access resources referenced in the Draft Supplemental EIR/EIS document. The ReferenceUSA 2015 citation noted by the commenter is a 144-page spreadsheet and is included as part of the Administrative Record for the Draft Supplemental EIR/EIS and is available from the Authority upon request.

All source documents used in the preparation of the Draft Supplemental EIR/EIS and Final Supplemental EIR are available by request, pursuant to the Public Records Act. Instructions and further information about Public Records Act requests can be found on the Authority's website.

The Authority encourages written requests submitted via email to records@hsr.ca.gov.

To send a written request via postal mail:

California High-Speed Rail Authority
Marie Hoffman/Public Records Officer
770 L Street, Suite 620 MS1
Sacramento, CA, 95814

Written requests should include details that will enable staff to identify and locate the requested records. The request should include a telephone number where the person making the request can be reached to discuss the request if the Authority needs additional information to locate records.

Within 10 days from the date the request is received, the Authority will make a determination on the request and will notify the requester of its decision. If the determination cannot be made within 10 days due to unusual circumstances as defined in Government Code section 6253.1, the Authority will notify the requesting person of the reasons for the delay and the date when the determination will be issued. No such notice shall specify a date that results in an extension of more than 14 days.

P013-2

The commenter requests more information about how the Supplemental EIR/EIS informs the decision-making process and about the decision-making process itself.

P013-2

Refer to the Preface of the Final Supplemental EIR for a discussion of the Supplemental EIR/EIS process.

Although the Authority Board certified the Fresno to Bakersfield Section Final EIR/EIS, which evaluated the alignment from the Fresno HSR Station to the Bakersfield Truxtun Avenue HSR Station, the Authority Board only approved the project from the Fresno HSR Station to 7th Standard Road (7th Standard Road is the northern city limit of the City of Bakersfield). In May 2016, the Authority Board determined that the F-B LGA is the Preferred Alternative between 7th Standard Road and Oswell Street. As part of the decision-making process, the Authority Board will determine if it will approve the F-B LGA, the comparable segment of the May 2014 Project, or no project at all based on the analysis in the Supplemental EIR/EIS, agency comments, public comments and testimony, and the Findings of Fact and Statement of Overriding Consideration.

The Authority is the State Lead Agency. The purpose of this Final Supplemental EIR is to inform the Authority's decision-making process.

The Draft Supplemental EIR/EIS was circulated for a 60-day public review period consistent with the requirements of CEQA and NEPA. The public and public agencies had the chance to provide comments on environmental issues and the project. At the close of the 60-day public review period, the Authority began preparing the Final Supplemental EIR. This document contains the information that was revised from the Draft Supplemental EIR/EIS following consideration of the comments received during the public review period (refer to Chapter 16). The Final Supplemental EIR also contains responses to the comments received during the public review period. The Final Supplemental EIR will be considered by the Authority during the approval process and prior to making a decision.

Submission P014 (Nick Hill III, Kern Minority Contractors Association/Kern County Black Chamber of Commerce, December 19, 2017)

1 comment box located next to the podium.

2 At this time, I'd like to give any

3 elected officials or city representatives the

4 opportunity to provide their comments first.

5 Seeing none, we do have two speaker cards

6 that we have received over the last 15 minutes.

7 First, Nick Hill.

8 MR. HILL: Good evening. My name is Nick

9 Hill. I represent Kern Minority Contractors

10 Association and the Kern County Black Chamber of

11 Commerce. As far as the right-of-way is

12 concerned, I'm pretty sure that's going to be

13 decided before all, everyone here that's

14 involved.

15 But my main concern here tonight is

16 technical assistance for small businesses and

17 community outreach. And one of the problems

18 for -- as far as community outreach is concerned,

19 if I didn't see this on the news or if I didn't

20 get the email, you know, I wouldn't be here. But

21 as far as the masses, if you look in this room

22 and you look at all these empty seats here, you

23 know, we need to do a better job in outreach as

24 far as getting people here. Because there are a

25 lot of people here in Kern County that are not

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1 aware that this meeting is going on, you know?

2 And if you're looking for really public comments,

3 you know, you don't have everyone here that would

4 like to address these issues.

5 But as far as technical assistance, as

6 far as bidder assistance, and I'm speaking from a

7 minority standpoint here, we don't have that

8 support here in Kern County. We have a master

9 list. I'm a small business. I'm a certified

10 small business. I'm not on the master list, you

11 know, that you have, so I have a concern with

12 that. And I have a concern with the African-

13 American representation as far as it being one-

14 half of one percent of being certified to do

15 business with the state, and even participate

16 with the California High-Speed Rail.

17 You know, so with that being said, one of

18 my main concerns -- or the main concerns was --

19 is bidder assistance and just general education

20 as far as being a minority business looking for

21 those small set-aside businesses -- I mean set-

22 aside contracts that's on the website, but no one

23 can ever explain these to you when you ask

24 someone in the Authority about the set-asides

25 that you have. You know, it's always a question

P014-1

P014-2

P014-3

Submission P014 (Nick Hill III, Kern Minority Contractors Association/Kern County Black Chamber of Commerce, December 19, 2017) - Continued

P014-3

1 of we don't know what's going on. Well, you
2 know, these set-asides are on your web page, you
3 know, and things like that.

4 But as far as extending it out to small
5 businesses that don't have the ability to get
6 like a million dollar contract, a million dollar
7 bond and anything else like that, well, you know,
8 these things are nonexistent for us.

9 So these are things that we're looking
10 forward to try to solve to bring back to our
11 membership, so we can convey this information to
12 them. And if we don't have this information, we
13 cannot convey this information back to our
14 membership.

15 So I see I only have 23 seconds left.

16 So -- but if you could take note of this,
17 you know, as far as small businesses, minority
18 participation and things like that, we need to
19 increase that. We need to increase their level
20 of awareness and everything else in there for all
21 areas concerned.

22 And I'm out of time. Thank you.

23 MS. MARTINEZ: Thank you, Mr. Hill.

24 Jonathon Yates.

25 MR. YATES: Good evening. My name is

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Response to Submission P014 (Nick Hill III, Kern Minority Contractors Association/Kern County Black Chamber of Commerce, December 19, 2017)

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The commenter states that community outreach was not undertaken ahead of the Public Hearing. The Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the Hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed out to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with general circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications	
Publication	
Initial Publication Date	
Second Publication Date	
	1
<i>Bakersfield Californian</i>	
11/9/2017	
11/17/2017	
	2
<i>Bakersfield.com</i>	
11/09/2017-11/15/2017	

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	11/15/2017
	3
<i>El Popular</i>	
	11/3/2007
	11/17/2017
	4
<i>Fresno Bee</i>	
	11/9/2017
	11/17/2017
	5
<i>Hanford Sentinel</i>	
	11/9/2017
	11/17/2017
	6

Response to Submission P014 (Nick Hill III, Kern Minority Contractors Association/Kern County Black Chamber of Commerce, December 19, 2017) - Continued

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<i>Vida en el Valle</i>
11/8/2017
11/22/2017
7
<i>Corcoran Journal</i>
11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017
11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017

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10
<i>Shafter Press</i>
11/8/2017
11/22/2017

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

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

P014-2

The commenter expresses concern about the inclusion of minority business owners in the Authority's Small Business Program. According to the Authority's website, the California High-Speed Rail Authority is committed to small businesses playing a major role in building the statewide high-speed rail project. The Small Business Program has an aggressive 30 percent goal for small business participation including Disadvantaged Business Enterprises (DBE), Disabled Veteran Business Enterprises (DVBE) and Micro-Businesses (MB).

The commenter asserts that there is a "master list" of small businesses who work with

Response to Submission P014 (Nick Hill III, Kern Minority Contractors Association/Kern County Black Chamber of Commerce, December 19, 2017) - Continued

P014-2

HSR. ConnectHSR, the California High-Speed Rail Authority's Vendor Registry, is a free online vendor registry that can provide small businesses with a quick and easy way to get connected to high-speed rail business opportunities. Registered firms will be listed when current and prospective prime contractors search ConnectHSR for sub-contractors by trade, region, or certification type. Registration will also allow businesses to be notified of high-speed rail procurement opportunities and business-focused events such as Pre-Bids, Meet the Primes and Small Business Workshops, Trainings and more. http://www.hsr.ca.gov/Programs/Small_Business/vendor_registry.html

Finally, the commenter expresses concern about African American representation among the minority businesses hired by HSR. The Authority's Business Advisory Council is populated by business owners and advocates from across the state, including representatives from several minority groups that specifically (though not necessarily exclusively) address African American representation such the California Black Chamber of Commerce, the National Association for the Advancement of Colored People – Sacramento Branch, Kern Minority Contractors Association, and the National Association of Minority Contractors. The Council is representative of statewide construction and professional services business trade associations that serve as a forum to provide essential input and advisement to the Authority in implementing practices that effect and/or impact the small business community.

P014-3

The commenter requests information about "set-asides" for small businesses to work with HSR. ConnectHSR, the California High-Speed Rail Authority's Vendor Registry, is a free online vendor registry that can provide small businesses with a quick and easy way to get connected to HSR business opportunities. Registered firms will be listed when current and prospective prime contractors search ConnectHSR for sub-contractors by trade, region, or certification type. Registration will also allow businesses to be notified of HSR procurement opportunities and business-focused events such as Pre-Bids, Meet the Primes, and Small Business Workshops, Trainings and more. See the webpage: http://www.hsr.ca.gov/Programs/Small_Business/vendor_registry.html

Further, the Office of Contracts and Procurement (Contracts Office) provides purchasing

P014-3

authority for the California High-Speed Rail Authority. Responsibilities include preparing all bid documents and awarding contracts as well as assuring compliance with all legal requirements in the procurement process.

The Contracts Office is responsible for procurement and contracting of Non-Information Technology (Non-IT) and Information Technology (IT) goods and services including, but not limited to, developing purchase orders for goods and services, preparing service contracts, consultant service agreements, interagency agreement, public entity contracts, architectural and engineering contracts, and design-build construction contracts.

All solicitations and addenda documents issued by the Contracts Office are located at Cal eProcure. To learn more visit the California Department of General Services Cal eProcure. If you have questions or comments related to contracts or procurement, contact the Contracts Office at 916-324-1541.

As part of the Small Business Program, the Authority has committed to several plan components. These include prompt payment to contractors, supportive services and assistance to small businesses to ensure that the lines of communication stay open between the Authority and its partners. The Authority will also work to ensure that clear guidelines are provided for both parties and provide a forum to express ideas and concerns.

While the Authority is not a small business certifying agency, the Authority recognizes the SB certifications from the California Department of General Services, the California Unified Certification Program, and the U.S. Small Business Administration 8(a) Program.

Submission P015 (Curran Hughes, December 19, 2017)

1 Rail Administration. So if they could make that
2 more clear, I think that would help.
3 And finally, I would like to commend a
4 lot of the staff here, both the city and others.
5 This is something that's come along that's huge
6 and a big challenge. And I can understand where
7 things are moving fast, but we really need to get
8 more information here locally out to the public
9 about the process.

10 Thank you.

11 MS. MARTINEZ: Thank you, Mr. Hightower.

12 Okay, we currently have no other cards.
13 Again, I invite anyone who is here who would like
14 to speak to please submit a speaker card, so that
15 you can participate in this oral process.

16 (Pause from 5:18 p.m. to 5:20 p.m.)

