

California High-Speed Rail Authority

Palmdale to Burbank Project Section

Final Environmental Impact Report/
Environmental Impact Statement

Appendix 5-B Environmental Justice
Development of Community
Improvements as Offsetting Mitigation

April 2024



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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APPENDIX 5-B: ENVIRONMENTAL JUSTICE DEVELOPMENT OF COMMUNITY IMPROVEMENTS AS OFFSETTING MITIGATION

1. INTRODUCTION

As described in Section 5.7, Environmental Consequences, and Section 5.9.4, Summary of Determinations, of the Palmdale to Burbank Project Section Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), after application of direct mitigation and consideration of project benefits, there still remain some potential disproportionately high and adverse effects from project alternatives on minority populations and low-income populations.

Throughout the EIR/EIS process, the California High-Speed Rail Authority (Authority) engaged with minority populations and low-income populations, as well as service and public agencies that serve these populations, to identify the concerns of individuals about the effects of the project and to identify potential community improvements that could offset potential residual disproportionately high and adverse effects and thus serve as offsetting mitigation measures.

The following steps were employed in the evaluation of potential community improvements, aimed at identifying community improvements that could offset potential residual disproportionately high and adverse effects:

- Outreach and assessment of potential adverse effects and potential disproportionate effects on minority and/or low-income communities,
- Additional community outreach following public review of the Draft EIR/EIS in November and December 2023,
- Identification of EJ-specific measures to address potential disproportionate effects,
- Determination of potential residual disproportionately high and adverse effects and identification of potential offsetting mitigation measures for different project alternatives following additional outreach activities summarized above, and
- Identification of the potential for secondary physical effects on the environment due to implementation of potential community improvements throughout the development of Final EIR/EIS.

This process and evaluation of potential community improvements is described further below. The community improvements proposed as offsetting mitigation measures are further profiled in Section 2, Proposed Offsetting Mitigation Measures.

2. PROPOSED OFFSETTING MITIGATION MEASURES

The improvements listed below in Table 2-1 are proposed as offsetting mitigation measures to offset potential disproportionately high and adverse effects (DHAЕ) on minority populations and/or low-income populations due to their reasonable nexus to project effects and ability to provide substantial benefits to minority populations and low-income populations within the communities wherein these effects would occur. These improvements were chosen from a larger list of potential improvements, which is described in Section 3, Other Community Improvements Not Proposed as Offsetting Mitigation. In some cases, the potential improvements were refined from prior iterations to be more targeted improvements with a greater nexus to project impacts. Profiles providing additional detail about each of these offsetting mitigation measures is included following Table 2-1.

To be considered for Authority implementation as offsetting mitigation measures, potential community improvements were required to have a reasonable nexus, or relationship, to project effects. A community improvement has a “reasonable nexus” if it may reasonably offset a specific

identified potential disproportionately high and adverse effect on the community such as but not limited to community cohesion, visual, aesthetics, or noise. Community benefits can be demonstrated through an analysis that validates the offsetting reduction in potential disproportionately high and adverse effects or through community agreement where the impacted community accepts the benefit of the improvement as an offsetting mitigation measure for potential disproportionately high and adverse effects.

Authority funding or implementation of these offsetting mitigation measures is contingent on the California High Speed Rail Authority Board approval and availability of funds for construction.

Table 2-1 – Summary of Proposed Offsetting Mitigation Measures¹

Community (Census Block Groups) ²	Proposed Measure	Original Source for Idea	Input Provided During Outreach	Reasonable Nexus to Residual DHAEs for Project Alternatives	Applicable Build Alternatives ^{3,4,5,6,7}
Pacoima (60371042042, 60371212102, 60371048221, 60371047031, 60371042041, 60371047031) Sun Valley (60371021051, 60371212222, 60371211021, 60371219003, 6037121210, 60371222002, 60371212101, 60371212221, 60371221223)	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	Pacoima and Sun Valley Community Meeting	Workforce opportunities during construction and operation; Business effect mitigation; Hire from local community for construction; Restitution plans for displaced businesses; and Community economic development	Helps to offset socioeconomic effect of business displacement DHAE through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A
Pacoima (60371042042, 60371212102, 60371048221, 60371047031, 60371042041, 60371047031) Sun Valley (60371021051, 60371212222, 60371211021, 60371219003, 6037121210, 60371222002, 60371212101, 60371212221, 60371221223)	OMM #2: Community Connectivity Enhancements and Workshop	Pacoima and Sun Valley Community Meeting	Incorporate decorative elements by local artists; Carefully incorporating community, instead of dividing; Opportunities for beautification; and Native landscaping	Community supported pedestrian connectivity improvements would offset socioeconomic DHAE.	Refined SR14, SR14A, E1, E1A, E2, E2A
Pacoima (60371042042, 60371212102, 60371048221, 60371047031, 60371042041, 60371047031)	OMM #3: Safety and Montague Street Improvements	Pacoima and Sun Valley Community Meeting	Develop a robust safety plan at Montague Street; Safety measures around trenches and Montague Street; and Safety measures in areas where the train is at surface level	Community supported improvement provides increased safety for community to offset general effects of project alternatives.	Refined SR14, SR14A, E1, E1A, E2, E2A

Community (Census Block Groups) ²	Proposed Measure	Original Source for Idea	Input Provided During Outreach	Reasonable Nexus to Residual DHAEs for Project Alternatives	Applicable Build Alternatives ^{3,4,5,6,7}
Pacoima (60371042042, 60371212102, 60371048221, 60371047031, 60371042041, 60371047031) Sun Valley (60371021051, 60371212222, 60371211021, 60371219003, 6037121210, 60371222002, 60371212101, 60371212221, 60371221223)	OMM #4: Intermediate Window (SR14-W2), Conveyor belt Usage Requirements and School Coordination	Pacoima and Sun Valley Community Meeting	Minimize construction effects to local circulation; and Environmental controls (noise, dust, and other pollutants)	Community supported improvements to manage construction traffic, noise and dust.	Refined SR14, SR14A, E1, E1A, E2, E2A

DHAE = disproportionately high and adverse effect, OMM = offsetting mitigation measure, SR14-W2 = Refined SR14/SR14A Build Alternative intermediate window option 2

¹ See also Table 5-25 in Chapter 5, Environmental Justice, which is a duplicate of this table.

² The listed communities and census block groups for the proposed Offsetting Mitigation Measures pertain to the SR14A Build Alternative (Preferred Alternative). Table notes 3 through 7 below provide the affected communities and census block groups for the remaining Build Alternatives. Should a separate Build Alternative be selected from the Preferred Alternative, Offsetting Mitigation Measures would be implemented to ameliorate disproportionately high and adverse effects in the communities and census block groups in which they occur for the respective Build Alternative.

³ For the Refined SR14 Build Alternative, after the implementation of IAMFs and mitigation measures, potential DHAEs would occur in the following EJ communities (and census block groups): **Transportation (spoils hauling)**: Sylmar (60371061122, 60371061131), Pacoima (60371042042, 60371212102, 60371048221), and Sun Valley (60371021051, 60371212222), **Air Quality and Global Climate Change (localized construction impacts)**: Sun Valley (60371211021, 60371219003), **Noise and Vibration**: South of Palmdale (60379107071), Sun Valley (6037121210), **Socioeconomics and Communities (business displacements)**: Pacoima (60371047031, 60371042041) and Sun Valley (60371222002, 60371212101, 60371212221, 60371221223).

⁴ For the E1 Build Alternative, after the implementation of IAMFs and mitigation measures, potential DHAEs would occur in the following EJ communities (and census block groups): **Transportation (spoils hauling)**: Pacoima (60371042042, 60371212102, 60371048221), and Sun Valley (60371021051, 60371212222), **Air Quality and Global Climate Change (localized construction impacts)**: Sun Valley (60371211021, 60371219003), **Noise and Vibration**: South of Palmdale (60379107071), Sun Valley (6037121210), **Socioeconomics and Communities (business displacements)**: Pacoima (60371047031, 60371042041) and Sun Valley (60371222002, 60371212101, 60371212221, 60371221223), **Aesthetics and Visual Quality (permanent visual quality effects)**: south of Palmdale (60379107071).

⁵ For the E1A Build Alternative, after the implementation of IAMFs and mitigation measures, potential DHAEs would occur in the following EJ communities (and census block groups): **Transportation (spoils hauling)**: Pacoima (60371042042, 60371212102, 60371048221), and Sun Valley (60371021051, 60371212222), **Air Quality and Global Climate Change (localized construction impacts)**: Sun Valley (60371211021, 60371219003), **Noise and Vibration**: South of Palmdale (60379107071), Sun Valley (6037121210), **Socioeconomics and Communities (business displacements)**: Pacoima (60371047031, 60371042041) and Sun Valley (60371222002, 60371212101, 60371212221, 60371221223).

⁶ For the E2 Build Alternative, after the implementation of IAMFs and mitigation measures, potential DHAEs would occur in the following EJ communities (and census block groups): **Transportation (spoils hauling)**: Lake View Terrace (60371032002) and Sun Valley (60371212222), **Air Quality and Global Climate Change (localized construction impacts)**: Sun Valley (60371211021, 60371219003), **Noise and Vibration**: South of Palmdale (60379107071), Lake View Terrace (60371032001), **Socioeconomics and Communities (community cohesion)**: Lake View Terrace (60371032001), **Aesthetics and Visual Quality (permanent visual quality effects)**: South of Palmdale (60379107071) and Lake View Terrace (60371032001).

⁷ For the E2A Build Alternative, after the implementation of IAMFs and mitigation measures, potential DHAEs would occur in the following EJ communities (and census block groups): **Transportation (spoils hauling)**: Lake View Terrace (60371032002) and Sun Valley (60371212222), **Air Quality and Global Climate Change (localized construction impacts)**: Sun Valley (60371211021, 60371219003), **Noise and Vibration**: South of Palmdale (60379107071), Lake View Terrace (60371032001), **Socioeconomics and Communities (community cohesion)**: Lake View Terrace (60371032001), **Aesthetics and Visual Quality (permanent visual quality effects)**: South of Palmdale (60379107071) and Lake View Terrace (60371032001).

2.1 Offsetting Mitigation Measure #1: Construction Jobs and Opportunities, Training and Workforce Development

2.1.1 Measure Description

The Authority's Regional Workforce Development Board and EJ ombudsman (defined in EJ-IAMF#1) shall develop a Construction Pre-Apprentice Training Program to provide pre-apprenticeship classes and hands-on construction training to EJ communities with potential disproportionately high and adverse effects (as identified in Table 2-1 here and Table 5-25 of the Chapter 5 of the Final EIR/EIS). The program shall also include special recruitment and project construction job set-aside programs to offset any impacts to jobs associated with business displacements within those EJ communities. The program(s) shall be developed with feedback, input and suggestions made by the EJ communities during community roundtables held by the EJ ombudsman. The Authority shall involve Pacoima Beautiful as part of this program to consider support of its Workforce Development and Economic Opportunities Plan, administered through Los Angeles City College (LACC), in cooperation with the Building Trades Council, Plumbers, Cement Masons, Iron Workers, Teamsters, Sheet Metals Workers, Pipefitters, Electricians and Operating Engineers Building Trades Unions. Further, the Authority shall periodically distribute an updated Jobs Fact Sheet and provide press releases that report achieved construction job creation milestones resulting from dispatching workers to build the high-speed rail system. This Jobs Fact Sheet would include the most recent information regarding the National Targeted Hiring Initiative and the total number of minority and/or low-income workers.

