

# Californians for High Speed Rail

April 9, 2020

California High-Speed Rail Authority  
Attn: Draft 2020 Business Plan  
770 L Street, Suite 620 MS-1  
Sacramento, CA 95814

RE: Draft 2020 Business Plan Comment

Dear Chairman Lenny Mendonca,

I am submitting this comment on behalf of the Californians for High Speed Rail "CA4HSR". CA4HSR believes that the high speed rail is essential to meeting the needs of 21st Century California and is essential to the economic vitality of the State of California. First of all, we would like to express our long-term support for the High-Speed Rail project and want to ensure its success.

It has come to our attention that there is a "Gap" in coverage between the "FRA Approved Fresno-Bakersfield Supplemental LGA" environmental document and the Draft Bakersfield-Palmdale environmental document. Specifically, from the location where the LGA EIR ends at the intersection of 34<sup>th</sup> Street and L Street (depicted on the attached map) in Bakersfield and where the draft Bakersfield-Palmdale EIR begins at Oswell Street. This Gap covers a distance of five miles in central Bakersfield. We added graphics to the map we copied from the "Draft Bakersfield-Palmdale EIR" document that highlights the Gap we are referring to.

The following excerpt is from page two of the "Fresno-Bakersfield Supplemental LGA ROD: Explanatory Cover Note", which explains the location of where the LGA ends (attached).

"The Supplemental ROD is the Authority's approval under NEPA, as NEPA lead agency, of the F-B LGA. It changes the FRA's 2014 ROD but only regarding the portion of the Fresno to Bakersfield Section south of Poplar Avenue in Shafter. This Supplemental ROD approves for implementation the F-B LGA Project between Poplar Avenue in Shafter and the 34th and L Street intersection in Bakersfield."

The following excerpt from page four of the "Draft Bakersfield-Palmdale Report Volume 1 Summary" explains that the Gap (F Street Station to Oswell Street) is incorporated by

reference to the Fresno-Bakersfield Supplemental LGA. However, as stated above, the LGA approved by the FRA does not extend east of the proposed F Street Station site (34<sup>th</sup> & L Street) to Oswell Street where the Bakersfield-Palmdale section begins.

*“The Bakersfield F Street Station analysis for the Fresno to Bakersfield Project Section has been incorporated by reference into this EIR/EIS, with summaries provided based on complete analyses prepared for the Fresno to Bakersfield Section Final Supplemental EIR (Authority 2018) and Final Supplemental EIS (Authority 2019). The impact analyses for the alignment from the F Street Station to Oswell Street are also incorporated by reference, with summaries of the analysis for this area included in applicable sections and chapters of this EIR/EIS. Therefore, this EIR/EIS incorporates the analysis from the intersection of 34th Street and L Street to Oswell Street.”*

By incorporating reference to the 2014 Fresno-Bakersfield EIR, which has been approved by the FRA, it includes the Hybrid alignment that goes through downtown Bakersfield, which includes a HSR station at Truxtun Avenue and continues east to the terminus at Oswell Street.

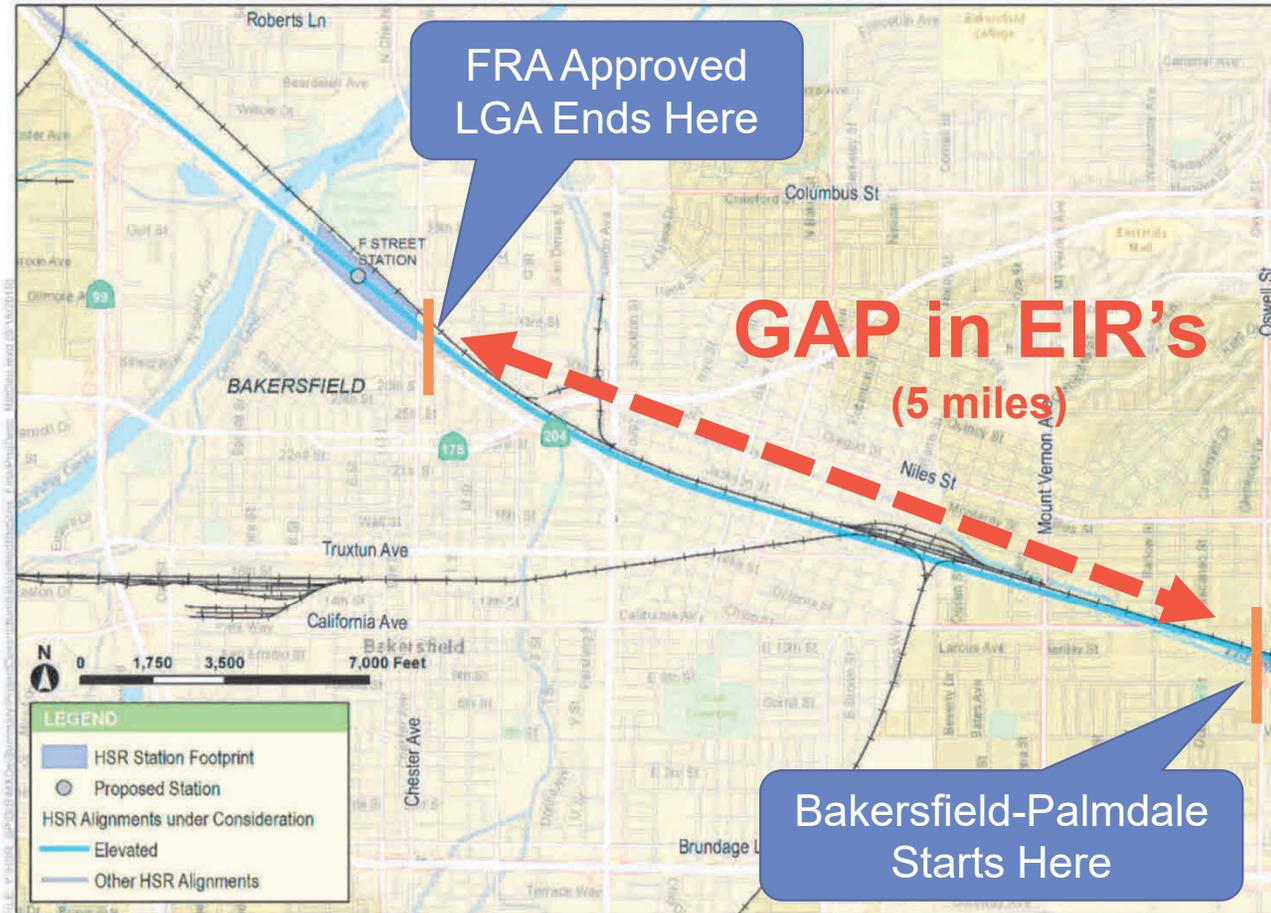
We are bringing this to your attention because of our interest in supporting and improving the High-Speed Rail project in any way we can. The Gap leads us to believe that it would be in the interest of the CAHSR Authority and the people of Bakersfield to reconsider both the Fresno-Bakersfield Hybrid and LGA alignments to determine a better solution for the High-Speed Rail project.

Respectfully,

  
Troy Hightower, CEO

  
Date

Attachment: Gap Map



Source: California High-Speed Rail Authority, 2018

Graphics added by TDH Associates International