17 MS. MARTINEZ: Okay, we have another
18 speaker. Curran Hughes.

19 MR. HUGHES: Good evening. So in terms
20 of my commentary on this, I think the -- for me
21 the location is not the main issue. I think the
22 question I have for the High-Speed Rail Authority
23 is really about -- it's two things, one is being
24 able to actually build a high-speed rail. I know
25 this has been a project in the making for

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1 decades. And I think the main concern I have
2 about the realignment is how many years, if not
3 potentially yet again decades, could realign --
4 you know, moving the station away from an already
5 approved location and how much that could hamper
6 the project as a whole in connecting San
7 Francisco with Los Angeles. And I think that's
8 my main concern about it.

P015-2

9 I think the other concern is about the
10 design of the F Street Station versus the Truxtun
11 Station, with the Truxtun Station already having
12 been designed and a more pedestrian-focused,
13 transit-oriented objective and a not-yet-decided
14 design for the F Street, however, positioning
15 along a highway corridor, which could shift the
16 focus away from a more urban redevelopment focus
17 to a drop-off, you know, hop and ride.

18 And I think the last thing is, so I'm
19 originally from Baltimore which has a myriad of
20 problems. But I think one of the main takeaways
21 from Baltimore -- and I studied urban planning in
22 undergraduate. And one of the main takeaways
23 from Baltimore City that I take with me here is
24 that every single transit hub in Baltimore is a
25 couple miles away from each other. So they have

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Submission P015 (Curran Hughes, December 19, 2017) - Continued

1 a light rail, they have a metro, they have a bus
2 station, they have a train station; none of them
3 are connected. None of them interact with each
4 other. And so when you hop on a bus from New
5 York to Baltimore City and you need to get to
6 Johns Hopkins University, you have to take a taxi
7 for \$50.00.

P015-3

8 And I think there's -- my only worry
9 about potentially moving the station up to F
10 Street would be that connectivity. And the last
11 time I spoke in this hall was during a convention
12 of 500 people who all traveled here from out of
13 state, and every single one of them had to fly
14 into LAX and our company had to charter buses to
15 get them up here because it was too complicated
16 otherwise.

17 And so I think thinking about that
18 connectivity is something to consider in making
19 that decision.

20 Thank you.

21 MS. MARTINEZ: Thank you very much.

22 So again, we will pause the hearing.

23 (Pause from 5:24 p.m. to 5:33 p.m.)

24 MS. MARTINEZ: Okay. We're going to
25 formally pause the hearing until six o'clock.

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Response to Submission P015 (Curran Hughes, December 19, 2017)

P015-1

The commenter expresses concern about the implications of moving the station location that was identified in the previous document. The commenter asks whether changing the station location in Bakersfield could negatively impact design and process for the whole HSR system. The Truxtun Avenue Station was never an approved station, as the commenter assumes, because although the Authority Board certified the Fresno to Bakersfield Section Final EIR/EIS, which evaluated the alignment from the Fresno HSR Station to the Bakersfield Truxtun Avenue HSR Station, the Authority Board only approved the project from the Fresno HSR Station to 7th Standard Road (7th Standard Road is the northern city limit of the City of Bakersfield).

The HSR system has been broken into sections for environmental analysis and engineering design. No section is final until approved by the Authority to move forward, and all sections are at different points in the process. Though delays in environmental documents could affect the build dates of the system as a whole, changes to the design within each section would not adversely affect the system or the viability of the system as a whole. Though the development of a locally generated alternative per the settlement agreement with the City of Bakersfield and other local agencies has created some delay in initially projected schedules, the actual change in station location would not impact analysis or construction timing in the Fresno to Bakersfield section nor system-wide.

P015-2

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

P015-3

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

Submission P016 (Michael Kennedy, Bethel Christian School, December 19, 2017)

1 speed rail project is already over budget.

2 MS. MARTINEZ: Thank you, Mr. Dejcary.

3 MR. DEJCARY: I've got one more sentence.

4 The Authority's focus is now on the

5 Fresno to San Jose section and electrifying

6 Caltrain in order to facilitate a route from San

7 Jose to San Francisco. Getting to Bakersfield is

8 not a priority.

9 MS. MARTINEZ: Thank you.

10 MR. DEJCARY: Thank you.

11 MS. MARTINEZ: Thank you, Mr. Dejcary.

12 Our next speaker will be Michael Kennedy,

13 followed by Frank Vazquez.

14 Just want to announce for a moment that

15 our representative from the FRA, Stephanie Perez,

16 is here. It's travel issues. Of course, this

17 time of year, these things happen, so we're

18 really excited that you were able to get here

19 when you did. Thank you.

20 All right, Mr. Kennedy?

21 MR. KENNEDY: Good afternoon. My name is

22 Michael Kennedy. I'm a member of the First Free

23 Will Baptist Church, also a stakeholder of Bethel

24 Christian School. I currently serve as Principal

25 of that organization, an organization that's

P016-1

1 negatively impacted by the high-speed rail in

2 this Fresno to Bakersfield Project section.

3 Distinguished Members of this Board, as a

4 stakeholder of the church and school

5 organization, I have concern. I have concern

6 because I'm worried about the health of my

7 students.

8 I have a letter here by Dr. Neil Mehta,

9 and I'm going to read a portion of his letter at

10 this time, and I will submit it at a later time.

11 "I have patients from Bethel Christian School

12 who are affected by valley fever and other

13 respiratory problems. With these individuals

14 in mind, the gravity of the potential health

15 impacts to the stakeholders of Bethel

16 Christian School requires a more thoroughbred

17 analysis than what has been preferred by the

18 Authority in the final EIR and the EIS. The

19 scant discussion of potential health impacts,

20 dismissive mitigation measures that have been

21 proposed are wholly inadequate. In addition,

22 the excavation and drilling associated with

23 the construction will also significantly

24 worsen the poor air quality near the school

25 location."

Submission P016 (Michael Kennedy, Bethel Christian School, December 19, 2017) - Continued

P016-2

1
2 I should add a side note to his letter and
3 make mention of the fact that in the Supplemental
4 EIR, which has now been presented, while there is
5 a list of schools, in fact, a multitude of
6 schools along the rail alignment, even schools
7 that are at a distance of a half a mile away, our
8 school is not listed at all, even though we have
9 submitted comments for the last five years in
10 regards to the health of our students and the
11 close proximity that we have to the train. We're
12 less than 100 feet away from the center line
13 track.

P016-3

14 I would also like to speak to you today
15 about the decibel level, the noise pollution that
16 we're going to see near the school and the church
17 location.

18 The World Health Organization has
19 established standards for acceptable noise levels
20 and has stated that inside of a school the sound
21 level should be no more than 35 -decibels. The
22 HSRA estimates that the train will emit
23 approximately 98 to 100 decibels. That's equal
24 to a low-flying aircraft at the speed of 220
25 miles an hour.

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P016-3

1 I should add a side note there, that it
2 will be roughly 220 miles an hour at our
3 location, as we are on the way out of town,
4 headed towards the Tehachapis.

5 Also a side note, that the calculated 100
6 decibels is from the 2005 FRA High-Speed Ground
7 Transportation Noise and Vibration Impact
8 Assessment.

9 In addition, the High-Speed Rail
10 Authority readings along the church-school
11 property line show a current decibel of
12 approximately 59. You can see page 112 of the
13 HSRA Noise and Vibration Technical Report. Also
14 listed there is the decibel for Steel Avenue and
15 Exchange Street. In addition, the baseline
16 decibel for the current route listed for Bethel
17 Christian School is 64 decibels. That's on page
18 206.

19 Thank you for your time. We request that
20 you take note of these concerns as there is legal
21 obligation. Our lawyers will continue to try and
22 work with your legal staff, and we hope that we
23 can find quick resolution.

24 MS. MARTINEZ: Thank you, Mr. Kennedy.

25 Up next, Frank Vasquez, followed by

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Response to Submission P016 (Michael Kennedy, Bethel Christian School, December 19, 2017)

P016-1

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

The commenter references a letter from Dr. Anil Mehta which discusses his patients from Bethel Christian School who are affected by Valley Fever and respiratory problems. The letter also indicates there was not enough discussion of potential health impacts in the Supplemental EIR/EIS, and that the mitigation measures provided therein are inadequate. The letter read by the commenter also states that the excavation and drilling associated with construction will significantly worsen the poor air quality near the school.

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

P016-2

The commenter indicates that the Supplemental EIR/EIS omitted Bethel Christian School from the list of impacted schools analyzed in the environmental document. A review of Appendix 3.12-C revealed that Bethel Christian School had inadvertently been omitted from Table 3.12-C-2, Schools in the Study Area for the F-B LGA. This mistake has been rectified and revisions to Appendix 3.12-C of the Final Supplemental EIR (refer to Chapter 16) have been made to include Bethel Christian School in Table 3.12-C-2. Refer to Chapter 16 of this Final Supplemental EIR.

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

P016-3

The noise analyses presented in the Fresno to Bakersfield Section Final EIR/EIS and the Draft Supplemental EIR/EIS utilize the Federal Transit Administration (FTA) guidelines and standards in the May 2006 Transit Noise and Vibration Impact Assessment Manual and the Federal Rail Administration (FRA) guidelines and standards in the September 2012 (and October 2005) High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual. Although the World Health Organization has established standards for acceptable interior noise levels of 35 dBA Leq (6 hours) for schools, FRA's interior noise standard is 45 dBA Ldn. Although the HSR will generate noise, noise levels would be attenuated with distance, shielding factors, and noise abatement measures considered for the project. Noise abatement measures in the form of noise barriers along the HSR alignment were considered for this area (N&V-MM#3). The noise barrier was determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

Submission P017 (Michael Kennedy, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

1 allowed us to undertake a planning study for the
2 future development of Downtown Bakersfield in
3 light of high-speed rail coming in. That process
4 has been interactive with our community for some
5 time, and we hope to bring it to conclusion at
6 roughly the same time frame as this process was
7 concluded.

8 So we thank the Authority for listening
9 to the City of Bakersfield and our elected
10 officials, and for modifying the plans to date.
11 We advocate that you go through and make a
12 permanent modification to the alignment.

13 Thank you.

14 MS. MARTINEZ: Thank you, Mr. Tandy.

15 Our next speaker will be Michael Kennedy
16 from Bethel Christian School, and followed by
17 Karen King.

18 MR. KENNEDY: Michael Kennedy, Bethel
19 Christian School. I am the Principal of Bethel
20 Christian School, also a stakeholder and member
21 of the First Free Will Baptist Church, an
22 organization that's negatively impacted by the
23 high-speed rail in this Fresno to Bakersfield
24 Project section.

25 Distinguished Members of this Board, as a

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1 stakeholder of the church-school organization, I
2 am concerned. Because as a fully accredited
3 school, located only a few feet from the rail
4 easement, Bethel Christian School should receive
5 the same consideration granted to other fully
6 accredited institutions of learning. I would
7 refer you to Title 5, Division 1, Chapter 13,
8 subchapter 1 of the California Code, which talks
9 about the impacts of a train on a school.

P017-2

10 I would also like to mention, as a
11 stakeholder of the church that is a Baptist
12 Church, the Religious Lands Use and
13 Institutionalized Persons Act, which is a United
14 States Federal Law, should also apply to our
15 facility and the building of a high-speed rail.
16 This law prohibits the imposition of such burdens
17 and gives churches and other religious
18 institutions a way to avoid burdensome
19 restrictions on their property and property use.
20 The law states clearly that,

21 "It is the responsibility of the government
22 agency to demonstrate that any imposition of
23 the burden on that person, assembly or
24 institution is in furtherance of compelling
25 government interest and that it's the least

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Submission P017 (Michael Kennedy, Bethel Christian School/First Free Will Baptist Church, December 19, 2017) - Continued

P017-2 | 1 restrictive means furthering that compelling
 2 governmental interest.”