2.1.2 Nexus to Disproportionately High and Adverse Effects

Under the Refined SR14, SR14A, E1, E1A, E2, and E2A Alternatives the project would result in certain potential residual disproportionate, high, and adverse effects (DHAEs) on minority and/or low-income communities identified in Table 2-1 in this Appendix, even after application of IAMFs, mitigations, and EJ-specific IAMFs and mitigation measures. New physical and visual barriers from the at-grade or above-grade Build Alternative footprint, as well as noise and vibration from train operations, may affect these communities, and sensitive receptors in these communities, respectively. The neighborhoods identified in Table 2-1 would be the areas with the potential for these disproportionately high and adverse effects, and the Authority has not identified feasible mitigation measures that can otherwise further reduce or mitigate these potential disproportionate effects. Members of the community consistently requested this benefit from the project.

- At an April 20, 2015, Community Working Group Round 2 Meeting in Sun Valley, participants expressed overall concern about noise effects from the project.
- At a September 22, 2016, Community Open House Meeting in Sun Valley, a participant expressed concern about residual project noise and vibration after construction.
- At a February 12, 2019, Meeting at Pacoima Branch Library, a member of the community asked, effectively, for construction jobs and opportunities for the community.
- At a March 18, 2019, Community Inspectors Weekly Meeting that the Authority attended, the participants also asked about job opportunities for community members.
- On August 10, 2019, the Authority met with Meet Each Need With Dignity (MEND), a nonprofit 501(c)(3) organization in Pacoima. At that meeting, the nonprofit asked about job opportunities in the community. At a September 22, 2016, Community Open House Meeting in Sun Valley, a participant asked, "Other areas have experienced positive employment and civic services. What, if any, such benefits (permanent) does the HSRA anticipate?"
- During the Palmdale to Burbank Project Section Draft EIR/EIS public comment period between September 2, 2022 and November 1, 2022, residents from the Sun Valley

community expressed concern regarding noise and vibration effects from train operations.

- During the Palmdale to Burbank Project Section Draft EIR/EIS public comment period between September 2, 2022 and November 1, 2022, residents from the Pacoima and Sun Valley communities expressed concern regarding business displacements from the project and inquired about project-related jobs and opportunities for their communities.
- In her December 1, 2022 letter, LA City Councilmember Monica Rodriguez, who represents Pacoima, specifically requested “workforce opportunities and business impact mitigation.” She asked the Authority to “Prioritize hiring from the local community for construction related activities.”
- In a December 1, 2022 letter, Pacoima Beautiful members Annakaren Ramirez, Melisa Walk, and Veronica Padilla expressed concern regarding noise pollution from the project on surrounding communities.
- At a November 18, 2023, Pacoima Beautiful (Spanish), Virtual meeting that the Authority held, a participant asked, “Will there be employment opportunities?”

See Table 2-2. While offsetting mitigation measure #1 would not directly address the residual effect (e.g. business displacements), it would offset those effects by providing additional benefits, enhancements, and improvements to the communities impacted by the residual effects. Offsetting mitigation measure #1 would benefit the communities impacted by potential DHAEs with targeted training and employment opportunities to workers in communities impacted by these effects, and with further support for community workforce development and economic development in those communities. That establishes its nexus to the DHAEs.

2.1.3 Benefit to Minority and/or Low-Income Populations

Through the solicitation of community feedback, Offsetting Mitigation Measure #1 would offset adverse effects that may be experienced by neighborhoods identified in **Attachment A, Community Outreach Concerns and/or Requests Addressed by Offsetting Mitigation Measures**, by providing enhancing training and job access opportunities to these neighborhoods. Impacted low-income EJ communities would likely benefit greatly from training and apprenticeship opportunities that would give participants skills they could use their entire lives to increase their earning capacity.

2.1.4 Consistency with Community Goals and Planning

The Authority shall involve Pacoima Beautiful in the aforementioned community roundtables to enable the project’s consistency with Pacoima Beautiful’s Workforce Development and Economic Opportunities Plan, administered through LACC, in cooperation with the Building Trades Council, Plumbers, Cement Masons, Iron Workers, Teamsters, Sheet Metals Workers, Pipefitters, Electricians and Operating Engineers Building Trades Unions.

The Arleta-Pacoima Community Plan (City of Los Angeles 1996) and Sun Valley-La Tuna Canyon Community Plan (City of Los Angeles 1999) establishes goals and policies which encourage the creation of jobs to improve the economic and physical condition of the community (please refer to Table 3.12-1 in Section 3.12, Socioeconomics and Communities, of this Final EIR/EIS for further discussion of these community plans). Offsetting Mitigation Measure #1 would offset adverse effects to communities affected by business displacements and relocations. Furthermore, the project is estimated to generate significant direct, indirect, and induced construction job-years (see the Socioeconomics Chapter of the EIR/EIS for more detailed jobs numbers), and Offsetting Mitigation Measure #1 would allow the populations in the EJ communities identified in Table 2-1 of this Appendix and Table 5-25 of the EIR/EIS, including Pacoima and Sun Valley, access to HSR employment opportunities during project construction. Therefore, Offsetting Mitigation

Measure #1 would enable that the project to remain consistent with the goals and policies outlined in the Arleta-Pacoima Community Plan and Sun Valley-La Tuna Community Plan.

Paid work experience is currently offered by the Los Angeles City Community college in partnership with the Pacoima Beautiful foundation Workforce Development and Opportunities Plan, city/county job programs, union and private sector employees.

2.1.5 Community Outreach Input and Relationship to DHAEs

Attachment A, Community Outreach Concerns and/or Requests Addressed by Offsetting Mitigation Measures, lists outreach events and community concerns and/or requests provided that pertain to all proposed Offsetting Mitigation Measures, including Offsetting Mitigation Measure #1. As shown above, at meetings the Authority held in EJ communities in Pacoima, Sun Valley, and Lake View Terrace, participants consistently and specifically requested construction jobs and opportunities as part of building the project in their communities. Commenters requested priorities for hiring members of the local communities for construction activities. The Authority is responding to those requests by implementing offsetting mitigation measure #1. **Attachment B, After-Action Reports and Summary Notes for EJ Community Outreach Meetings** contains after-action reports and summary notes for outreach meetings held in EJ communities for the Palmdale to Burbank Project Section.

2.1.6 Roles and Responsibilities

The Authority would provide the funding and staffing to implement the Construction Pre-Apprentice Training Program described in Offsetting Mitigation Measure #1.

The Authority has concluded that this offsetting mitigation measure has a reasonable nexus and is proportionate to the extent of the potential DHAEs in Table 2-1.

2.2 Offsetting Mitigation Measure #2: Community Connectivity Enhancements and Workshop

2.2.1 Measure Description

The Contractor's EJ liaison shall work with the Authority EJ ombudsman to hold community roundtables in neighborhoods identified in Table 2-1 of this Appendix and Table 5-25 of Chapter 5, Environmental Justice, to seek input on locally desired pedestrian connectivity enhancements prior to the development of 60% Design Plans. Feasible enhancements shall be considered by the Authority (e.g., sidewalk continuity improvements, tree planting, bulb-outs/corner extensions, high visibility crosswalks, reflective/high visibility stop signs, lighting, decorative crosswalks, or pedestrian crosswalk motion sensors) for implementation and incorporated into project plans.

2.2.2 Nexus to Disproportionately High and Adverse Effects

Adverse effects from project construction and operations would result in potential disproportionate effects on minority and/or low-income communities identified in Table 2-1 of this Appendix and Table 5-25 of Chapter 5, Environmental Justice, even after application of IAMFs, mitigations, and EJ-specific IAMFs and mitigation measures. The neighborhoods identified in Table 2-1 would be the areas with the potential for these disproportionate effects, and the Authority has not identified feasible mitigation measures that can otherwise further reduce or mitigate these potential disproportionate effects. New physical and visual barriers from the at-grade or above-grade Build Alternative footprint, as well as noise and vibration from train operations, may affect these communities, and sensitive receptors in these communities, respectively. This project would not further divide Pacoima or Sun Valley, but this offsetting mitigation measure could help improve connectivity of the community, as well as minimize residual adverse noise effects from train operations on sensitive receptors. During the Authority's outreach to EJ communities, and in responses to comments, members of the impacted EJ communities requested additional measures to respond to the possibility the train could divide their communities.

- At an April 20, 2015, Community Working Group Round 2 Meeting in Sun Valley, participants expressed overall concern about noise effects from the project.

- At an April 21, 2015, Community Working Group Round 2 Meeting in Pacoima, a participant expressed a “[h]igh level of concern with SR 14 Corridor at-grade alignment through the San Fernando Valley.” A different participant expressed additional concerns about the “potential division (soundwalls) of the community.”
- At a September 22, 2016, Community Open House Meeting in Lake View Terrace, a community member asked, “Why did CHSRA ignore environmental justice facts in Lake View Terrace and retain a plan that divides Lake View Terrace and Shadow Hills?”
- At a September 22, 2016, Community Open House Meeting in Sun Valley, a participant expressed concern about residual project noise and vibration after construction.
- At an October 22, 2022, Pacoima Beautiful Community Event, a participant expressed concerns about the train going above ground in the southern section.
- During the Palmdale to Burbank Project Section Draft EIR/EIS public comment period between September 2, 2022 and November 1, 2022, residents from the Sun Valley community expressed concern regarding noise and vibration effects from train operations.
- During the Palmdale to Burbank Project Section Draft EIR/EIS public comment period between September 2, 2022 and November 1, 2022, residents from the Pacoima and Sun Valley communities expressed concern regarding the potential for community division from the project.
- Several members of the Pacoima and Sun Valley communities expressed concerns that the project could “bisect” their communities. (Dec. 5, 2022, comments; Dec. 6, 2022, comments; December 1, 2022 DEIR/EIS Letter from Pacoima Beautiful Members Annakaren Ramirez, Melisa Walk, and Veronica Padilla)
- In a December 16, 2022, letter, a Pacoima resident expressed “deep concern about the detrimental impacts that the SR14A route would bring to Pacoima, Sun Valley and other surrounding communities. I strongly urge the authority to choose an alternative route from Palmdale to Burbank that does not divide the working-class communities of color in Sun Valley and Pacoima.”
- Councilwoman Rodriguez also requested “[o]pportunities for beautification: Incorporate art or decorative elements by local artists where sound walls or other structures are needed.” In particular, she requested “native landscaping.”