P017-3 | 3 Also I would mention today that due to
 4 all of these aforementioned impacts, the High-
 5 Speed Rail Authority should consult with the
 6 First Free Will Baptist Church and Bethel
 7 Christian School to identify a suitable
 8 relocation alternative for both facilities to
 9 minimize the impacts of the disruption. If this
 10 quote sounds familiar, it actually came from a
 11 promise that was in the south alternative that is
 12 the revised DEIR, which was published in July of
 13 2012.
 14 “The Authority should also, as with the south
 15 alignment, consult with the school and church
 16 officials before land acquisition to find the
 17 facilities necessary to replace displaced
 18 classroom space in a manner that ensures
 19 similar functionality and accessibility to
 20 current levels.”
 21 We request that you take note of these
 22 concerns as there is legal obligation. We thank
 23 you for your time. Our lawyers will continue to
 24 try to work with you and your legal staff to find
 25 a solution.

1 Thank you so much.
 2 MS. MARTINEZ: Thank you, Mr. Kennedy.
 3 Our next speaker will be Karen King,
 4 followed by Eric Greenwood.
 5 MS. KING: Good afternoon. My name is
 6 Karen King. I’m the CEO of Golden Empire Transit
 7 District.
 8 Prior to the development of the locally-
 9 generated alternative, the GET Board had no
 10 formal position on the high-speed rail project.
 11 Our only concern was that when the station in
 12 Bakersfield was developed, that it would
 13 adequately have access and egress for transit
 14 buses and staging areas in the design of the
 15 facility to allow people an inner modal transfer
 16 between the high-speed rail and the bus system in
 17 Bakersfield.
 18 We continue to have that concern. The
 19 EIR does, in part, address that. And we will be
 20 making formal written comments about the EIR, but
 21 I wanted to come to day to let you know that our
 22 primary concern is that with the locally-
 23 generated alternative, the station location is
 24 right smack dab in the middle of our existing
 25 maintenance and administration facility.

Response to Submission P017 (Michael Kennedy, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

P017-1

The commenter states that the Supplemental EIR/EIS should analyze impacts to Bethel Christian School, located at 2236 E California Ave in Bakersfield. Bethel Christian School is listed in Section 3.12.3.7 of the Draft Supplemental EIR/EIS among Bakersfield schools in the study area, and as such falls under the impact discussions in Section 3.12.4.2, particularly Impact SO #2 and Impact SO #8.

Though implementation of the F-B LGA would involve the construction of road overcrossings that could affect school bus transportation routes and the safety of children bicycling or walking to school, pedestrian crossings and bicycle access for school children would be maintained to ensure safe passage during construction (see Section 3.11, Safety and Security, of the Draft Supplemental EIR/EIS). Construction of the F-B LGA would involve transporting, using, and disposing of construction-related hazardous materials and wastes, which could result in accidental spills or releases of such materials in proximity to schools. (See Section 3.10, Hazardous Materials and Wastes, of the Draft Supplemental EIR/EIS for information on regulatory requirements and project mitigation measures that would reduce the potential for impacts from these materials.) The best management practices described in the mitigation measures identified in Section 3.10 of the Draft Supplemental EIR/EIS would be implemented to ensure that the use of hazardous substances or mixtures, in a quantity equal to or greater than the state threshold quantity, would not occur within 0.25 mile of a school.

The commenter also refers to Title 5, Division 1, Chapter 13, Subchapter 1: School Facilities Construction of the California Code of Regulations. This Subchapter regulates the planning of new school facilities, including § 14010(d) which discusses the proximity of proposed school sites to railroad track easements. This regulation is not relevant to an existing school structure, nor to the proposed site of railroad tracks in relation to existing school structures. There is a discussion of this regulation, however, in Section 3.12 of the Draft Supplemental EIR/EIS, pages 3.12-51 and 3.12-52.

P017-2

The commenter asks that the Religious Lands Use and Institutionalized Persons Act (RLUIPA), 42 U.S.C. §§ 2000cc, et seq, be applied to the Free Will Baptist Church and Bethel Christian School located at 2236 E California Ave in Bakersfield.

P017-2

According to the Department of Justice,

RLUIPA prohibits zoning and landmarking laws that substantially burden the religious exercise of churches or other religious assemblies or institutions absent the least restrictive means of furthering a compelling governmental interest. This prohibition applies in any situation where: (i) the state or local government entity imposing the substantial burden receives federal funding; (ii) the substantial burden affects, or removal of the substantial burden would affect, interstate commerce; or (iii) the substantial burden arises from the state or local government's formal or informal procedures for making individualized assessments of a property's uses. In addition, RLUIPA prohibits zoning and landmarking laws that:

1. treat churches or other religious assemblies or institutions on less than equal terms with nonreligious institutions;
2. discriminate against any assemblies or institutions on the basis of religion or religious denomination;
3. totally exclude religious assemblies from a jurisdiction; or
4. unreasonably limit religious assemblies, institutions, or structures within a jurisdiction.

The first three of these instances would not apply to the proposed HSR project. The commenter therefore implies that construction and/or operation could restrict the property and/or property use of the Free Will Baptist Church/Bethel Christian School facility. TRA-IAMM #1, #2, and #3 would ensure that parking, pedestrian crossings, and bicycle access would be maintained during the construction period. Furthermore, the facility also houses a school; access for school children would be maintained to ensure safe passage during construction (see Section 3.11, Safety and Security, of the Draft

Response to Submission P017 (Michael Kennedy, Bethel Christian School/First Free Will Baptist Church, December 19, 2017) - Continued

P017-2

Supplemental EIR/EIS). Pedestrian and bicycle access to the Free Will Baptist Church/Bethel Christian School facility would be maintained, and though detours may be in place during construction, the facility would have continued access throughout construction. Use of and access to the property and facility would not be impacted during project operation.

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

If the facility is acquired, coordination with the Free Will Baptist Church/Bethel Christian School will comply with SO-MM#3, found in Section 3.12.6.2 of the Draft Supplemental EIR/EIS. The Measure states:

The Authority will minimize impacts resulting from the disruption to key community facilities. [...] The Authority will consult with the appropriate respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure relocation that allows the community currently served to continue to access these services. Because many of these community facilities are located in Hispanic communities, the Authority will continue to implement a comprehensive Spanish-language outreach program for these communities as land acquisition begins. This program will facilitate the identification of approaches that would maintain continuity of operation and allow space and access for the types of services currently provided and planned for these facilities. Also, to avoid disruption to these community amenities, the Authority will ensure that all reconfiguring of land uses or buildings, or relocating of community facilities is completed before the demolition of any

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existing structures.

Thus, impacts to the Free Will Baptist Church/Bethel Christian School would not violate the RLUIPA.

P017-3

The commenter generally references impacts on the First Free Will Baptist Church and Bethel Christian School and refers to the Bakersfield South Alternative and an associated obligation that the Authority would have to assist the church-school organization with the relocation of their facilities.

The Draft Supplemental EIR/EIS includes an analysis of impacts to community facilities, including schools and churches, generally, and to the First Free Will Baptist Church and Bethel Christian School, specifically. Refer to Section 3.2.4.3 for an analysis of transportation and safety impacts on schools; Section 3.3.5.1 for the air quality impacts on sensitive receptors, including schools; Section 3.4.4.2 for a discussion of impacts on noise-sensitive receivers, including schools; Section 3.5.4.2 for an analysis of electromagnetic fields and electromagnetic interference impacts on schools; Section 3.10.3.2 for the hazardous materials impacts on schools; Section 3.11.3.2 for an analysis of safety and security impacts associated with schools; Section 3.12.4.2 for a discussion of impacts to community facilities, including schools; and Section 3.16.3.2 for an analysis of visual quality effects to schools.

The Bakersfield South Alternative was evaluated in the Fresno to Bakersfield Section Final EIR/EIS and is not relevant to the Draft Supplemental EIR/EIS. Section 3.12 of the Fresno to Bakersfield Section Final EIR/EIS, Socioeconomics, Communities, and Environmental Justice, indicates that the Bakersfield South Alternative would relocate the Bethel Christian School. Specifically, page 3.12-140 of the Final EIR/EIS notes that "...if the Bakersfield South Alternative is selected through Bakersfield, the Authority will consult with First Free Will Baptist Church and Bethel Christian School to identify suitable relocation alternatives for both facilities to minimize the impacts of the disruption."

The Authority will acquire the land of property owners whose land is directly affected by

Response to Submission P017 (Michael Kennedy, Bethel Christian School/First Free Will Baptist Church, December 19, 2017) - Continued

P017-3

the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. sec. 4601 et seq.) (Uniform Act) and Implementing Regulations (49 C.F.R. Part 24). The Uniform Act establishes minimum standards for treatment and compensation of individuals whose real property is acquired for a federally funded project. The First Free Will Baptist Church and Bethel Christian School property boundary, as evaluated in the Supplemental EIR/EIS, is located approximately 0.05 mile southwest of the F-B LGA, and, as such, these facilities would not be physically displaced. Therefore, the church and school facilities would not be subject to relocation assistance. However, owners who believe they have suffered property damage or a loss of property value as a result of the project may file a claim with the State of California's Government Claims Board.

More information about the claims process may be obtained online at: <http://www.dgs.ca.gov/orim/Programs/GovernmentClaims.aspx>. In general, anyone who wishes to file a lawsuit against the State or its employees for damages must first pursue an administrative remedy through the Government Claims Program by filing a claim.

The Authority has worked closely with government agencies, businesses, and individuals to refine the design of alternatives to avoid or further minimize impacts, including property acquisitions, to the maximum extent possible in light of the performance criteria for the high-speed train. This refinement process will continue throughout final design for the selected alternative. As reflected in Mitigation Measure SO-MM#1 in the Draft Supplemental EIR/EIS (Section 3.12, Socioeconomics and Communities), the Authority will conduct community workshops to obtain input from those homeowners whose property would not be acquired, but whose community would be substantially altered by construction of HSR facilities, to identify measures that could be taken to mitigate impacts on those who remain (including placement of sound walls and landscaping, and potential uses for remnant parcels that could benefit the community in the long term). The Authority takes this comment into consideration and will continue to coordinate with private and public sectors, including the First Free Will Baptist Church and Bethel Christian School, throughout project development to address issues of concern.

Submission P018 (Daniel Kilgore, Bethel Christian School, December 19, 2017)

1 I'd like to submit that just sort of describes
 2 this.
 3 Thank you.
 4 MS. MARTINEZ: Thank you, Mr. Starrh.
 5 Okay, our next speaker is Daniel Kilgore,
 6 followed by Louis Gill. Daniel Kilgore is
 7 speaker number nine.
 8 MR. KILGORE: Hi. Hi. I'm Daniel
 9 Kilgore. I come on behalf of Bethel Christian
 10 students.
 11 I am a senior at Bethel Christian School
 12 and I have a concern. I would like to present
 13 this letter, after I'm done speaking, to you. It
 14 is from our accreditation, Wasco (phonetic)
 15 Visiting Committee members.

P018-1

16 This letter states,
 17 "Another potential impediment is the current
 18 unresolved status with regard to the impact
 19 of the school site of the California High-
 20 Speed Rail Project. The sound pollution is
 21 one of the impacts. The school decibel
 22 levels were measured at 59.7 decibels at one
 23 location, and 64 decibels at another location
 24 on the school property. The County of Kern
 25 has a decibel level limit of 65 decibels, but

P018-1

1 the HSRA estimated that the train will emit
 2 approximately 98 to 100 decibels at the speed
 3 of 200 miles per hour. With our neighborhood
 4 being only one decibel below the county
 5 limit, this additional exposure will put us
 6 above the limit."

7 I am worried that our accreditation will
 8 be revoked because of this unresolved problem.
 9 And I am worried that we are being overlooked.
 10 And I am worried that our diplomas are at risk.

11 Thank you.

12 MS. MARTINEZ: Thank you, Mr. Kilgore.
 13 Next, Louis Gill.

14 MR. GILL: Good afternoon. My name is
 15 Louis Gill, and I'm with the Bakersfield Homeless
 16 Center. We're at 1600 East Truxtun.

17 The hybrid alignment, locally-generated
 18 alignment, I don't care, they both require a
 19 complete capture of our property. That's
 20 important because the first EIR gave clearance
 21 for acquisition of our facility if high-speed
 22 rail was so willing.

23 We're 174-bed family shelter. There's
 24 nobody else in our portion of California to
 25 provide those services. We're a special-use

Response to Submission P018 (Daniel Kilgore, Bethel Christian School, December 19, 2017)

P018-1

The County of Kern's exterior noise standard is 65 dBA Ldn, and the interior noise standard is 45 dBA Ldn. The exterior noise standard applies to outdoor activity areas associated with residential or other noise sensitive land uses. The interior noise standard applies to interior living spaces. The County's noise standards are applicable to projects that are in the County's jurisdiction that requires County review and approval. For example, local roadway projects with only local funding and land development projects within the County are subject to the County's noise standards. Exterior and interior noise standards from the FTA/FRA criteria/guidelines are used in the HSR noise analysis because the FRA and Authority are the lead agencies for the F-B LGA project.

Although the HSR will generate noise, noise levels would be attenuated with distance, shielding factors, and noise abatement measures considered for the project. Noise abatement measures in the form of noise barriers along the HSR alignment were considered for this area (N&V-MM#3). The noise barrier was determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

The commenter expressed concern about the accreditation of the school once the HSR is operational. According to the Accrediting Commission for Schools, Western Association of Schools and Colleges, if it is determined either in the course of a routine review (usually held every six years) or in response to a complaint or reported issue, that there is an elevated health or safety risk, the Accrediting Commission for Schools could temporarily deny or hold accreditation until the issue was resolved. The Commission would not shut the school down, but it is possible that accreditation would be withheld while the local jurisdiction and/or school administration resolved the issue (F. Rivette, personal communication, February 28, 2018).

Submission P019 (Karen King, Golden Empire Transit District, December 19, 2017)

1 Thank you so much.

2 MS. MARTINEZ: Thank you, Mr. Kennedy.

3 Our next speaker will be Karen King,

4 followed by Eric Greenwood.

5 MS. KING: Good afternoon. My name is

6 Karen King. I'm the CEO of Golden Empire Transit

7 District.

8 Prior to the development of the locally-

9 generated alternative, the GET Board had no

10 formal position on the high-speed rail project.

11 Our only concern was that when the station in

12 Bakersfield was developed, that it would

13 adequately have access and egress for transit

14 buses and staging areas in the design of the

15 facility to allow people an inner modal transfer

16 between the high-speed rail and the bus system in

17 Bakersfield.

18 We continue to have that concern. The

19 EIR does, in part, address that. And we will be

20 making formal written comments about the EIR, but

21 I wanted to come to day to let you know that our

22 primary concern is that with the locally-

23 generated alternative, the station location is

24 right smack dab in the middle of our existing

25 maintenance and administration facility.

P019-1

P019-2

1 We, in 2013, spent \$2 million designing a

2 new facility to be built on property adjacent to

3 our existing facility. And in 2014, we're ready

4 to go out to bid to build that facility when we

5 were forced to put our project on hold by this

6 idea of the locally-generated alternative, which

7 would build the station on our property.

8 We have waited for three years to get to

9 this point. Our Board was led to believe, in the

10 beginning, that it would be an eight-month

11 process, not that all of us believed that. We

12 know these things take time. But we are now

13 having to invest substantial funds into our

14 existing facility to make it useable as it stands

15 today. We're having to re-roof buildings. We're

16 having to add on maintenance space. We currently

17 maintain buses outdoors because they don't fit in

18 the existing maintenance space. We're, as we're

19 speaking, bringing in modular buildings for

20 office space because we don't have room to add

21 essential staff that's needed.

22 We're interested in early acquisition of

23 our property, as had been promised to us, we

24 believe, by the High-Speed Rail Authority. And

25 we're interested in action on that now, not in

Submission P019 (Karen King, Golden Empire Transit District, December 19, 2017) - Continued

P019-2

1 five years, not in ten years but now, so that we
2 can get on with building our business and
3 providing the service that we've promised to our
4 public.

5 Thank you.

6 MS. MARTINEZ: Thank you, Ms. King.

7 Our next speaker is Eric Greenwood.

8 MR. GREENWOOD: Good afternoon. My name
9 is Eric Greenwood. I'm here representing the
10 hybrid location, which I think would be an
11 excellent location for small businesses and other
12 endeavors.

13 Now with that out of the way, I know
14 change is scary. Everybody is worried about
15 change, but change is also necessary. Maybe it's
16 time for Bakersfield to grow. With this high-
17 speed rail, there's going to be so much more that
18 will follow once this goes through. This is
19 something that we've longed for and it's what we
20 needed.

21 And if we stay in the same rut that we're
22 always in, then we'll be the same people.
23 Nothing changes. It is time for something like
24 this, the magnitude of this rail, to come through
25 here and change this city, change the city from

52

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Response to Submission P019 (Karen King, Golden Empire Transit District, December 19, 2017)

P019-1

The commenter expresses concern that the F Street Station location overlaps the existing Golden Empire Transit (GET) maintenance and administration facility. Refer to Section 3.12, Socioeconomics and Communities, of the Draft Supplemental EIR/EIS, which provides analysis of impacts to the facility in question. Under Impact SO #12, the GET District Facility, located at 1830 Golden State Avenue, is identified as a community facility that would be displaced due to implementation of the F-B LGA and development of the F Street Station. Mitigation Measure SO-MM #3 (page 3.12-64 of the Draft Supplemental EIR/EIS) would be implemented to reduce impacts to this facility. The Measure states that

[t]he Authority will consult with the appropriate respective parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to ensure relocation that allows the community currently served to continue to access these services.... This program will facilitate the identification of approaches that would maintain continuity of operation and allow space and access for the types of services currently provided and planned for these facilities. Also, to avoid disruption to these community amenities, the Authority will ensure that all reconfiguring of land uses or buildings, or relocating of community facilities is completed before the demolition of any existing structures.

It is expected that impacts to GET would be less than significant under CEQA once coordination and adequate compensation for disruption of their facility due to implementation of the F-B LGA and F Street Station is undertaken.

P019-2

The Authority acknowledges GET's planning and funding challenges resulting from the consideration of the F-B LGA. Consistent with the requirements of the Uniform Relocation Act, if the F-B LGA is approved, the Authority is committed to continuing to work closely and proactively with GET to facilitate GET's ability to plan ahead and address issues of concern related to right-of-way acquisition.

Right-of-way acquisition is scheduled to begin in late 2018. The Authority will continue to make every effort to coordinate with GET to minimize the disruption of GET facility

P019-2

activities and services. The Authority's relocation assistance documents in Appendix 3.12-A of the Fresno to Bakersfield Section Final EIR/EIS, available on the Authority's website, outline compensation and acquisition procedures in detail.

Submission P020 (Michael Ladd, December 19, 2017)

 CALIFORNIA High-Speed Rail Authority		Fresno to Bakersfield Section Community Town Hall - December 2017 Comment Card	
NAME: MICHAEL LADD		DATE: 12/19/17	
MEETING LOCATION: Bakersfield		AFFILIATION: Resident	
ADDRESS: 2430 18th St		CITY: Bakersfield	STATE: CA ZIP: 93301
EMAIL: Ladd3@bak.r. com		PHONE: 661-324-3885	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>		<input type="radio"/> STATEWIDE <input type="radio"/> FRESNO TO BAKERSFIELD PROJECT SECTION	
PLEASE SPECIFY WHICH COMMUNITY YOUR COMMENT COVERS* (Check all that apply)		<input type="radio"/> SHAFTER <input type="radio"/> OILDALE <input checked="" type="radio"/> BAKERSFIELD <input type="radio"/> OTHER <input type="radio"/> KERN COUNTY	
P020-1	COMMENTS: My understanding is that the hybrid Truxton route has been ready to build but was stopped by the Bakersfield city council. The Bak. city council does not speak for its constituents in this case. This is apparently a case of politics (local) and money.		
P020-2	To anyone looking with open eyes the Truxton location is centrally located, close to all amenities, is the least destructive to existing commercial and residential properties and according to the HSR commission, is the best and preferred route. What else do you need?		
P020-3	F1 St. is 2 miles from downtown, destroys more property, is less convenient for travelers and will create massive unintended consequences in traffic flow and congestion, loss of existing businesses and parking along with creating neglected areas where the tracks passing over Summer Summer St. will drive businesses away and create darkened areas of abandoned buildings. This is a case where the HSR commission needs to stand for its findings and put a stop to this case of local politics and greed. Put the station on the Truxton route.		
P020-4	PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE. YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY ATTN: FRESNO TO BAKERSFIELD PROJECT SECTION, 770 L STREET, SUITE 620 MS-1, SACRAMENTO, CA 95814 OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO FRESNO_BAKERSFIELD@HSR.CA.GOV		

Response to Submission P020 (Michael Ladd, December 19, 2017)

P020-1

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

The commenter suggests that the Hybrid Alternative (evaluated in the Fresno to Bakersfield Final EIR/EIS) was ready to build but had been stopped by the Bakersfield City Council. In May 2014, the Authority's Board of Directors certified the Fresno to Bakersfield Section Final EIR/EIS; however, the Authority only approved an alignment for a portion of the project, extending from Fresno to 7th Standard Road, the northern limits of the City of Bakersfield. No approvals have been made with regard to an alignment and station through Bakersfield.

P020-2

Refer to Section 3.10, Socioeconomics and Communities and Chapter 8, Comparison of Alternatives and Identification of the Preferred Alternative.

The analysis in the Draft Supplemental EIR/EIS considers the impact footprint as a whole, meaning that the impact numbers reported collectively consider the alignment impacts, station impacts, roadway impacts, ancillary facility impacts, etc., from Poplar Avenue just north of the city of Shafter to Oswell Street in the city of Bakersfield. When considering impacts associated with the entire F-B LGA, the alternative would result in impacts to 377 commercial facilities and 86 residential properties. In comparison, the entire May 2014 Project would impact 392 commercial facilities and 384 residential properties.

P020-3

Refer to Standard Response FB-LGA-Response-GENERAL-05: Proximity of F Street Station to Downtown and Amtrak Station, FB-LGA-Response-General-08: Support of/Opposition to the Fresno to Bakersfield Locally Generated and May 2014 Project Alternatives, FB-LGA-Response-SO-02: Business Impacts – Construction/Operation Would Create Too Many Impacts on Businesses.

P020-4

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

P020-4

Only.