The Authority does not know precisely which improvements the communities would prefer, or where it would prefer them, so it intends a robust dialogue with members of those communities to design an appropriate strategy for maximizing the benefits consistent with the community members’ visions for their neighborhoods. Nonetheless, the geographic connection establishes the nexus to the project and its effects.

2.2.3 Benefit to Minority and/or Low-Income Populations

Through the solicitation of community feedback, Offsetting Mitigation Measure #2 would offset adverse effects pertaining to project construction and operations in the communities identified in Table 2-1 of this Appendix and Table 5-25 of EIR/EIS Chapter 5. By identifying additional ways to connect sidewalks, this measure would help pedestrian access for community members. By increasing tree plantings, this measure would add shade to ease pedestrian transportation and to enhance the aesthetic appeal of these affected neighborhoods. Several improvements would improve safety and driver awareness of pedestrians, and that would enhance pedestrians’ abilities to move through the neighborhoods. Those include the bulb-outs/corner extensions, high-

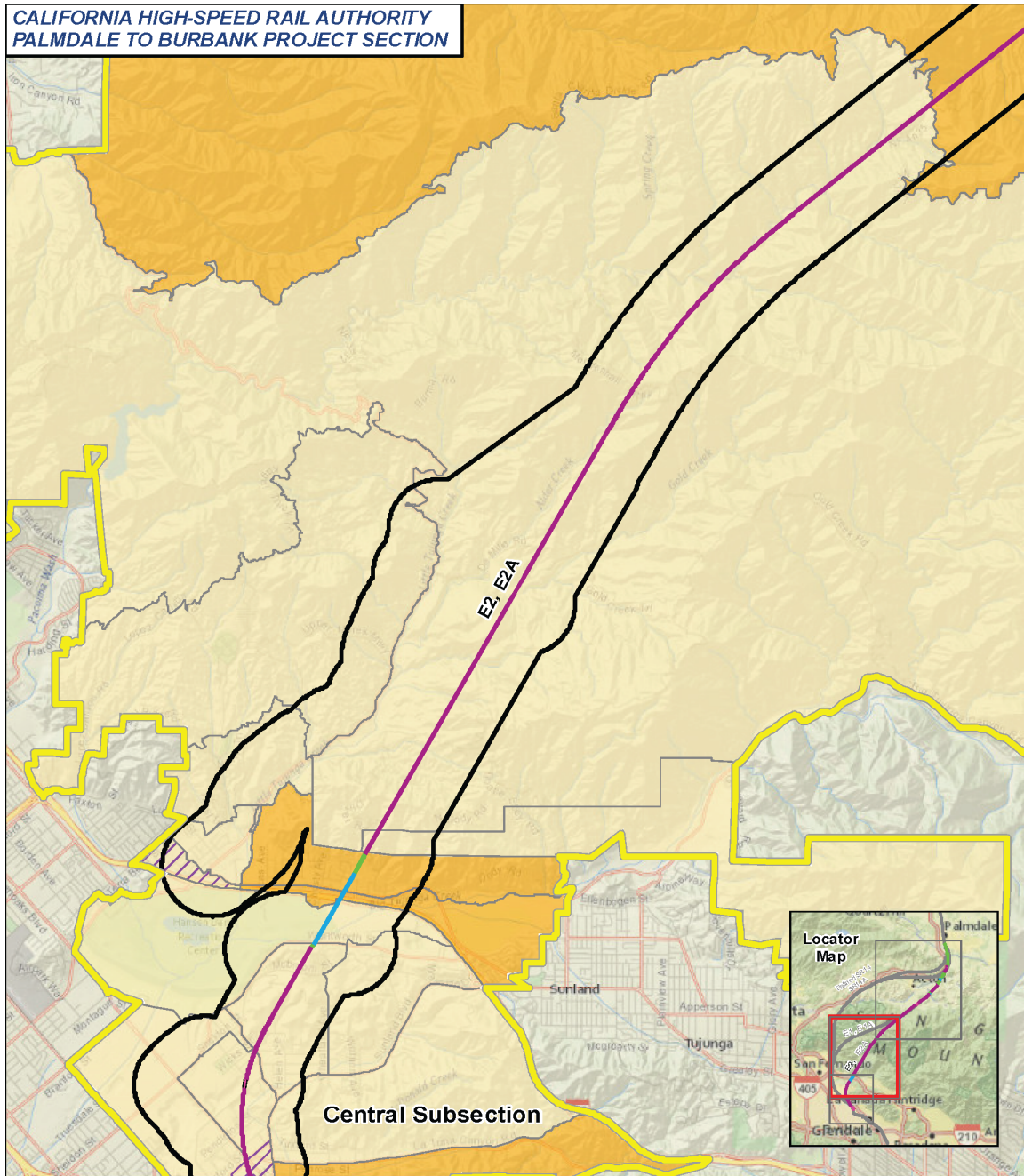
visibility crosswalks, reflective/high-visibility stop signs, lighting, decorative crosswalks, and pedestrian crosswalk motion sensors. Enhancing the connectivity of the community would provide a meaningful benefit to those communities.

2.2.4 Consistency with Community Goals and Planning

Native vegetation landscaping that would occur per Offsetting Mitigation Measure #2 shall involve the Pacoima Beautiful Street Tree Planting and Adopt a Tree Program, as well as the Los Angeles Conservation Corps to enable the projects' consistency with protected tree ordinances in the EJ communities of Pacoima and Sun Valley.

Green Together Collaborative members of the Pacoima Beautiful foundation currently work with the Los Angeles Conservation Corps (LACC), one of the nation's largest urban conservation corps, to offer opportunities for youth to obtain job skills training, education and work experience on conservation projects benefiting the San Fernando Valley. When residents agree to adopt a tree, the LACC would take care of planting the tree and maintaining the newly adopted tree for up to 3 years.

The Arleta-Pacoima Community Plan (City of Los Angeles 1996) and Sun Valley-La Tuna Canyon Community Plan (City of Los Angeles 1999) include goals and policies that emphasize bicycle and pedestrian-oriented access. Offsetting Mitigation Measure #2 would create pedestrian and bicycle facility enhancements to allow pedestrian and bicycle connectivity and access to be maintained, consistent with the goals and policies outlined in the Arleta-Pacoima Community Plan and Sun Valley-La Tuna Community Plan.



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED
 Source: Authority, 2020; American Community Survey 5-year estimates, 2009-2013 and 2010-2014; National Geographic, 2021
 July 28, 2021

Resource Study Area (RSA)	HSR Alignment Profile At Grade	Minority Population Non-EJ Population: Minority
0.5-Mile Buffer of Project Footprint	Cut and Cover	EJ Population: Minority
Subsection (Block Group Extent)	Elevated / Aerial Structure	Low-Income Population Non-EJ Population: Low-Income
	Tunnel	EJ Population: Low-Income

Figure 5-B-1 E2 and E2A Minority and/or Low-Income Populations in Proximity to Lake View Terrace

2.2.5 Community Outreach Input and Relationship to DHAEs

Attachment A, Community Outreach Concerns and/or Requests Addressed by Offsetting Mitigation Measures, lists outreach events and community concerns and/or requests provided that pertain to Offsetting Mitigation Measure #2. During meetings and roundtables in these communities, several members of these communities expressed concerns that soundwalls could further divide their communities and that the train would “bisect” their communities. Community members also expressed concerns that past transportation projects have already impacted them and divided their communities. **Attachment B, After-Action Reports and Summary Notes for EJ Community Outreach Meetings** contains after-action reports and summary notes for outreach meetings held in EJ communities for the Palmdale to Burbank Project Section.

2.2.6 Roles and Responsibilities

The Authority would provide the funding and staffing to implement the community roundtable as well as funding for the planning and implementation of any feasible enhancements agreed to by the Authority.

The Authority has concluded that this offsetting mitigation measure has a reasonable nexus and is proportionate to the extent of the potential DHAEs in Table 2-1.

2.3 Offsetting Mitigation Measure #3: Safety and Montague Street Improvements

2.3.1 Measure Description

For the Refined SR14, SR14A, E1, and E1A Build Alternatives, the Contractor’s EJ liaison shall work with the Authority EJ ombudsman to hold community roundtables to seek input on locally desired safety improvements at Montague Street (in Pacoima) and in all neighborhoods identified in Table 2-1 of this Appendix and Table 5-25 of Chapter 5 for this Offsetting Mitigation Measure, prior to the development 60% Design Plans. Feasible safety improvements shall be considered by the Authority (e.g., traffic calming such as speed humps/tables, tree planting, sidewalk continuity improvements, bulb-outs/corner extensions, painted crosswalks, reflective/highly visible stop signs, reduced speed limits) for incorporation into project plans, acknowledging limited right-of-way space of approximately 40 feet from curb to curb.

2.3.2 Nexus to Disproportionately High and Adverse Effects

Safety improvements, in communities identified in Table 2-1 of this Appendix and Table 5-25 of Chapter 5, would offset potential adverse, disproportionate effects from the project by providing enhancements that would not otherwise be implemented but for the project. The neighborhoods identified in Table 2-1 would be the areas with the potential for these disproportionate effects, and the Authority has not identified feasible mitigation measures that can otherwise further reduce or mitigate these potential disproportionate effects. The alignments for the Refined SR14, SR14A, E1, and E1A Build Alternatives would emerge east of the existing Antelope Valley Metrolink Corridor near Montague Street in the Pacoima neighborhood and require several modifications to the existing transportation infrastructure there.

- Councilperson Rodriguez requested, “Opportunities for beautification . . . Develop a robust streetscape and safety plan at Montague Street, where the train rises to the surface.”
- At a November 27, 2023, project update with Councilmember Imelda Padilla, the Councilmember requested landscaping near the tunnel portal.
- At a November 6, 2023, Pacoima and Sun Valley Community Meeting, a participant expressed concerns regarding spoils removal locations and tunnel portals.

The Authority has identified this as an improvement that would help offset the project’s general effects on EJ communities with DHAEs.

2.3.3 Benefit to Minority and/or Low-Income Populations

Through the solicitation of community feedback, Offsetting Mitigation Measure #3 would provide safety benefits for vehicle, bicycle, and pedestrian travelers at the project alignment's intersection with Montague Street in proximity to the proposed tunnel portal located in the potentially affected EJ community of Pacoima. Like offsetting mitigation measure #2, this offsetting mitigation measure would seek to enhance community connectivity. This measure, however, would focus on this area where the project would transition up to ground level. It would improve safety and convenience for pedestrians to improve connections.