Submission P021 (Terry Maxwell, December 19, 2017)

1 MS. MARTINEZ: Thank you.
2 MR. COHEN: Thank you.
3 MS. MARTINEZ: Terry Maxwell.
4 MR. MAXWELL: Good evening. My name is
5 Terry Maxwell. I am a former City Council
6 Member. I was a City Council Member between the
7 years 2012 and 2016, so I was part of the group
8 that sued you for you to consider this new
9 locally-generated alternative. We were upset
10 because the original alignment, the hybrid, was
11 going to take out a lot of homes. It was going
12 to cause a lot of destruction to our community.
13 And so we looked at the possibility of putting it
14 over on F and Golden State.
15 I was supportive of that, not realizing
16 what kind of an economic impact the high-speed
17 rail station was going to have on Downtown
18 Bakersfield. I was naive. I was part of the
19 group that, as I say, sued and pushed and pushed,
20 but I always viewed it as I really didn't want
21 the high-speed rail in Bakersfield in the first
22 place. I've thought it should have been on the
23 west side of town, well outside of the downtown
24 area.
25 But as I have looked at this, I have

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1 studied it, I have come to the conclusion that
2 the only place to put this high-speed rail
3 station is on Truxtun Avenue. I think that the
4 city manager and his staff did everything they
5 could to push us in that direction. We weren't
6 given fair balance on some of the things that we
7 were giving up by going down to F Street and
8 Golden State. I think that Mr. Cohen just point
9 out some of those things that we just didn't look
10 at.

11 Had we known the details of what it was
12 going to take to put it where it is on Golden
13 State and F, I think that we all would have said,
14 no, let's leave it on Truxtun.

15 Now recently, last week as a matter of
16 fact, the City Council held a meeting at 3:30 in
17 the afternoon when absolutely no one could
18 attend. I did attend, and they did a workshop on
19 this high-speed rail station. And the
20 information is the exact same information, which
21 they got us to vote on in the first place, to
22 support this idea that Golden State and F Street
23 was what they wanted.

24 I did tell them that I live in
25 Westchester, and I own a business in Downtown

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Submission P021 (Terry Maxwell, December 19, 2017) - Continued

1 Bakersfield. And having reviewed everything, I
2 am sorry I ever gave anybody the impression that
3 I was supportive of the Golden State and F
4 Street. I am 100 percent in support of Truxtun
5 Avenue. And I just don't think that you should
6 be looking at the vote that the City Council took
7 last week and give it any more credence that it's
8 the fact that seven people voted and want to
9 influence you to put it at F Street and Golden
10 State. They do not -- this City Council does not
11 represent the general public of Bakersfield. The
12 general public of Bakersfield, I think, is
13 against this idea of putting it at F and Golden
14 State, especially once they know the details.

P021-1

15 I didn't know the details, I was for it.
16 Now I know the details, I'm not. I'm not at all.
17 It's got to go at Truxtun. That's the only thing
18 that makes sense for the revitalization of the
19 downtown and the health of the businesses, and
20 what the people of Westchester want.

21 Thank you.

22 (Applause)

23 MS. MARTINEZ: Thank you.

24 That -- we have exhausted the cards that
25 we have currently in my hands. If you would like

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Response to Submission P021 (Terry Maxwell, December 19, 2017)

P021-1

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

Submission P022 (Renee Nelson, December 19, 2017)

 CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: RENEE NELSON		DATE: 12/19/17	
MEETING LOCATION: BFD		AFFILIATION: CLEAN WATER & AIR MATTER	
ADDRESS: 12430 BACK DRIP CT.		EMAIL: Idoal fellow 990@gmail.com	PHONE: ---
CITY: BFD	STATE: CA	ZIP: 93306	
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> FRESNO TO BAKERSFIELD			
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input type="radio"/> YES <input checked="" type="radio"/> NO <i>Thank you</i>			
P022-1	COMMENTS: <i>Please incorporate LEED design, as much solar as possible, SHAFER for maintenance station regardless of the alignment, increase retail, cafe & hotel in general vicinity of the station. Bays for local, state, & regional buses! Charging stations for cars!</i>		
P022-2	<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small> <i>1 perker F St. Station!</i> <i>Please excuse my messy writing.</i>		

Response to Submission P022 (Renee Nelson, December 19, 2017)

P022-1

Future development would be subject to discretionary review and the California Environmental Quality Act. Energy efficient design may be incorporated in final design of future projects, but is not evaluated in this analysis. As documented in the Authority's December 2017 Sustainability Report, the Authority is committed to net-zero energy and LEED Platinum facilities (Authority 2017).[1]

Mitigation Measure T-1.3 of the City of Bakersfield Making Downtown Bakersfield Project Draft Environmental Impact Report (page 259) identifies bus bays and electric vehicle charging stations as specific station area improvements to be incorporated into a future Transportation Demand Management Plan.

[1] California High-Speed Rail Authority. 2017. California High-Speed Rail Sustainability Report. December 2017. Accessed: January 2, 2018.
http://hsr.ca.gov/docs/programs/green_practices/sustainability/Sustainability_Report_2017.pdf

P022-2

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

Submission P023 (Annmarie Nolan, December 19, 2017)

CALIFORNIA High-Speed Rail Authority		Fresno to Bakersfield Section Community Town Hall - December 2017 Comment Card	
NAME: Annmarie Nolan		DATE: 12-19-17	
MEETING LOCATION:		AFFILIATION: Bakersfield downtown resident	
ADDRESS: 1701 Pine St		CITY: Bakersfield	STATE: CA ZIP: 93301
EMAIL: annmariecnolan@gmail.com		PHONE: 440-506-8110	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? * (Check all that apply) <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>		<input type="radio"/> STATEWIDE <input checked="" type="radio"/> FRESNO TO BAKERSFIELD PROJECT SECTION	
PLEASE SPECIFY WHICH COMMUNITY YOUR COMMENT COVERS* (Check all that apply)		<input type="radio"/> SHAFTER <input type="radio"/> OILDALE <input checked="" type="radio"/> BAKERSFIELD <input type="radio"/> OTHER <input type="radio"/> KERN COUNTY	
COMMENTS: <p style="text-align: center;">See Attached. Thank you for taking our comments. Thank you your efforts to move this project forward.</p>			
<small>PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE. YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY ATTN: FRESNO TO BAKERSFIELD PROJECT SECTION, 770 L STREET, SUITE 620 MS-1, SACRAMENTO, CA 95814 OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO FRESNO_BAKERSFIELD@HSR.CA.GOV</small>			

I am a resident and home owner in downtown Bakersfield. Up until May of this year, I rented a home on the north end of downtown directly next to the proposed F Street station site.

P023-1

I am writing in support of the Amtrak conjunction platform option 2 high speed rail platform. As evidenced by city after city, when fractured public transportation is implemented, where one transport means fails to meet up with an alternative route or means (ex. Public bus fails to go near the greyhound station, or train stations are isolated from other public transportation), they fail to meet the public's need.

Issues of the F Street location:

P023-2

(1) People who rely on public transportation face hardships to accessing the high speed rail

P023-3

(2) Future coordination of public transport becomes more complicated

P023-4

(3) Priority is being given to people accessing the high speed rail by vehicle; however, the Bakersfield Amtrak conjunction platform is not far from highways and is assess by major roads

P023-5

(4) Other public infrastructure has already been built in anticipation of the Amtrak conjunction platform site

P023-6

(5) Increased property values will be felt throughout downtown, and should not be used as an argument for moving the platform to the F Street location

12-19-17

Response to Submission P023 (Annmarie Nolan, December 19, 2017)

P023-1

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

P023-2

The commenter expresses concerns about HSR accessibility for people who rely on public transportation.

The City of Bakersfield prepared a Vision Plan for the HSR Station Area in coordination with the Authority. The May 2018 Making Bakersfield Station Area Vision Plan includes an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages the physical development of the station area, and enhances the community's sustainability by encouraging infill development and multimodal connectivity, in particular transit-, pedestrian-, and bicycle-oriented connectivity.

The Vision Plan includes phased development priorities (see Chapter 4 of the Vision Plan), a regional transit center located at the F Street Station, and a potential shuttle or other transport options between the F Street Station/Transit Center and the Downtown Bakersfield Amtrak Station. Pedestrian and bicycle connections with local trails (Kern River Parkway and Mill Creek Linear Park) and streets are also included in the Station Plans (see in particular sections 3.3 and 3.4 of the Vision Plan). The Vision Plan will build on existing planning efforts to create a vision for the development and revitalization of Downtown Bakersfield in conjunction with the HSR.

P023-3

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

P023-4

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

P023-5

The commenter states that other public infrastructure has already been built in anticipation of the Amtrak conjunction platform site. The commenter does not specify the infrastructure to which the comment refers. The City of Bakersfield has worked closely with the Authority to develop the new F-B LGA alignment and station, and have adopted their Making Downtown Bakersfield Station Area Vision Plan (May 2018), which sets out the development goals for the F Street Station. No decision has been made regarding the Bakersfield area station. Any infrastructure developed ahead of a decision about the station location would have been relying on speculation.

P023-6

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

Submission P024 (Jeff Payne, December 19, 2017)

1 to provide your comment orally here at this
2 public hearing, I ask that you please fill out a
3 speaker card in the lobby, and it will be
4 provided to us and you will have your three
5 minutes.

6 So for now, we will pause for a moment,
7 until we get more speaker cards.

8 (Pause from 6:20 p.m. to 6:22 p.m.)

9 MS. MARTINEZ: Okay, we have another
10 speaker cards. I invite Jeff Payne to please
11 join us.

12 Please provide your first and last name,
13 as well as whatever organization you may
14 represent.

15 MR. PAYNE: Jeff Payne. I'm just
16 representing myself today. I'd like to
17 acknowledge the High-Speed Rail on the -- and
18 commend them on their job that they've embarked
19 as this project is -- this program is the first
20 of the nation, and it's very exciting, as I've
21 been involved with various phases of the project.
22 But today, I guess, I just wanted to talk about
23 the locally-generated alternative.

24 Being a resident of Bakersfield for the
25 past 12 years, I can see the development in the

P024-1

P024-2

1 multimodal transportation that has grown in
2 Bakersfield. And I'm in support of the LGA that
3 has been presented here today.

4 And one of the things, I guess, I would
5 like the Authority to look at because I think
6 there's been some positive comments about having
7 walkability between the current Amtrak Station
8 and where the proposed F Street Station is
9 located. I believe the alignment of the LGA
10 makes sense, but just having it closer to make
11 that connectivity easier for the ridership that
12 will be using the high-speed train.

13 And the other thing, I guess, I'd just
14 like to say, that it makes sense to have the
15 station in this particular phase of the project
16 included in the business plan that the Authority
17 is, you know, presenting, as it makes sense to
18 get the ridership of the current contracts that
19 are currently underway.

20 And that's all I really had to say.

21 MS. MARTINEZ: Great. Thank you so much.

22 MR. PAYNE: Thank you.

23 MS. MARTINEZ: Okay. Earlier we had a
24 speaker who spoke twice because he was
25 representing two organizations, so Mr. Cohen also

Response to Submission P024 (Jeff Payne, December 19, 2017)

P024-1

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

P024-2

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

Submission P025 (Albert Prince, December 19, 2017)

 CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: Albert Prince		DATE: 12-19-2017	
MEETING LOCATION: Main St Bakers Field		AFFILIATION: VSBOR	
ADDRESS: 5824 Greenham Mt Ct	EMAIL: Albert@VSBOR.com	PHONE: 661-332-3216	
CITY: Bakersfield	STATE: CA	ZIP: 93313	
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> FRESNO TO BAKERSFIELD			
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
P025-1 COMMENTS: Bakersfield Hybrid station will be convenient for the city downtown will bring economic progress people traveling and staying in our city. Great benefit to our commuters and businesses			
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small>			

Response to Submission P025 (Albert Prince, December 19, 2017)

P025-1

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

Submission P026 (Rebecca Sampson, First Free Will Baptist Church, December 19, 2017)

1 you present them to the panel and leave it in the
2 comment box located next to the podium.

3 At this time, I'd like to give any
4 elected officials or city representatives the
5 opportunity to provide their comments first. Are
6 there any elected officials?

7 Seeing none, we do have two comment
8 cards. We will start with speaker 22, Rebecca
9 Sampson.

10 MS. R. SAMPSON: My name is Rebecca
11 Sampson and I speak on behalf of the First Free
12 Will Baptist Church. My name is Rebecca Sampson
13 and I'm a member of a the First Free Will Baptist
14 Church, and also a stakeholder of Bethel
15 Christian School, an organization that is
16 negatively impacted by the high-speed rail in
17 this Fresno to Bakersfield Project section.

18 Distinguished Members of this Board, as a
19 stakeholder of the church-school organization, I
20 have concern because on page 279, section 732,
21 the HSAA states,
22 "Reasonableness implies that good judgment
23 and common sense have been applied during the
24 decision-making process. Reasonableness is
25 determined on the basis of several factors

P026-1

1 regarding the individual circumstances and
2 specific needs of the affected receivers."
3 Yet no consideration was given to
4 mitigate on the church-school campus in the FEIR,
5 despite a considerable amount of community from
6 the church-school stakeholders to the HSRA.
7 We request that you take note of this concern as
8 there is a legal obligation.

9 Thank you for your time. Our lawyers
10 will continue to try to work with your legal
11 staff to find a solution.

12 MS. MARTINEZ: Thank you so much.

13 Our next speaker is Elisabeth Sampson.

14 MS. E. SAMPSON: My name is Elisabeth
15 Sampson. I am also a member of the First Free
16 Will Baptist Church and a stakeholder of Bethel
17 Christian School, an organization that is
18 negatively impacted by the high-speed rail in
19 Fresno to the Bakersfield Project section.

20 So Distinguished Members of this Board,
21 as, myself, a stakeholder of the church-school
22 organization, I have concern because high-speed
23 rail noise impacts vary depending on the
24 alignment that it has been established that noise
25 would be greater with the hybrid aerial option.

P026-1

Response to Submission P026 (Rebecca Sampson, First Free Will Baptist Church, December 19, 2017)

P026-1

The reasonableness criteria is based on Federal Transit Administration (FTA) guidelines and standards in the May 2006 Transit Noise and Vibration Impact Assessment Manual and the Federal Rail Administration (FRA) guidelines, which considers several factors that include meeting the minimum number of severely impacted receptors with a noise barrier length of 800 feet, feasibility (noise level reduction of at least 5 dBA), the cost per benefited residence limit of \$55,000, a maximum height of 14 feet, and community approval of the noise barrier aesthetics. Noise barriers in the vicinity of both the First Free Will Baptist Church and the Bethel Christian School were considered and determined to be reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Noise barrier No. 5 has been determined to be reasonable (Table 3.4-27 and Figure 3.4-10 of the Draft Supplemental EIR/EIS) and would reduce severe exterior noise impacts to no impacts at this church-school facility.

Submission P027 (Elisabeth Sampson, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

1 regarding the individual circumstances and
 2 specific needs of the affected receivers.”
 3 Yet no consideration was given to
 4 mitigate on the church-school campus in the FEIR,
 5 despite a considerable amount of community from
 6 the church-school stakeholders to the HSRA.
 7 We request that you take note of this concern as
 8 there is a legal obligation.
 9 Thank you for your time. Our lawyers
 10 will continue to try to work with your legal
 11 staff to find a solution.
 12 MS. MARTINEZ: Thank you so much.
 13 Our next speaker is Elisabeth Sampson.
 14 MS. E. SAMPSON: My name is Elisabeth
 15 Sampson. I am also a member of the First Free
 16 Will Baptist Church and a stakeholder of Bethel
 17 Christian School, an organization that is
 18 negatively impacted by the high-speed rail in
 19 Fresno to the Bakersfield Project section.
 20 So Distinguished Members of this Board,
 21 as, myself, a stakeholder of the church-school
 22 organization, I have concern because high-speed
 23 rail noise impacts vary depending on the
 24 alignment that it has been established that noise
 25 would be greater with the hybrid aerial option.

P027-1

P027-1

1 Regardless, in the most recent High-Speed Ground
 2 Transportation Noise and Vibration Impact
 3 Assessment the FRA has stated a church and a
 4 school would both qualify as indoor noise-
 5 sensitive sites.
 6 We request that you take note of this
 7 concern as there is a legal obligation.
 8 Thank you for your time. Our lawyers
 9 will continue to work and try with your legal
 10 staff to find a solution.
 11 MS. MARTINEZ: Thank you so much, Ms.
 12 Sampson.
 13 And at this point we do not have any
 14 other speaker cards. We are here until eight
 15 o'clock. If you would like to speak, provide
 16 oral comments, please do fill out a speaker card
 17 and submit them at the table in the front. Thank
 18 you.
 19 (Pause from 7:14 p.m. to 7:34 p.m.)
 20 MS. MARTINEZ: We have a speaker card,
 21 Ms. Kaitlyn Yates. Again, you have three
 22 minutes. If you could please give us your first
 23 and last name and whatever organization you may
 24 be representing.
 25 MS. YATES: All right. Hi. My name is

Response to Submission P027 (Elisabeth Sampson, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

P027-1

Noise abatement measures in the form of noise barriers along the HSR alignment (N&V-MM#3) were considered for the area including the First Free Will Baptist Church and Bethel Christian School. Noise barriers in this area were considered and determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

Submission P028 (Cristina Sandoval, December 19, 2017)

 CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: Cristina Sandoval		DATE: 12/19/17	
MEETING LOCATION: Bakersfield Marriott OFFICE			
ADDRESS: 10913 Enger St		PHONE: (661) 504-7245	
CITY: Bakersfield		STATE: CA	
STATE: CA		ZIP: 93312	
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> FRESNO TO BAKERSFIELD			
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input checked="" type="radio"/> YES <input type="radio"/> NO			
P028-1	COMMENTS: I live on 10913 Enger St and due to where we live I'm in complete favor of the LGA because the May 2014 project affects my home.		
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small>			

Response to Submission P028 (Cristina Sandoval, December 19, 2017)

P028-1

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

Submission P029 (Fred Starrh, Starrh Family Farms, December 19, 2017)

1 MS. MARTINEZ: Starrh. My apologies.
 2 And then after that we'll have Daniel Kilgore.
 3 MR. STARRH: I'm Fred Starrh, a family
 4 farmer. I'm representing Starrh Family Farms,
 5 which I have two sons and a son-in-law, who farm
 6 with me. My one son lives in a house just an
 7 eighth-of-a-mile away from the fast rail project,
 8 which they're planning to take out. I've been
 9 there for 53 years, living in that area within a
 10 half-a-mile of the railroad, and we're not very
 11 happy about the process.

P029-1

12 I'm here speaking on the traffic
 13 circulation issue. My calculations, and I don't
 14 know if you've done a traffic survey, but I
 15 should hope that would be done, because they're
 16 talking about taking our original house out and
 17 then running through a field of pistachios at the
 18 corner of Poplar Avenue and Highway 43, which we
 19 have a little house there on the corner which
 20 will also be taken out, plus his house. And the
 21 traffic patterns that I have discerned after
 22 living there that long are very much in question
 23 as to what you're proposing, the correction that
 24 you're going to do, because most of the traffic
 25 is coming from -- I figure about 80 percent is

P029-1

1 coming from Wasco. It comes down the 43 and
 2 alongside the railroad track, turns on Poplar
 3 Avenue and goes into the Shafter area. There's
 4 about 15 percent, by my figures, going on to
 5 Shafter, and then 5 percent going over the whole
 6 railroad issue, and 43, two railroads and 43,
 7 which has got to be a huge overpass.

P029-2

8 And I question that advisability of
 9 putting an overpass for the traffic that goes
 10 over that road. I don't know how many million
 11 dollars it's going to take to put an overpass
 12 over two railroads, Highway 43, for five or ten,
 13 I mean, five or ten percent of the traffic. It's
 14 just not real.

P029-3

15 On top of it, you make a big circle, on
 16 the plans I've seen, through our properties
 17 through the pistachios to come back onto to
 18 Poplar Avenue just doesn't make any sense at all
 19 when the traffic is all coming from Wasco and
 20 could just make a turn and go right on to Poplar
 21 Avenue on the west side of Poplar.

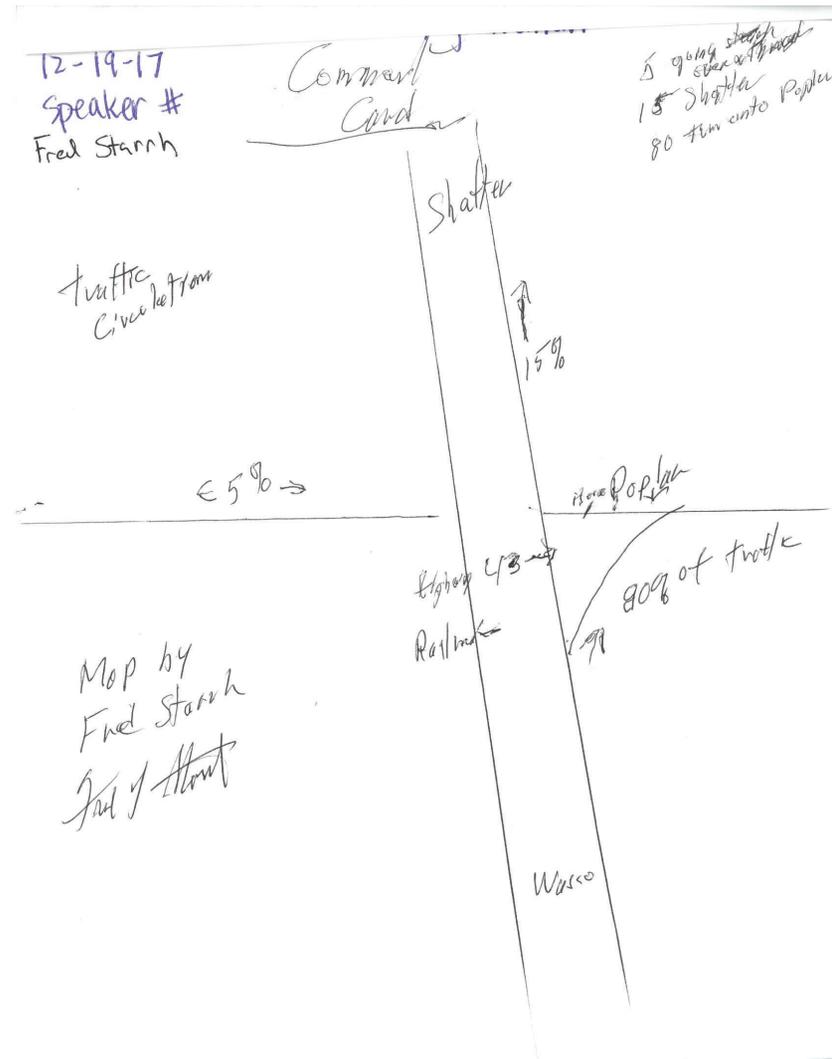
22 So, I mean, I just think there's a lot of
 23 work that needs to be done, and I'm not a very
 24 happy camper, to be honest, though. I'm just --
 25 I want to get my word in. And I have a map that

Submission P029 (Fred Starrh, Starrh Family Farms, December 19, 2017) - Continued

1 I'd like to submit that just sort of describes
2 this.
3 Thank you.
4 MS. MARTINEZ: Thank you, Mr. Starrh.
5 Okay, our next speaker is Daniel Kilgore,
6 followed by Louis Gill. Daniel Kilgore is
7 speaker number nine.
8 MR. KILGORE: Hi. Hi. I'm Daniel
9 Kilgore. I come on behalf of Bethel Christian
10 students.
11 I am a senior at Bethel Christian School
12 and I have a concern. I would like to present
13 this letter, after I'm done speaking, to you. It
14 is from our accreditation, Wasco (phonetic)
15 Visiting Committee members.
16 This letter states,
17 "Another potential impediment is the current
18 unresolved status with regard to the impact
19 of the school site of the California High-
20 Speed Rail Project. The sound pollution is
21 one of the impacts. The school decibel
22 levels were measured at 59.7 decibels at one
23 location, and 64 decibels at another location
24 on the school property. The County of Kern
25 has a decibel level limit of 65 decibels, but

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Response to Submission P029 (Fred Starrh, Starrh Family Farms, December 19, 2017)

P029-1

Existing traffic volumes at the intersection of Poplar Avenue/SR 43 have been developed based on existing traffic counts collected at that intersection. The commenter is correct in stating that only 5 percent of traffic under existing conditions that will go over the rail tracks. Under year 2035 with project conditions though, it is forecasted that traffic volumes on SR 43 will increase significantly from less than 1,000 two-way ADT to over 2,000 two-way ADT. Additionally, traffic will also be added on Poplar Avenue due to the construction of the HSR MOIF. Therefore, grade separating Poplar Avenue and SR 43 will allow for improved traffic operations along SR 43 and will also be beneficial to local residents in terms of safety. No revisions have been made to the Final Supplemental EIR in response to this comment.