2.3.4 Consistency with Community Goals and Planning

The Arleta-Pacoima Community Plan (City of Los Angeles 1996) and Sun Valley-La Tuna Canyon Community Plan (City of Los Angeles 1999) establishes goals and policies to address safety concerns related to the proximity of trains to the populations, and to improve safety for pedestrians and drivers in the community. Offsetting Mitigation Measure #3 would require the implementation of safety improvements to minimize the potential for adverse safety effects to drivers, bicyclists, and pedestrians along Montague Street at the intersection with the project alignment, consistent with the aforementioned goals and policies described in the Arleta-Pacoima Community Plan and Sun Valley-La Tuna Canyon Community Plan.

Pacoima Beautiful Collaborates with the Los Angeles Department of Transportation through the Peoples Street Project to create livable and accessible places for the community and implement safety features in the San Fernando Valley.

2.3.5 Community Outreach Input and Relationship to DHAEs

Attachment A, Community Outreach Concerns and/or Requests Addressed by Offsetting Mitigation Measures, lists outreach events and community concerns and/or requests provided that pertain to Offsetting Mitigation Measure #3. City Councilmembers Rodriguez and Padilla suggested funding improvements at Montague Street, in particular. Other members of these EJ communities also expressed concerns over the impacts from the project portal or the spoils-removal area. **Attachment B, After-Action Reports and Summary Notes for EJ Community Outreach Meetings** contains after-action reports and summary notes for outreach meetings held in EJ communities for the Palmdale to Burbank Project Section.

2.3.6 Roles and Responsibilities

The Authority would provide the funding and staffing to implement the community roundtable as well as funding for the planning and implementation any feasible safety enhancements agreed to by the Authority.

The Authority has concluded that this offsetting mitigation measure has a reasonable nexus and is proportionate to the extent of the potential DHAEs in Table 2-1.

2.4 Offsetting Mitigation Measure #4: Intermediate Window (SR14-W2), Conveyor Belt Usage Requirements and School Coordination

2.4.1 Measure Description

The Pacoima and Sun Valley Construction Safety Transportation Management Plan (CSTMP) subsections and Transportation Construction Management Plan (TCMP; per TR-MM#12), shall address all project components within a ½-mile radius of Broadus Elementary School and Roscoe Elementary School, emergency vehicle access, temporary road closures, spoils hauling routes, circulation and intermodal connections for travel during the duration of construction. During plan development, the Contractor's EJ liaison shall coordinate with the Authority EJ ombudsman to conduct outreach, hold community roundtables, and seek feedback from LAUSD (with regards to Broadus Elementary School and Roscoe Elementary School) and the communities identified in Table 2-1 of this Appendix and Table 5-25 of Chapter 5 (e.g. Pacoima and Sun Valley communities).

The Contractor's EJ liaison shall provide a copy of the draft CSTMP and TCMP to the Authority's EJ ombudsman and then shall provide a copy of these draft plans to communities (listed in Table 2-1) for their review and input in advance of implementing the Plans. The Authority's EJ ombudsman shall determine minimum advance periods, individuals/organizations receiving the draft, and the community input that must be included in the Authority Contractor's final plans.

The Contractor's EJ liaison shall provide written confirmation of compliance with the Authority EJ Ombudsman's instructions at least one week before the Contractor implements the Plans. Within 1-week of the close of each quarterly reporting cycle, the Contractor's EJ liaison shall provide the Authority's EJ ombudsman with reports documenting compliance with CSTMP and TCMP requirements and implementation activities.

For any construction hauling (including spoils hauling) or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.

- Crossing guards and flagging
- Up to 5 daily week-day hours of non-operation, immediately before and immediately after school hours as indicated by LAUSD (typically 8:00am to 2:24 pm – Mon, Wed, Thurs, Fri; 8:00am to 1:24 pm – Tues)
- Mandatory designated construction vehicle/truck route(s) used during school drop-off/pickup and peak hours
- Intersection restrictions on construction hauling and construction water trucks during school hours. For Broadus Elementary, construction traffic restrictions shall be in place at the intersections of Bromont Avenue/Filmore Street and Dronfield Avenue/Montford Street. For Roscoe Elementary, construction traffic restrictions shall be in place at the intersection of Stratham Street/Riverton Avenue. The LAUSD shall have authority to change these intersection restrictions, during the required local roads' encroachment permit process approval of the necessary local road encroachment permit.
- The tunnel south of Broadus Elementary School shall be excavated from south to north to allow for conveyor belt transportation of appropriate spoils directly to Boulevard Mine. If the tunnel north of the school is excavated from south to north and concurrent with the tunnel to the south, appropriate spoils from the northerly excavation shall be stockpiled during peak school traffic hours identified by LAUSD, in construction staging/laydown areas adjacent to the intermediate window (IW), prior to truck transportation occurring outside of the peak school traffic hours. Conveyor belt transportation of all appropriate soils from the tunnel north of the school shall occur during all construction hours, immediately after the tunnel south of the school has been excavated. These requirements for the tunnel north of the school shall be in effect only in the event of contractor selection of IW SR14-W2.
- Depending on phasing and direction of drilling near Roscoe Elementary School, the trench near Portal 11 shall be considered as a temporary stockpile location for appropriate spoils prior to transportation. For drilling, both north and south of Portal 11, the Contractor shall primarily use Boulevard Mine as a disposal site, accessed through Portal 10.

Prior to the commencement of each subsequent construction phase, the Contractor's EJ liaison shall seek additional input from LAUSD schools in EJ communities (as identified in Table 2-1 of this Appendix and Table 5-25 of Chapter 5 of the Final EIR/EIS), through the Authority EJ ombudsman. The CSTMP shall be reviewed by the Authority EJ ombudsman and then

subsequently by LAUSD for each of the phases of construction (discussed in TR-IAMF#2) and LAUSD may request updates or refinements to the CSTMP for the next construction phase.

2.4.2 Nexus to Disproportionately High and Adverse Effects

Ensuring that key input from communities (identified in Table 2-1 of this Appendix and Table 5-25 of Chapter 5) is included in the Authority contractor's construction coordination plans, before the plans are implemented, would address potential adverse, disproportionate effects from the project by providing additional assurances and safeguards to and coordination with these communities. Although the Broadus Elementary School is not within the census blocks with potential DHAEs, the Authority also understands that members of the community who live in the census blocks with potential DHAEs send their children to school there. From Olinda Street until Sunland Boulevard, the project would be below-ground in a cut-and-cover box structure. South of Sunland Boulevard, the alignments would continue in a mined or bored tunnel until reaching Lockheed Drive, the southern limit of the Project. Several members of the community expressed concerns over impacts on schoolchildren and sought methods for decreasing spoils hauling impacts. The LAUSD Office of Environmental Health & Safety also expressed detailed concerns.

- Early in the process, at an August 24, 2016, Community Working Group Meeting, in Pacoima and Sun Valley, a participant expressed concern over construction impacts associated with noise, air pollution, truck routes, duration.
- In a December 1, 2022, Letter from LAUSD Office of Environmental Health & Safety, LAUSD identified several mitigation measures that it asked the Authority to implement a detailed set of mitigation measures for decreasing impacts on the Broadus Elementary School and Roscoe Elementary School. This letter included requests for temporary noise barriers, communication with LAUSD school administrators, and traffic controls.
- A December 15, 2022, comment letter expressed concerns over the air pollution from the "truck trips (right now they are diesel, not electric) to transport the spoils from the tunnels to the landfills."
- At a November 30, 2023, Sun Valley Area Neighborhood Council Planning and Land Use Committee (PLUM), a participant specifically asked the Authority to use a conveyor belt to dispose of spoils to the Sun Valley Gravel Pits and Boulevard Mine.
- At a December 8, 2023, Authority presentation to Pacoima Beautiful, a participant requested communication with Alliance MIT Middle School as a "school may be impacted by construction closures."

The Authority has identified this as an improvement that would help address the project's adverse effects on the community based on specific suggestions from affected community representatives and the Los Angeles Unified School District, requesting these measures. The Authority has also developed a robust and thorough plan for the Authority EJ Ombudsman to communicate with the community to identify further measures that the Authority could take to further reduce impacts on these schools, the children, and the parents in these EJ communities. The Authority also expects LAUSD to provide meaningful feedback that it could receive from its teachers and administrators. This offsetting mitigation measure would not directly remedy the effects on the EJ communities of requiring business relocations or divisions of their communities, but it would reduce the environmental impacts on the learning environment for the community's children who attend these schools. That connection establishes its nexus to the potential DHAEs.

The proposed Offsetting Mitigation Measure would provide a safety and environmental conditions offset for construction related effects around community schools and in affected communities.

2.4.3 Benefit to Minority and/or Low-Income Populations

Through coordination and the solicitation of feedback with LAUSD, Offsetting Mitigation Measure #4 would offset or address adverse traffic, noise, and safety effects from project construction and spoils hauling on LAUSD schools located in the EJ communities of Pacoima and Sun Valley (see Table 2-1 of this Appendix and Table 5-25 of Chapter 5 for list of communities). By using a conveyor belt, and by requiring the spoils hauling to use routes that avoid drop-off and pick-up times, this offsetting mitigation measure would reduce the construction traffic and construction air-quality impacts at the schools. By ceasing work during the school days, the project will reduce construction noise impacts at the schools.

2.4.4 Consistency with Community Goals and Planning

Offsetting Mitigation Measure #4 would require coordination between LAUSD schools in the EJ communities of Pacoima and Sun Valley and the Authority's EJ ombudsman and Contractor's EJ liaison to minimize potential adverse transportation, noise, and safety effects from project construction and spoils hauling and adhere to LAUSD policies and procedures to the extent feasible (LAUSD 2021).

The Sun Valley-La Tuna Canyon Community Plan (City of Los Angeles 1999) includes goals and policies to minimize noise in the proximity to schools. The measures outlined in Offsetting Mitigation Measure #4 would minimize adverse noise effects on schools during school hours, consistent with the Sun Valley-La Tuna Canyon Community Plan.

2.4.5 Community Outreach Input and Relationship to DHAES

Attachment A, Community Outreach Concerns and/or Requests Addressed by Offsetting Mitigation Measures, lists outreach events and community concerns and/or requests provided that pertain to Offsetting Mitigation Measure #4. At EJ community meetings, members of those communities expressed concerns on impacts to schools and on children, and the air quality effects of spoils hauling, and one community member requested conveyor belts specifically. **Attachment B, After-Action Reports and Summary Notes for EJ Community Outreach Meetings** contains after-action reports and summary notes for outreach meetings held in EJ communities for the Palmdale to Burbank Project Section.

2.4.6 Roles and Responsibilities

The Authority shall provide the funding to plan and implement the construction traffic safety measures identified in Offsetting Mitigation Measure #4.

The Authority has concluded that this offsetting mitigation measure has a reasonable nexus and is proportionate to the extent of the potential DHAES in Table 2-1.

3. OTHER COMMUNITY IMPROVEMENTS NOT PROPOSED AS OFFSETTING MITIGATION

The improvements that were evaluated but not proposed as offsetting mitigation are also listed in **Attachment A, Community Outreach Concerns and/or Requests Addressed by Offsetting Mitigation Measures**. **Attachment A** also indicates the origins of the potential improvements and community input considered in the development of each potential improvement.