Regarding property displacements, as outlined in Section 3.12.2 of the Draft Supplemental EIR/EIS, the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended (Uniform Relocation Act), ensures that persons displaced as a result of a federal action or by an undertaking involving federal funds are treated fairly, consistently, and equitably. This procedure helps to ensure persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Each relocated person would work with a relocation agent from the Authority.

P029-2

Existing traffic volumes at the intersection of Poplar Avenue/SR 43 have been developed based on existing traffic counts collected at that intersection. The commenter is correct in stating that only 5 percent of traffic under existing conditions that will go over the rail tracks. Under year 2035 with project conditions though, it is forecasted that traffic volumes on SR 43 will increase significantly from less than 1,000 two-way ADT to over 2,000 two-way ADT. Additionally, traffic will also be added on Poplar Avenue due to the construction of the HSR MOIF. Therefore, grade separating Poplar Avenue and SR 43 will allow for improved traffic operations along SR 43 and will also be beneficial to local residents in terms of safety. No revisions have been made to the Final Supplemental EIR in response to this comment.

P029-3

Existing traffic volumes at the intersection of Poplar Avenue/SR 43 have been developed based on existing traffic counts collected at that intersection. The commenter is correct in stating that only 5 percent of traffic under existing conditions that will go over the rail tracks. Under year 2035 with project conditions though, it is forecasted that traffic volumes on SR 43 will increase significantly from less than 1,000 two-way ADT to over 2,000 two-way ADT. Additionally, traffic will also be added on Poplar Avenue due to the construction of the HSR MOIF. Therefore, grade separating Poplar Avenue and SR 43 will allow for improved traffic operations along SR 43 and will also be beneficial to local residents in terms of safety. No revisions have been made to the Final Supplemental EIR in response to this comment.

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Submission P030 (Alan Tandy, City of Bakersfield, December 19, 2017)

 CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: Alan Tandy		DATE: 12/17/17	
MEETING LOCATION:		AFFILIATION: City of Bakersfield	
ADDRESS: 1600 Tr + fur		EMAIL: Atandy@bakercity.us	PHONE: 661 834-6424
CITY: Bakersfield	STATE: CA	Field City - us	ZIP: 93306
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> FRESNO TO BAKERSFIELD			
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input type="radio"/> YES <input checked="" type="radio"/> NO			
COMMENTS: The LGA is far superior for cost, property impacts, speed of train and redevelopment opportunity.			
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small>			

P030-1

Response to Submission P030 (Alan Tandy, City of Bakersfield, December 19, 2017)

P030-1

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

Submission P031 (Alan Tandy, City of Bakersfield, December 19, 2017)

1 panel and leave it in the comment box located
2 next to the podium.

3 At this time, I'd like to give any
4 elected officials or city representatives the
5 opportunity to provide their comments first.

6 Please state your first and last name and
7 the organization you're representing.

8 MR. TANDY: Good afternoon. My name is
9 Alan Tandy. I'm the City Manager of Bakersfield.

P031-1

10 This past Wednesday night the Bakersfield City
11 Council unanimously adopted a resolution in
12 support of the LGA, or the locally-generated
13 alternative.

14 At the conclusion of the first EIR, when
15 High-Speed Rail adopted the hybrid alignment, the
16 City of Bakersfield, County of Kern, Dignity
17 Health, and two other local entities, filed
18 litigation under CEQA against the Authority. In
19 the case of the city, the hybrid alignment takes
20 out our corporation yard, which is the source of
21 providing all of our field services. It took all
22 of the parking for our renamed convention center.
23 It took the police maintenance garage facility.
24 It took out a new amenity in Mill Creek, new
25 housing that had just been constructed. And the

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1 representatives of the High-Speed Rail Authority,
2 up through that action, weren't paying much
3 attention to the City of Bakersfield and its
4 concerns.

5 We entered into an out-of-court
6 settlement, that if the Authority would study the
7 locally-generated alternative and go through this
8 process that's now being brought to completion,
9 we would drop our litigation.

10 Since that time the cooperation from the
11 Authority has been excellent. It is clear that
12 the LGA involves far fewer properties. It is
13 straighter, faster, lower in elevation, allows
14 the train to go faster, is less costly. And I
15 would also argue, as the City Manager of
16 Bakersfield, that going into an area with
17 redevelopment opportunities, which the F Street
18 Station location is, affords the opportunity for
19 the growth in retail, housing and other issues
20 which are going to evolve as a result of high-
21 speed rail being here. If you go into an area
22 which is already fully developed, those
23 opportunities are very constrained.

24 We appreciate the Authority's cooperation
25 in this endeavor. We appreciate the grant that

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Submission P031 (Alan Tandy, City of Bakersfield, December 19, 2017) - Continued

1 allowed us to undertake a planning study for the
2 future development of Downtown Bakersfield in
3 light of high-speed rail coming in. That process
4 has been interactive with our community for some
5 time, and we hope to bring it to conclusion at
6 roughly the same time frame as this process was
7 concluded.

8 So we thank the Authority for listening
9 to the City of Bakersfield and our elected
10 officials, and for modifying the plans to date.

P031-3

11 We advocate that you go through and make a
12 permanent modification to the alignment.

13 Thank you.

14 MS. MARTINEZ: Thank you, Mr. Tandy.

15 Our next speaker will be Michael Kennedy
16 from Bethel Christian School, and followed by
17 Karen King.

18 MR. KENNEDY: Michael Kennedy, Bethel
19 Christian School. I am the Principal of Bethel
20 Christian School, also a stakeholder and member
21 of the First Free Will Baptist Church, an
22 organization that's negatively impacted by the
23 high-speed rail in this Fresno to Bakersfield
24 Project section.

25 Distinguished Members of this Board, as a

Response to Submission P031 (Alan Tandy, City of Bakersfield, December 19, 2017)

P031-1

The commenter notes that the Bakersfield City Council unanimously adopted Resolution 162-17 supporting the Locally Generated Alternative (LGA) Alignment of the Fresno to Bakersfield Section of the California High-Speed Rail Project. Comment acknowledged.

P031-2

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

P031-3

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

Submission P032 (Frank Vazquez, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

P032-1

1 Adeyinka Glover.

2 MR. VAZQUEZ: Good afternoon. My name is

3 Frank Vasquez and I'm a member of the First Free

4 Will Baptist Church, and also a stakeholder in

5 Bethel Christian School, an organization that is

6 negatively impacted by the high-speed rail in

7 this Fresno to Bakersfield Project section.

8 Distinguished Members of the Board, as a

9 stakeholder of this church-school organization, I

10 have many concerns. First of all, the Rail

11 Authority will demolish all the buildings between

12 our church and the easement for the train.

13 Demolition of this neighborhood structures will

14 only expose our facility to approximately 100

15 decibels of sound from the high-speed rail. But

16 it will also -- it's estimated that existing

17 sound shield, that these soon-to-be-demolished

18 structures will provide the existing train and

19 the 50 miles per hour (indiscernible) highway --

20 or Highway 466. Currently, the railroad easement

21 and US 466 are only one city block away, or 100

22 feet, from our church.

23 We request that you take note of these

24 concerns and there is -- because there's legal

25 obligations regarding this. Thank you for your

1 time. And we are hoping that our lawyers will

2 keep working with you to try to work this legal

3 matter, because we have legal obligations to

4 fulfill.

5 Thank you for your time.

6 MS. MARTINEZ: Thank you, Mr. Vasquez.

7 Up next, Adeyinka Glover, and I apologize

8 if I've butchered your name, followed by Donald

9 Foster.

10 MS. GLOVER: Good afternoon. My name is

11 Adeyinka Glover and I'm an attorney at Leadership

12 Counsel for Justice and Accountability. We work

13 alongside disadvantaged communities in Kern

14 County, and we currently are reviewing the

15 environmental impact report and will submit

16 comments by January 16th. As we continue to

17 review the high-speed rail report, we have a few

18 areas of concern that we would like to raise

19 here, but we will also address in our written

20 comments.

21 High-speed rail is viewed as an

22 affordable housing solution for the state because

23 it will allow cost-burdened coastal residents the

24 ability to move inland. This will result in rate

25 increases and may potentially displace existing

Response to Submission P032 (Frank Vazquez, Bethel Christian School/First Free Will Baptist Church, December 19, 2017)

P032-1

Properties along the HSR alignment would be either partially or fully acquired for the easement depending on right-of-way requirements for the railway. In addition, noise abatement measures in the form of noise barriers along the HSR alignment for both the May 2014 Project and F-B LGA were considered for this area (N&V-MM#3). The noise barrier was determined to be both feasible and reasonable in the Fresno to Bakersfield Section Final EIR/EIS, the Draft Supplemental EIR/EIS, and their respective Noise and Vibration Technical Reports. The implementation of noise barriers would reduce severe exterior noise impacts to no impacts at this church-school facility, as described in Section 3.4.4.2 under Impact N&V #3 and shown in Table 3.4-21 and Figure 3.4-5 of the Draft Supplemental EIR/EIS. Refer to N&V-MM#3 for a discussion of the performance standards that must be achieved to ensure interior noise levels do not exceed 45 dBA Ldn.

Submission P033 (Lois Watson, December 19, 2017)

 CALIFORNIA High-Speed Rail Authority		COMMENT CARD PLEASE PRINT LEGIBLY	
NAME: <i>Lois Watson</i>		DATE: <i>12-19-17</i>	
MEETING LOCATION: <i>Bakersfield</i>		AFFILIATION:	
ADDRESS: <i>3807 Noel Place</i>		EMAIL:	PHONE:
CITY: <i>Bakersfield</i>	STATE: <i>CA</i>	ZIP: <i>93306</i>	
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> FRESNO TO BAKERSFIELD			
**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU? <input type="radio"/> YES <input checked="" type="radio"/> NO			
P033-1	COMMENTS: <i>I believe High Speed Rail will be a big asset for the city of Bakersfield. There have been meetings in Sacramento that I would have liked to attend, but couldn't due to the fact I would have to stay overnight there. HSR would allow me to make it in one day.</i>		
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list. **Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.</small>			

Response to Submission P033 (Lois Watson, December 19, 2017)

P033-1

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

Submission P034 (Jonathan Yates, December 19, 2017)

1 of we don't know what's going on. Well, you
2 know, these set-asides are on your web page, you
3 know, and things like that.

4 But as far as extending it out to small
5 businesses that don't have the ability to get
6 like a million dollar contract, a million dollar
7 bond and anything else like that, well, you know,
8 these things are nonexistent for us.

9 So these are things that we're looking
10 forward to try to solve to bring back to our
11 membership, so we can convey this information to
12 them. And if we don't have this information, we
13 cannot convey this information back to our
14 membership.

15 So I see I only have 23 seconds left.

16 So -- but if you could take note of this,
17 you know, as far as small businesses, minority
18 participation and things like that, we need to
19 increase that. We need to increase their level
20 of awareness and everything else in there for all
21 areas concerned.

22 And I'm out of time. Thank you.

23 MS. MARTINEZ: Thank you, Mr. Hill.

24 Jonathon Yates.

25 MR. YATES: Good evening. My name is

1 Jonathon Yates.

2 For the past year-and-a-half, I've been
3 working and planning to open a business in
4 Bakersfield. Downtown is where I'd like to
5 locate the business. And it would involve a
6 significant investment and potentially create, I
7 think six to ten jobs with significant benefits
8 to surrounding businesses, as well.

P034-1

9 The F Street alignment is a significant
10 blow to this business plan and the future
11 outlook, I think, for Downtown Bakersfield and
12 what it will do with fragmenting the
13 transportation infrastructure for the city and
14 making the high-speed rail inaccessible by
15 walking or biking. I don't think it will lead to
16 the kind of housing development or business
17 development downtown that the downtown Truxtun
18 Station will provide.

P034-2

19 Additionally, I have concerns with the
20 loss of a significant number of jobs to Kern
21 County that would probably be caused by the F
22 Street alignment in having it bypass the Shafter
23 Heavy Maintenance Facility proposed location. We
24 really want these jobs to stay in Kern County,
25 and we think that that's the best location for

Submission P034 (Jonathan Yates, December 19, 2017) - Continued

P034-2 | 1 this facility. So we would like the High-Speed
2 Rail Authority to choose not to take the F Street
3 alignment.

P034-3 | 4 Also, there are considerable concerns
5 with environmental remediation needed along the
6 Sumner Street corridor, given the old industrial
7 buildings that are there. And I think that there
8 will be additional costs associated with that,

P034-4 | 9 along with costs required of rebuilding the F
10 Street interchange and the 7th Standard Road
11 crossing where the high-speed rail will cross it.

12 I think that overall the original plan is
13 much better for the City of Bakersfield, and hope
14 that the High-Speed Rail Authority will come to
15 that conclusion.

16 Thank you for your time.

17 MS. MARTINEZ: Thank you.

18 We have another card. Troy Hightower?

19 MR. HILL: He went to the restroom.

20 He'll be right back.

21 MS. MARTINEZ: Well, okay. We're on
22 hold, because that was our only other card.

23 (Pause from 5:14 p.m. to 5:15 p.m.)

24 MS. MARTINEZ: Okay. And we are moving
25 forward. We have Troy Hightower.

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Response to Submission P034 (Jonathan Yates, December 19, 2017)

P034-1

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

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

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

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

As discussed in Appendix 8-A of the Draft Supplemental EIR/EIS, because the F Street Station area contains more vacant land compared to the Truxtun Avenue Station, the F

P034-1

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

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

P034-2

The commenter notes that the F-B LGA does not contain an HMF near Shafter, and therefore would not include the associated employment opportunities at that facility.

The location of the HMF has not yet been determined. The HMF decision will be made separately from the identification of the preferred alignment and station alternatives in the Draft Supplemental EIR/EIS. A decision on the HMF site will be made sometime after environmental review is complete for both the Fresno to Bakersfield section and the Wye area near Chowchilla (the Wye area is being evaluated on a supplemental basis via a Subsequent EIR/Supplemental EIS to the certified 2012 Merced to Fresno Section EIR/EIS). To support this future decision, additional comparative study, design, and review may be necessary. Subsequent review and study may include further design.

P034-3

Environmental remediation along the project alignment would occur during construction activities, as necessary, including as related to the presence of and potential need to

Response to Submission P034 (Jonathan Yates, December 19, 2017) - Continued

P034-3

demolish old industrial buildings. As discussed in Section 3.10.2.1 of the Draft Supplemental EIR/EIS (page 3.10-3), hazardous materials could be released accidentally during project construction or operation due to the transport, use, or disposal of materials, or the demolition of buildings and roadways with asbestos-containing materials (ACMs) and/or lead-containing materials including lead-based paint.

As discussed under Impact HMW #1, Temporary Transport, Use, Storage, and Disposal of Hazardous Materials and Wastes of the Draft Supplemental EIR/EIS, demolition of buildings and roadways containing asbestos and lead-based materials requires specialized procedures and equipment and appropriately certified personnel. Buildings and roadways intended for demolition that were constructed before 1980 will be surveyed for ACMs prior to being disturbed as a result of the project. Buildings and roadways constructed before 1971 will also be surveyed for lead. A demolition plan for any location with positive results for asbestos or lead will be prepared. The plan will specify how to appropriately contain, remove, and dispose of the asbestos- and lead-containing material while meeting all requirements and best management practices to protect human health and the environment.

Overall, the cost associated with implementation of the F-B LGA would be less than the May 2014 Project as described in Chapter 6, Project Costs and Operations, of the Draft Supplemental EIR/EIS. Category 40, Sitework, Right-of-Way, Land, Existing Improvements, in Table 6-1, includes cost of demolition and hazardous materials removals, among other items.

No revisions to the Final Supplemental EIR are necessary based upon this comment.

P034-4

The commenter states that there will be additional costs to rebuild the F Street interchange and the 7th Standard Road HSR crossing. The 2017 Cost Estimate Report, available from the Authority upon request, includes costs for both the F Street Interchange (Unit Price Element 40.08.425A, approximately \$45 million) and the 7th Standard Interchange (Unit Price Element 40.08.425B, approximately \$47.9 million).

P034-4

Refer to Chapter 6 of the Draft Supplemental EIR/EIS for more information about cost; the costs for both interchanges are included in Cost Category 40: Site work, Right-of-Way, Land, Existing Improvements.

Submission P035 (Kaitlyn Yates, December 19, 2017)

1 Regardless, in the most recent High-Speed Ground
2 Transportation Noise and Vibration Impact
3 Assessment the FRA has stated a church and a
4 school would both qualify as indoor noise-
5 sensitive sites.

6 We request that you take note of this
7 concern as there is a legal obligation.

8 Thank you for your time. Our lawyers
9 will continue to work and try with your legal
10 staff to find a solution.

11 MS. MARTINEZ: Thank you so much, Ms.
12 Sampson.

13 And at this point we do not have any
14 other speaker cards. We are here until eight
15 o'clock. If you would like to speak, provide
16 oral comments, please do fill out a speaker card
17 and submit them at the table in the front. Thank
18 you.

19 (Pause from 7:14 p.m. to 7:34 p.m.)

20 MS. MARTINEZ: We have a speaker card,
21 Ms. Kaitlyn Yates. Again, you have three
22 minutes. If you could please give us your first
23 and last name and whatever organization you may
24 be representing.

25 MS. YATES: All right. Hi. My name is

1 Kaitlyn Yates and I'm a resident of Bakersfield.
2 So I recently moved to Bakersfield because I saw
3 so much potential in this community and the
4 Southern San Joaquin Valley in general.

P035-1

5 The entire prospect of the F Street stop
6 appalls me and makes me lose faith in the
7 leadership of the community I believe in. The
8 stop isolates the line from residents, making it
9 only accessible to those fortunate enough to
10 afford rideshares or to drive themselves. And as
11 most of us in our community know, Bakersfield is
12 built off the backs of families and individuals
13 who may not have these luxuries. So it's a sad
14 prospect for the growth of downtown, tourism and
15 the economy of this place, of which our community
16 needs more of.

P035-2

P035-3

17 It's also just crazy to me that the
18 Council would even consider missing out on an
19 opportunity for 2,000 jobs that the downtown
20 station would provide because the Wonderful
21 company donated land to them, and that option is
22 off the table if the F Street stop goes through.

P035-4

23 And finally, if you're wondering why only
24 25 or so people spoke tonight, it's because the
25 Council did a terrible job of informing us about

Submission P035 (Kaitlyn Yates, December 19, 2017) - Continued

P035-4 | 1 our choices and about our opportunity to speak.
2 So if you don't think people care or won't be
3 impacted by the change, you're wrong. People do
4 care. And people, especially those who have the
5 most to gain from the downtown stop, will be
6 impacted, but they're otherwise constrained. And
7 on top of that, they were not adequately informed
8 of the opportunities they have to share their
9 voice or their opinion.

P035-5 | 10 I still believe in the potential of this
11 place, but the proposition for the F Street stop
12 makes me question if that potential will ever be
13 realized.

14 Thank you.

15 MS. MARTINEZ: Thank you, Ms. Yates.

16 And once again, we'll pause things until
17 we get more cards.

18 (Pause from 7:36 p.m. to 7:41 p.m.)

19 MS. MARTINEZ: Okay, we have another
20 speaker card that's just come in.

21 Can I have Mary Helen Barro come to the -
22 - and speak, come to the microphone.

23 MS. BARRO: Thank you very much. I
24 appreciate it. (Speaking Spanish.)

25 I just wanted to come here and put in my

Response to Submission P035 (Kaitlyn Yates, December 19, 2017)

P035-1

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

P035-2

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

P035-3

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

P035-4

The commenter states that the Council (sic) did not provide enough information about the public hearing. The Authority and the FRA are the CEQA and NEPA lead agencies, respectively, for the Draft Supplemental EIR/EIS. As such, the Authority and FRA were responsible for noticing the availability of the Draft Supplemental EIR/EIS and holding the public hearing. The Notice of Availability, which was distributed initially on November 9, 2017 and then, in corrected form on November 17, 2017, included notice of the hearing and was mailed to schools, elected officials, stakeholders, agencies, and tribes. It was also mailed out to owners and residents within 300 feet of the May 2014 Project and F-B LGA project footprint and to anyone who had requested to be notified. Finally, the NOA was published in 10 newspapers with circulation in the project area. The table below shows the names of publications and the dates the NOA was published.

Table 1. NOA Newspaper Publications

P035-4

Publication
Initial Publication Date
Second Publication Date
1
<i>Bakersfield Californian</i>
11/9/2017
11/17/2017
2
<i>Bakersfield.com</i>
11/09/2017-11/15/2017
11/15/2017
3
<i>El Popular</i>
11/3/2007

Response to Submission P035 (Kaitlyn Yates, December 19, 2017) - Continued

P035-4

11/17/2017
4
<i>Fresno Bee</i>
11/9/2017
11/17/2017
5
<i>Hanford Sentinel</i>
11/9/2017
11/17/2017
6
<i>Vida en el Valle</i>
11/8/2017
11/22/2017
7
<i>Corcoran Journal</i>

P035-4

11/9/2017
11/15/2017
8
<i>Delano Record</i>
11/9/2017
11/23/2017
9
<i>Wasco Tribune</i>
11/8/2017
11/22/2017
10
<i>Shafter Press</i>
11/8/2017
11/22/2017

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

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

The public hearing was noticed in newspapers, online, and via mail to area stakeholders. The purpose of the public hearing is to solicit written and oral public comments on the Draft Supplemental EIR/EIS. The Authority also provided a dedicated hotline in order to provide further opportunity for the public to make oral comments.

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