4. SECONDARY IMPACTS ANALYSIS FOF OFFSETTING MITIGATION MEASURES

Like other direct mitigation proposed in this EIR/EIS, the Authority is required to disclose the potential secondary environmental effects of offsetting mitigation measures. With implementation of relevant and applicable IAMFs and direct mitigation measures, where necessary, the proposed offsetting mitigation measures are not expected to result in unmitigable secondary environmental effects.

4.1 Offsetting Measure #1: Construction Jobs and Opportunities, Training and Workforce Development

This measure consists of a workforce program and does not include infrastructure development nor construction; thus, it would not result in physical impacts on the environment.

4.2 Offsetting Measure #2: Community Connectivity Enhancements and Workshop

The proposed measure could include improvements for enhanced pedestrian crossings such as sidewalk improvements, street lighting, street trees, and other landscaping. Construction of some of these improvements could result in minor secondary impacts related to temporary construction activities (e.g., noise and vibration, temporary sidewalk or lane closures). However, temporary construction-related impacts would be avoided or minimized through applicable impact avoidance and minimization features (IAMFs). For example, the contractor will be required to implement a dust control plan (AQ-IAMF#1), apply construction practices identified in FTA and FRA guidelines to minimize temporary construction noise and vibration impacts on sensitive receptors (NV-IAMF#1), and prepare and implement a construction transportation plan for minimizing impacts of construction and construction traffic on roadways in coordination with the appropriate local jurisdiction (TR-IAMF#2). In addition, these construction activities would be temporary, would occur entirely within existing transportation rights-of-way, and would be implemented in compliance with encroachment permit requirements, existing laws and regulations and local ordinances. Accordingly, this measure is not anticipated to result in unmitigable secondary environmental effects.

4.3 Offsetting Measure #3: Safety and Montague Street Improvements

Construction of some of these improvements could result in secondary impacts related to temporary construction activities (e.g., air emissions, noise and vibration, temporary sidewalk or lane closures). Temporary construction-related impacts would be avoided or minimized through the application of project features, similar to those described above for EJ Offsetting Measure #2. In addition, these construction activities would be temporary, would occur entirely within existing transportation rights-of-way, and would be implemented in compliance with encroachment permit requirements, existing laws and regulations and local ordinances. Accordingly, this measure is not anticipated to result in significant secondary environmental effects.

4.4 Offsetting Measure #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination

To transport appropriate spoils and minimize hauling during peak school traffic hours, this measure consists of a requirement to remove spoils from south to north to allow use a conveyor belt for the project. This measure also includes a requirement to include input from EJ community LAUSD schools within ½ mile radius of the alignment, in the development and planning process for various construction plans. These components of the measure consist of a coordination and does not include infrastructure development nor new construction; thus, these components would not result in physical impacts on the environment.

Hauling restrictions at the intersections of Bromont Avenue/Filmore Street, Dronfield Avenue/Montford Street and Stratham Street/North Clybourn Avenue are not anticipated to result in significant secondary environmental effects since these streets are not designated hauling routes. In addition, the intersection restrictions would be temporary, would occur entirely within existing transportation rights-of-way, and would be implemented in compliance with encroachment permit requirements and existing laws and regulations and local ordinances.

5. REFERENCES

City of Los Angeles. 1996. *Arleta-Pacoima Community Plan*. November 1996.

_____. 1999. *Sun Valley-La Tuna Canyon Community Plan*. August 13, 1999.

Los Angeles Unified School District (LAUSD). 2021. *Administrative Guide Los Angeles Unified School District – Rules of the Board of Education*. June 6, 2021.

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ATTACHMENT A: COMMUNITY OUTREACH CONCERNS AND/OR REQUESTS ADDRESSED BY OFFSETTING MITIGATION MEASURES

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
Lake View Terrace							
1	August 30, 2016 NSFV Meeting	I know there are springs and artisan water in the Angeles National Forest Mountains. Are there more GI studies planned in the Angeles National Forest?	HWR-MM#1: Minimize Construction-period Water Quality Impacts Associated with Tunnel Construction HWR-MM#4: Implement a Water Resources Adaptive Management and Monitoring Plan Including Compensatory Mitigation Measures as Necessary	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding possible project impacts. No hydrology/geology DHAEs would occur from the project. Refer to Standard Responses PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, and PB-Response-GSSP-1: Risks and Impacts Associated with Seismic Events, in Volume 4 of the Final EIR/EIS, for additional information regarding geotechnical investigations for the project.
2	August 30, 2016 NSFV Meeting	Why would anyone consider an alignment through Lake View Terrace, affecting animals and people?	Appendix 2-E, Impact Avoidance and Minimization Features Appendix 3.1-C, Standardized Mitigation Measures	The comment does not call for an OMM.	N/A	E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding possible project impacts. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative alignment would avoid the Lake View Terrace Community, and balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
3	August 30, 2016 NSFV Meeting	If you were to start descending into Burbank, you could go under Lake View Terrace.	N/A	The comment does not call for an OMM.	N/A	E2, E2A	This comment requests a different alignment than the E2 or E2A Build Alternatives, so the project would avoid Lake View Terrace. The Authority will consider those other alternatives. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
							Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
4	August 30, 2016 NSFV Meeting	The E2 alignment will affect Lake View Terrace more than E1.	Appendix 2-E , Impact Avoidance and Minimization Features Appendix 3.1-C , Standardized Mitigation Measures	The comment does not call for an OMM.	N/A	E2, E2A	This comment requests a different alignment than the E2 or E2A Build Alternatives, so the project would avoid Lake View Terrace. The Authority considered those other alternatives. A concern was expressed regarding possible project impacts. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities.
5	August 30, 2016 NSFV Meeting	Why aggravate all of the people in Lake View Terrace? What efforts have been made to inform these people about the alignments?	EJ-IAMF#1 : Authority EJ Ombudsman and Contractor's EJ Liaison	The comment does not call for an OMM.	N/A	E2, E2A	This comment requests a different alignment than the E2 or E2A Build Alternatives, so the project would avoid Lake View Terrace. The Authority will consider those other alternatives. For completed outreach, please refer to Standard Response PB-Response-GEN-3: Public Outreach and PB-Response-GEN-4: General Opinions, Opposition or Support in Volume 4 of the Final EIR/EIS, for additional information regarding the public involvement process for the project.

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
6	September 22, 2016 Community Open House Meeting	The refined SR14 and E1 routes merge and come close to the Forestar Methane Gas facility at Lopez Canyon. I am concerned that the tunneling and subsequent train vibration may cause the facility to leak and pose a grave danger to the community.	N&V-MM#7: Implement Operation Vibration Mitigation Measures	In response to requests like this, the Authority has developed IAMFs and mitigation measures to mitigate this effect. Because IAMFs and mitigation measures would mitigate this effect, the comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A	This comment is not requesting a specific measure; however, a concern was expressed regarding possible project impacts. The project does not anticipate impacts to the Forestar Methane Gas facility. Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts under Homes and Businesses, and PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, in Volume 4 of the Final EIR/EIS.
7	September 22, 2016 Community Open House Meeting	Why did CHSRA ignore environmental justice facts in Lake View Terrace and retain a plan that divides Lake View Terrace and Shadow Hills?	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements	OMM #2: Community Connectivity Enhancements and Workshop	Provides community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with Alternatives E2 and E2A.	E2, E2A	OMM#2 mitigates this community-division concern. This comment requests a different alignment than the E2 or E2A Build Alternatives, so the project would avoid Lake View Terrace. The Authority will consider those other alternatives. The route alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
8	October 5, 2022 DEIR/EIS Comment #7510	The main purpose of CEQA is to avoid environmental impacts and mitigate impacts when they are unavoidable. The proposed routes E1, E1A and E2, E2A do not follow this rule. Both of these routes propose to tunnel right through the middle of pristine, undisturbed National Forest land and emerge in a well-established neighborhood that was built in the late 50's/early 60's. These proposed routes make no sense as they create major environmental impacts that are impossible to mitigate. The other proposed routes, SR14A and Refined SR14, make much more sense in that there is already a transportation corridor	Appendix 2-E, Impact Avoidance and Minimization Features Appendix 3.1-C, Standardized Mitigation Measures	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests a different alignment than the E2 or E2A Build Alternatives, so the project would avoid Lake View Terrace. The Authority will consider those other alternatives. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. For impacts on the Angeles National Forest, please see Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
		established there with SR 14 (the 14 freeway). These proposed routes are much better in terms of CEQA in that they avoid major environmental impacts through the middle of the National Forest. The amount of Forest these routes go through is significantly less than the other two routes, therefore avoiding impacts. If I was reviewing this EIR I would tell the consultant that routes E1, E1A and E2, E2A will cause major impacts and to get rid of them. In this case, the shortest distance of rail creates the highest amount of environmental impacts.					Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities.
9	October 5, 2022 DEIR/EIS Comment #7518	How will this tunnel impact the homes that are directly above the tunnel?	N/A	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding possible project impacts. As discussed in Chapter 2, Alternatives, of the Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR because of the tunnel depths. Refer to Standard Response N&V-4, in Volume 4 of the Final EIR/EIS, as well as the noise and vibration impact analysis in Section 3.4 of the Final EIR/EIS, for additional information regarding tunnel impacts on homes that are directly above.
10	October 5, 2022 DEIR/EIS Comment #7562	We are concerned for our community's health and safety on top of the environmental impact that this project may cause.	PB-Response-AQ-2: Health Risks and Impacts PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife PB-Response-BIO-3: Wildlife Movement Corridors PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest PB-Response-S&S-1: Wildfire PB-Response-S&S-2: Accidents and Explosions PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans PB-Response-SOCIO-3: Health and Safety of Children.	OMM #3: Montague Street Improvements OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	OMM #3: The project would not result in adverse safety and security effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (refer to Section 3.11, Safety and Security, of this Final EIR/EIS, for further discussion of construction and operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a disproportionately high and adverse effect in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City of Los Angeles' suggestion of funding improvements such as this one.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a particular measure, but is expressing concerns over impacts. The Authority has taken a hard look at the project's possible health and safety impacts from Alternatives E2 and E2A, which would impact Lake View Terrace. PB-Response-S&S-2: Accidents and Explosions, and PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, in Volume 4 of the Final EIR/EIS, as well as the noise and vibration impact analysis in Section 3.4 of the Final EIR/EIS, for additional information regarding tunnel impacts on homes that are directly above.

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
					OMM #4: The project would not result in a DHAE on minority populations or low-income related to construction transportation safety. Coordination and the solicitation of feedback with LAUSD would minimize adverse traffic effects from project construction and spoils hauling on LAUSD schools located in the EJ communities of both Pacoima and Sun Valley.		
11	October 5, 2022 DEIR/EIS Comment #7564	The original proposal voted on by the public years ago described high speed rail along established transportation routes. Your routes deviate from that design promise and will have significant and devastating impacts on natural areas and communities based on the reports. The actual rail does not appear to be at high speed like a bullet train alternate to standard rail and does not match the proposal that was voted on by the public in this way as well. I don't believe it's an improvement or a forward-thinking alternative, and frankly, right now seems like a potential waste of money. And Southern California's proposing new train transit, please consider something like Germany's new hydrogen powered system, which is emission free, low noise only steam and condensed water issuing from the exhaust. It is renewable energy and saves thousands of gallons of diesel fuel a year.	AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures	In response to requests like this, the Authority has developed IAMFs and mitigation measures to mitigate this effect. Because IAMFs and mitigation measures would effectively mitigate this effect, the comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is requesting the Authority to use different high-speed rail technology. The Authority declines this request because it would be inconsistent with the Tier I decisions. Refer to Standard Responses PB-Response-GEN-2: Project Costs and Funding.
12	October 5, 2022 DEIR/EIS Comment #7565	For the second reason I wish to endorse no project is because Southern California currently faces at least two significant crises now that should be priorities, and I think we'd better benefit from our tax dollars. We have a water shortage. Both our water supply and our pipe infrastructure need to be	PUE-MM#1: Water Supply Analysis for Construction	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is requesting updates to water supply infrastructure and more funding for fighting wildfires instead of implementing the Project. The Authority is declining these requests because they would not meet the purpose and need of building high-speed rail infrastructure. The comments express the commenters' views on high-speed rail generally, and/or the Palmdale to Burbank Project Section, but do not address an environmental issue in the Draft EIR/EIS. Refer to Standard Response PB-Response-PUE-3: Water

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
		addressed now. The bottom line is that we need water to survive as a population. Train should take a backseat to this.					Demand and Usage, in Volume 4 of the Final EIR/EIS, for additional information regarding water supply effects, and mitigation measures set forth to minimize demand for water supplies.
13	October 5, 2022 DEIR/EIS Comment #7566	The other reason is fire, fighting fires, protecting our land and our home needs greater attention and funding than ever before due to drought and increasing temperatures. Again, trains should take a backseat while this is a matter of protecting life, land and property.	S&S-MM#1: Monitor Response of Local Fire, Rescue, and Emergency Service Providers to Incidents at Stations and Provide a Fair Share Cost of Service SS-IAMF#2: Safety and Security Management Plan	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is requesting updates to water supply infrastructure and more funding for fighting wildfires instead of implementing the Project. The Authority is declining these requests because they would not meet the purpose and need of building high-speed rail infrastructure. The comments express the commenters' views on high-speed rail generally, and/or the Palmdale to Burbank Project Section, but do not address an environmental issue in the Draft EIR/EIS. Refer to Standard Response PB-Response-S&S-1: Wildfire, in Volume 4 of the Final EIR/EIS, for additional information regarding the potential for wildfire from the project. Generally, fire risks would be minimized through the application of SS-IAMF#1 (Construction Safety Transportation Management Plan) and SS-IAMF#2 (Safety and Security Management Plan), which will require the development and incorporation of a fire and life safety program into the design and construction of the Palmdale to Burbank Project Section. The fire and life safety program is coordinated with local emergency response organizations to provide them with an understanding of the rail system, facilities, and operations, and to obtain their input for modifications to emergency response operations and facilities, such as evacuation routes.
14	October 5, 2022 DEIR/EIS Comment #7567	[T]he route that appears to cause the least amount of damage to the environment and the communities is preferred SR14A build alternative. All the others SR14A, E1, E2, E1A and E2A are absolutely in violation of the original proposal that was voted on by the public, as they do not follow an established transportation route. It's quite obvious to me, at least, that self-interested parties intervened to divert the route after the project passed, and the impression is that it was private money swaying the politics in favor of those designs. I appreciate your attention to the comments. I believe that this is a very important decision that will	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests the No Project Alternative. The Authority will consider that alternative. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities.

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
		impact Southern California's now and the generations to come. I implore you to consider and go to the no project alternative.					
15	October 13, 2022 DEIR/EIS Comment #7568	I have concerns for how the construction will affect my house. In the attachment, the construction is running directly under my house. However, right next to the road running parallel to my house is an open field. Why was there no consideration to run the route under an empty field instead of residential homes? Burying under my house puts my home's foundation at risk and can expose me to noise pollution.	NV-IAMF#1: Noise and Vibration N&V-MM#2: Construction Vibration Mitigation Measures GEO-IAMF#1: Geologic Hazards	None	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This commenter is requesting consideration of deviating the project alignment so that it runs underneath an adjacent field, instead of underneath the commenter's house. The Authority is declining this request. It has concluded that it would not be necessary to realign the Build Alternatives to avoid tunneling impacts on residences above the tunnel alignment, so it is declining this request. The EIR/EIS finds that the project's tunneling will not jeopardize foundations of above-ground homes, and the above-ground homes will not experience noticeable noise, after mitigations, except in the few locations identified in the noise chapter of the EIR/EIS as having permanent impacts. In its responses to comments Volume 4, the Authority has explained why it is not necessary to deviate the alignment to avoid the impacts that the commenter fears. Refer to Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process, and PB-Response-N&V#4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project, and additional information on the potential for noise and vibration impacts to occur from tunnel construction for the project.
16	December 20, 2022 DEIR/EIS Comment #9874	FIRST - I endorse a decision of "NO PROJECT Alternative" as the plan has deviated from the original proposal for the following reasons: 1. The original proposal voted on by the public years ago described high-speed rail along established transportation routes. a. The proposed routes deviate from that design promise and will have significant and devastating impacts on natural areas and communities based on the reports. b. The actual rail appears not to be a high-speed (bullet train) alternative to standard rail, and does not match the proposal	N/A	In response to requests like this, the Authority has developed IAMFs and mitigation measures to mitigate this effect. Because IAMFs and mitigation measures would mitigate this effect, the comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests the No Project Alternative and different high-speed-rail technologies. The Authority is declining the request for using different technologies because it is inconsistent with the Tier 1 decisions. The Authority will consider the No Project Alternative. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
		that was voted on by the public. This is not an improvement, or a forward thinking alternative - and frankly seems like a potential waste of money. If Southern California is proposing new train transit, consider something like Germany's new hydrogen? powered system which is emission-free and low-noise with only steam and condensed water issuing from the exhaust. It is renewable energy and saves thousands of gallons of diesel fuel a year.					Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
17	December 20, 2022 DEIR/EIS Comment #9875	2. Southern California currently faces at least two significant crises NOW that should be priorities, and would better benefit from our tax dollars. a. Water Shortage - Both our water supply and our pipe infrastructure need to be addressed NOW. The bottom line is that we need water to survive as a population. Trains should take a backseat to this. b. Fires - Fighting fires, and protecting our land and homes needs greater attention and funding than ever before due to drought and increasing temperatures. Again, trains should take a backseat while this matter of protecting life, land, and property is supported.	PUE-MM#1: Water Supply Analysis for Construction S&S-MM#1: Monitor Response of Local Fire, Rescue, and Emergency Service Providers to Incidents at Stations and Provide a Fair Share Cost of Service SS-IAMF#2: Safety and Security Management Plan	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A.	This comment is requesting updates to water supply infrastructure and more funding for fighting wildfires instead of implementing the Project. The Authority is declining these requests because they would not meet the purpose and need of building high-speed rail infrastructure. The comments express the commenters' views on high-speed rail generally, and/or the Palmdale to Burbank Project Section, but do not address an environmental issue in the Draft EIR/EIS. Refer to Standard Response PB-Response-S&S-1: Wildfire, in Volume 4 of the Final EIR/EIS, for additional information regarding the potential for wildfire from the project and Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.
18	December 20, 2022 DEIR/EIS Comment #9876	SECOND - If this project must be executed - the route that appears to cause the least amount of damage to environment and community is the Preferred SR14A Build Alternative. All the others, SR14A, E1 E2, E1A, & E2A are absolutely in violation of the original proposal that was voted on by the public - as they do NOT follow an established	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests the No Project Alternative and alternate routes. The Authority is declining this request for developing an alternate route and will consider the No Project Alternative. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
		transportation route. It is quite obvious that self-interested parties intended to divert the route after the project passed, and the impression is that it was private money swaying the politics in favor of these designs. I appreciate your attention to my comments - this is a very important decision that will impact Southern Californians now, and the generations to come.					environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
19	December 21, 2022 DEIR/EIS Comment #9932	As someone who grew up on horse property in the rural community of Lake View Terrace, the thought of a high-speed rail system through this ranch community is unimaginable...In the 50 years since we first moved to Lake View Terrace, the open space has not changed much, it is still a beautiful rural area full of nature. The Tujunga Wash is the backdrop for many of the horse properties including our property...Building a high-speed rail system through or even near Lake View Terrace, the Tujunga Wash, and through the hillsides and the surrounding communities would ruin and destroy the large wide open rural area and the beautiful natural landscape. It would ruin and destroy the peaceful, idyllic life in the community of horse properties. It would ruin and destroy the hillsides above and surrounding Lake View Terrace and the natural vegetation. Lake View Terrace, the Tujunga Wash, the Hansen Dam Recreation Area and Hansen Dam Lake, and the Stonehurst community are large open spaces of land that need to	N&V-MM#8: Startle Effect Warning Signage PR-MM#1: Temporary Restricted Access to Park Facilities during Construction PR-MM#2: Providing Park Access PR-MM#3: Implement Standard Safety Measures PR-MM#4: Develop and Implement a Trail Facilities Plan PR-MM#5: Modifications to Recreational Uses PR-MM#8: Permanent Changes to Access to Parks, Recreation Resources, and/or Trails AVQ-MM#3: Incorporate Design Aesthetic Preferences into Final Design and Construction of Non-Station Structures AVQ-MM#4: Provide Vegetation Screening Along At-Grade and Elevated Guideways Adjacent to Residential Areas	In response to requests like this, the Authority has developed IAMFs and mitigation measures to mitigate this effect. Because IAMFs and mitigation measures would mitigate this effect, the comment does not call for an OMM.	N/A	E2, E2A	This comment requests a different alignment than the E2 or E2A Build Alternatives, so the project would avoid Lake View Terrace. The Authority will consider those other alternatives. A concern was expressed regarding possible project impacts. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. The Authority does not believe that even the E2 or E2A alternatives through Lake View Terrace would lead to the results the commenter fears. It considered these impacts. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. See Standard Response PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash and PB-Response-PR-2: Impacts on Big Tujunga Wash – Recreational Uses, Equestrian Use for more information

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		be left that way. There are very few large open rural spaces of land with such a natural beautiful landscape left in the City of Los Angeles, let alone in the San Fernando Valley and these communities should not be ruined and destroyed by a high-speed rail system.					

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20	April 21, 2015 Community Working Group Round 2 Meeting	High level of concern with SR 14 Corridor at-grade alignment through the San Fernando Valley.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements	OMM #2: Community Connectivity Enhancements and Workshop	OMM #2 will provide community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with the project.	Refined SR14, SR14A, E1, E1A	OMM#2 mitigates this community-division concern. This comment requests a different alignment than the SR14 or Refined SR14A Build Alternatives, so the project would avoid the San Fernando Valley. The Authority will consider those other alternatives. This comment is not requesting a specific measure; however, a concern was expressed regarding use of the SR-14 corridor. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
21	April 21, 2015 Community Working Group Round 2 Meeting	Major Environmental Justice concerns; request for specific CalEnviroScreen assessment.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotighting EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development OMM #2: Community Connectivity Enhancements and Workshop	N/A	N/A	The Authority has completed a thorough analysis of environmental justice impacts. As part of that analysis, it has relied on tools like CalEnviroScreen. That evaluation is part of what led the Authority to develop its comprehensive and thorough set of EJ-IAMFs, OMMs, and an EJ-MM. Specific information about Environmental Justice within the corridor can be found in Chapter5.

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			EJ-IAMF#5: EJ Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)	OMM #3: Montague Street Improvements OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination			
22	April 21, 2015 Community Working Group Round 2 Meeting	Additional concerns regarding noise, land use impacts, residential and business displacement, and potential division (soundwalls) of the community.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act SOCIO-IAMF#3: Relocation Mitigation Plan	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development OMM #2: Community Connectivity Enhancements and Workshop	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAEs through training and employment opportunities. OMM #2 will provide community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with Alternatives E2 and E2A.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting any specific measure, but it expresses several concerns. As discussed under Impact SOCIO#4 (Permanent Displacement of Residences from Construction) in Section 3.12.6.3, each of the Build Alternatives would result in the displacement of both Single-Family Residential (SFR) and Multi-Family Residential (MFR) units. Residential displacements that would result from project implementation are depicted on Figure 3.12-19 through Figure 3.12-29, in Section 3.12 of the Final EIR/EIS. The Authority EJ Ombudsman and Contractor's EJ Liaison will provide EJ communities additional avenues to obtain attention to their particular project-related needs as they arise during project construction.
23	April 21, 2015 Community Working Group Round 2 Meeting	Additional concerns regarding seismicity, construction methods (tunneling), impacts to water.	GEO-IAMF#1: Geologic Hazards GEO-IAMF#6: Ground Rupture Early Warning Systems HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF PUE-MM#1: Water Supply Analysis for Construction	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding possible project impacts. As discussed in Chapter 2, Alternatives, of the Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, in Volume 4 of the Final EIR/EIS, for additional information regarding water supply effects, and mitigation measures set forth to minimize demand for water supplies. Please refer to Standard Response PB-Response-GSSP-1: Risks and Impacts Associated with Seismic Events, in Volume 4 of the Final EIR/EIS, for additional information regarding seismic effects, and mitigation measures set forth to minimize seismic-related risks.

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24	April 21, 2015 Community Working Group Round 2 Meeting	Increased need for deeper outreach in to this hard-to-reach community.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance	In response to requests like this, the Authority has developed IAMFs to mitigate this effect. Because the IAMF would mitigate this effect, the comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	The Authority is implementing this request. EJ-IAMF#1 requires the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements. Additionally, community-specific feedback would be received on the plans not typically reviewed by the general public, including the Construction Safety Transportation Management Plan (SS-IAMF#1) and Transportation Construction Management Plan (TR-MM#12). The creation of the Authority EJ ombudsman will therefore provide opportunities for EJ community members to voice concerns and be notified about project updates and upcoming construction impacts, such that the development of a community advisory group composed of local residents. EJ-IAMF#3 and EJ-IAMF#4 will also require additional outreach to EJ communities to ensure they are aware of the benefits the Authority is providing and to provide additional opportunities for EJ communities to provide input.
25	May 16, 2015 Open House	The impacts of SR 14 on San Fernando Road are too great. The cost to move or relocate business will affect people's livelihoods and retirements.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act SOCIO-IAMF#3: Relocation Mitigation Plan	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAEs through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests a different alignment than the SR14 or Refined SR14A Build Alternatives, so the project would avoid the San Fernando Valley. The Authority will consider those other alternatives. The Authority would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act per SOCIO-IAMF#2, and that would ensure fair payments to relocated residents and businesses. Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for additional information on the right-of-way acquisition and relocation process. OMM #1 will also mitigate effects from displaced businesses.
26	May 16, 2015 Open House	The construction process with negatively impact the communities and cannot be done with low emissions as promised. The amount of pollution, debris and truckloads needed to remove	AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment	In response to requests like this, the Authority has developed IAMFs and mitigation measures to mitigate this effect. Because IAMFs and mitigation measures	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However a concern was expressed regarding possible project impacts related to air quality. The project does not anticipate adverse impact to air quality though implementation of IAMFs, mitigation measures, and acquisition of offsets through South Coast Air Quality Management District.

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		the dirt will negatively impacting the communities.	AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison EJ-IAMF#5: Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures	would mitigate this effect, the comment does not call for an OMM.			Refer to Standard Responses, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, and PB-Response-AQ-4: Greenhouse Gas Emissions for additional information related to air quality impacts and proposed mitigation.
27	May 16, 2015 Open House	Sensitive environments like the Tujunga Wash and Angeles National Forest cannot and should not be altered. Protections from the National Forest will prohibit uses and the Army Corps of Engineers will never build near the wash.	Refer to Appendix 2-E, Impact Avoidance and Minimization Features, and Appendix 3.1-C, Standardized Mitigation Measures, in Volume II of the Palmdale to Burbank Project Section Final EIR/EIS, for a complete list of applicable IAMFs and project mitigation measures, all of which have been incorporated as appropriate into the individual Build Alternatives to avoid or reduce environmental impacts.	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. The Authority has coordinated with Army Corps of Engineers through a streamlined NEPA/404 Memorandum of Agreement permitting process. The Authority has also coordinated with the United States Forest service. Please see Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest. Each chapter also closes with analyses of the impacts on the ANF.
28	May 16, 2015 Open House	This project does not follow what the voters passed.	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment requests the No Project Alternative. The Authority will consider that alternative.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical,</p>

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							economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
29	May 16, 2015 Open House	Homes and businesses need to receive fair payment if they are forced to be relocated.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act SOCIO-IAMF#3: Relocation Mitigation Plan	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAES through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is requesting fair market value for any relocations. The Authority is providing that. The Authority would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act per SOCIO-IAMF#2, and that would ensure fair payments to relocated residents and businesses. Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for additional information on the right-of-way acquisition and relocation process.
30	February 12, 2019 Meeting at Pacoima Branch Library	Will there be construction jobs and opportunities in the community?	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAES through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.
31	February 12, 2019 Meeting at Pacoima Branch Library	Concern expressed regarding route location and selection of preferred alternative.	N/A	The comment does not call for an OMM.	N/A	E2, E2A	This comment could be requesting a different alignment than the SR14 or Refined SR14A Build Alternatives, so the project would avoid the San Fernando Valley. The Authority will consider those other alternatives. From another perspective, this comment expresses a concern regarding the alignment selected. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur.

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
							Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
32	March 18, 2019 Community Inspectors Weekly Meeting	Opportunities for jobs in the community	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAEs through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.
33	March 18, 2019 Community Inspectors Weekly Meeting	Information about the alignment in relation to individuals'...businesses	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act SOCIO-IAMF#3: Relocation Mitigation Plan	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAEs through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	The Authority recognizes that the project alternatives will cause disproportionately high and adverse impacts by causing business displacements in EJ communities. It developed OMM #1 to reduce the burden on those communities. The Authority would not force businesses to leave without help. It will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act per SOCIO-IAMF#2, and that would ensure fair payments to relocated residents and businesses. Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for additional information on the right-of-way acquisition and relocation process. Refer to Impact SOCIO#6 in Section 3.12, Socioeconomics and Communities, for additional information on impacts to businesses from the project.
34	March 18, 2019 Community Inspectors Weekly Meeting	Right-of-way process and how it works	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a particular mitigation measure. Please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for additional information on the right-of-way acquisition and relocation process.
35	August 10, 2019 Meeting With Meet	Job opportunities in the community	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting	OMM #1: Construction Jobs and Opportunities,	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAEs	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.

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	Each Need With Dignity (MEND)			Training and Workforce Development	through training and employment opportunities.		
36	October 17, 2022 DEIR/EIS Comment #7589	1. This is very confusing. According to this map, https://www.svanc.com/.../HSR-Sun-Valley-Impacts-9-2022.pdf it seems the CA High Speed Rail will be demolishing the Pacifica Hospital for their HSR as it goes down San Fernando Rd. Would really like some clarification on this please. Also it seems the iconic Pink Motel is also in the way. ... After looking at your interactive map it mentions a partial acquisition for Pacifica Hospital at 9449 San Fernando Rd, Sun Valley, CA 91352 and the Pink Motel at 9457 San Fernando Rd, Sun Valley, CA 91352. What does partial acquisition exactly mean for existing Hospital and Pink Motel?	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act SOCIO-IAMF#3: Relocation Mitigation Plan	In response to requests like this, the Authority has developed IAMFs and mitigation measures to mitigate this effect. Because IAMFs and mitigation measures would mitigate this effect, the comment does not call for an OMM.		E2 and E2A	This comment is not requesting a specific measure. However an inquiry was raised regarding the potential property impacts. Parcel acquisitions are further discussed in Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations. As discussed in Impact CUL#4 in Section 3.17, Cultural Resources, the Refined SR14, SR14A, E1, and E1A Build Alternatives would not result in the acquisition of the Pink Motel and Cafe. The Refined SR14, SR14A, E1, and E1A Build Alternatives would require the partial acquisition of the Pacifica Hospital parking lot, and would have little to no impact on the property after construction. The E2 and E2A Build Alternatives would avoid and therefore not result in effects to either property.
37	October 22, 2022 Pacoima Beautiful Community Event	Property acquisition, impact on property value and impact on renters	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act SOCIO-IAMF#3: Relocation Mitigation Plan	In response to requests like this, the Authority has developed IAMFs and mitigation measures to mitigate this effect. Because IAMFs and mitigation measures would mitigate this effect, the comment does not call for an OMM.		Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However a concern was expressed regarding parcel acquisition and property value effects from the project. As discussed under Impact SOCIO#4 (Permanent Displacement of Residences from Construction) in Section 3.12.6.3, each of the Build Alternatives would result in the displacement of both Single-Family Residential (SFR) and Multi-Family Residential (MFR) units. Residential displacements that would result from project implementation are depicted on Figure 3.12-19 through Figure 3.12-29, in Section 3.12 of the Final EIR/EIS. Although it is predicted that, in general, property values will increase and not decrease, owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program. Refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, and PB-Response-SOCIO-2: Property Values, in Volume 4 of the Final EIR/EIS, for additional information on the parcel acquisition and relocation

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							process, and the potential for property value effects from the
38	October 22, 2022 Pacoima Beautiful Community Event	Residential impacts	<p>SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act</p> <p>SOCIO-IAMF#3: Relocation Mitigation Plan</p> <p>N&V-IAMF#1: Noise and Vibration</p> <p>N&V-MM#1: Construction Noise Mitigation Measures</p> <p>N&V-MM#2: Construction Vibration Mitigation Measures</p> <p>N&V-MM#6: Additional Noise Analysis Following Final Design</p> <p>N&V-MM#7: Implement Operation Vibration Mitigation Measures</p>	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is not requesting a specific measure. However, a concern was expressed regarding possible project impacts on residences in Pacoima.</p> <p>The Authority has worked to reduce the permanent impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify additional measures to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. In addition, after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p> <p>Additionally, as discussed under Impact SOCIO#4 (Permanent Displacement of Residences from Construction) in Section 3.12.6.3, each of the Build Alternatives would result in the displacement of both Single-Family Residential (SFR) and Multi-Family Residential (MFR) units. Residential displacements that would result from project implementation are depicted on Figure 3.12-19 through Figure 3.12-29, in Section 3.12 of the Final EIR/EIS.</p> <p>Although it is predicted that, in general, property values will increase and not decrease, owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program.</p>

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							Refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, and PB-Response-SOCIO-2: Property Values, in Volume 4 of the Final EIR/EIS, for additional information on the parcel acquisition and relocation process, and the potential for property value effects from the project.
39	October 22, 2022 Pacoima Beautiful Community Event	Benefits to the community	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)	EJ OMM#1: Construction Jobs and Opportunities, Training and Workforce Development EJ OMM#2: Community Connectivity Enhancements and Workshop EJ OMM#3: Montague Street Improvements EJ OMM#4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	OMMs have been developed to provide specific benefits to DHAE communities.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.
40	October 22, 2022 Pacoima Beautiful Community Event	Affected projects in the area	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)	EJ OMM#1: Construction Jobs and Opportunities, Training and Workforce Development EJ OMM#2: Community Connectivity Enhancements and Workshop EJ OMM#3: Montague Street Improvements EJ OMM#4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination		Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However a concern was expressed regarding possible project impacts on to other project in the area. Section 3.19 of the Final EIR/EIS details describes cumulative impacts associated with implementing the Build Alternatives in combination with other past, present, and reasonably foreseeable future actions or projects (cumulative projects) that contribute to those impacts. This section focuses on the Palmdale to Burbank Project Section of the California High-Speed Rail (HSR) System and the regional context appropriate for each resource area, including adjacent sections of the HSR system.
41	October 22, 2022 Pacoima Beautiful Community Event	Concerns about the train going above ground in the southern section	N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures N&V-MM#6: Additional Noise Analysis Following Final Design	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, the Authority interprets this comment to be a concern regarding the alignment selected and potential impacts. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect

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			N&V-MM#7: Implement Operation Vibration Mitigation Measures				<p>environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p> <p>The Authority has worked to reduce the permanent impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify additional measures to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. In addition, after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to</p>

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							Burbank Project Section have been adequately evaluated and no new impacts were identified.
42	October 22, 2022 Pacoima Beautiful Community Event	No stations in the area affects the community's growth	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is requesting a station in San Fernando Valley. The Authority is declining this request because the alternatives analysis process screened it out.</p> <p>The route alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives. The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.</p> <p>As described in Section 3.18, Regional Growth, of the Final EIR/EIS, projections indicate that by 2040, long-term employment growth induced by the Palmdale to Burbank Project Section would support approximately 5,400 jobs, representing a 0.1 percent increase in the number of jobs anticipated for Los Angeles County relative to the No Project Alternative. Employment growth from project operations would be a net benefit for the region by providing jobs in areas with a large labor force capable of absorbing the employment demand. Refer also to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, in Volume for of the Final EIR/EIS, for additional information on the station alternatives selection process.</p>
43	October 22, 2022 Pacoima Beautiful Community Event	What is the public comment review and project approval process?	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>EJ-IAMF#5: EJ Community Post-Construction Communication</p>	OMM #2: Community Connectivity Enhancements and Workshop	Provides community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with the Build Alternatives.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is not requesting a specific measure. Nevertheless, the Authority interprets this as requesting additional opportunities for EJ communities to comment. The Authority has accepted this request.</p> <p>The Authority is providing EJ communities several additional opportunities during and after the construction project. Under EJ-IAMF#1, the EJ Ombudsman and Contractor's EJ Liaison will provide points of contact. Under EJ-IAMF#3, the Authority will involve EJ communities in developing aesthetic treatments and community cohesion enhancements. Under EJ-IAMF#5, the Authority will develop a process for post-construction communications.</p>

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							On the particular point of the responses to the Draft EIR/EIS, please refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, for additional information regarding the public comment review period for reviewing the Draft EIR/EIS. Refer to Section S.14 in the Summary Chapter of the Final EIR/EIS for additional information regarding the project approval process.
44	November 18, 2022 Consultation meeting with Pacoima Beautiful representatives	Concerns over the mitigation of contamination from the construction. Members voiced their concerns for dust particles polluting the air and affecting residents.	AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison EJ-IAMF#5: Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures	In response to requests like this, the Authority has developed IAMFs to mitigate this effect. Because the IAMF would mitigate this effect, the comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However a concern was expressed regarding possible project impacts related to air quality. The project does not anticipate adverse impact to air quality though implementation of IAMFs, mitigation measures, and acquisition of offsets through South Coast Air Quality Management District. Refer to Standard Responses, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, and PB-Response-AQ-4: Greenhouse Gas Emissions for additional information related to air quality impacts and proposed mitigation.
45	November 18, 2022 Consultation meeting with Pacoima Beautiful representatives	Pacoima Beautiful asked about help for those who have health impacts due to construction.	AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However a concern was expressed regarding possible project impacts related human health concerns. The project-generated dust related impacts to receptors would be minimal and would not pose any health risk. Additionally the project would not expose sensitive receptors to substantial pollutant concentrations during operation. Refer to Standard Responses PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, and PB-Response-AQ-4: Greenhouse

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			AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison EJ-IAMF#5: Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures				Gas Emissions, in Volume 4 of the Final EIR/EIS, for additional information related to air quality impacts and proposed mitigation.
46	November 18, 2022 Consultation meeting with Pacoima Beautiful representatives	Questions about the Authority providing a point person the community can refer to if issues arise during construction.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. EJ-IAMF#1 will require the Authority to create an Authority EJ Ombudsman and Contractor’s EJ Liaison. Those points of contact will provide opportunities for EJ community members to voice concerns and be notified about project updates and upcoming construction impacts, such that the development of a community advisory group composed of local residents.
47	November 18, 2022 Consultation meeting with Pacoima Beautiful representatives	Asked about the integrity of the rail and houses in case of natural disasters.	SS-IAMF#2: Safety and Security Management Plan GEO-IAMF#1: Geologic Hazards GEO-IAMF#6: Ground Rupture Early Warning Systems GEO-IAMF#7: Evaluate and Design for Large Seismic Ground Shaking GEO-IAMF#10: Geology and Soils	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However a concern was expressed regarding possible safety impacts on the project and residences from natural disasters. The Authority does not expect the project to cause any natural disasters or to make houses less safe from natural disasters. Refer to Standard Responses PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events and PB-Response-S&S-1: Wildfire, for additional information on the potential for geologic and wildfire impacts to occur, and IAMFs and mitigation measures that shall be implemented to mitigate these impacts. Please also see Standard Response PB-Response-S&S-2: Accidents and Explosions.
48	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez	Safety measures around trenches where the train begins to elevate at Montague Street: <ul style="list-style-type: none"> Ensure construction impacts are mitigated to the highest 	AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment	OMM #3: Montague Street Improvements	The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted to reduce the impacts at Montague Street via OMM #3.

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
	Comment #10284	degree. My district is not getting the connectivity or economic benefits of a station, yet it is enduring the impacts of construction. As a historically "Disadvantaged Community" (DAC), the project should include thoughtful environmental mitigation strategies to avoid further burdening the community.	<p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants</p> <p>AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs</p> <p>AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs</p> <p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p> <p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2:Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p> <p>N&V-IAMF#1: Noise and Vibration</p> <p>N&V-MM#1: Construction Noise Mitigation Measures</p> <p>N&V-MM#2: Construction Vibration Mitigation Measures</p> <p>SS-IAMF#1: Construction Safety Transportation Management Plan</p> <p>SS-IAMF#3: Hazard Analysis</p> <p>TR-IAMF#2: Construction Transportation Plan</p> <p>TR-IAMF#4: Maintenance of Pedestrian Access</p> <p>TR-IAMF#6: Restriction on Construction Hours</p> <p>TR-IAMF#7: Construction Truck Routes</p> <p>TRA-MM#1: Add Lanes to the Segment</p> <p>TRA-MM#2: Modify Signal Timing</p> <p>TRA-MM#3: Modify Signal Phasing</p> <p>TRA-MM#4: Provide a Traffic Signal</p> <p>TRA-MM#5: Restripe Intersection</p> <p>TRA-MM#6: Widen Intersection</p> <p>TRA-MM#8: Reconfigure Intersection</p> <p>TR-MM#12: Prepare a Transportation Construction Management Plan</p>		(Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.		<p>This comment is also requesting a station in San Fernando Valley. The Authority is declining this request because the alternatives analysis process screened it out.</p> <p>The route alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives. The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.</p> <p>As described in Section 3.18, Regional Growth, of the Final EIR/EIS, projections indicate that by 2040, long-term employment growth induced by the Palmdale to Burbank Project Section would support approximately 5,400 jobs, representing a 0.1 percent increase in the number of jobs anticipated for Los Angeles County relative to the No Project Alternative. Employment growth from project operations would be a net benefit for the region by providing jobs in areas with a large labor force capable of absorbing the employment demand. Refer also to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, in Volume for of the Final EIR/EIS, for additional information on the station alternatives selection process.</p>
49	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez	Safety measures around trenches where the train begins to elevate at Montague Street: <ul style="list-style-type: none"> Detail out safety measures proposed for installation for 	<p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>AQ-IAMF#2: Selection of Coatings</p> <p>AQ-IAMF#3: Renewable Diesel</p> <p>AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment</p>	OMM #3: Montague Street Improvements	The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.

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	Comment #10284	pedestrian and vehicular safety where the proposed alignment crosses Montague Street (where it surfaces).	<p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs</p> <p>AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs</p> <p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p> <p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p> <p>N&V-IAMF#1: Noise and Vibration</p> <p>N&V-MM#1: Construction Noise Mitigation Measures</p> <p>N&V-MM#2: Construction Vibration Mitigation Measures</p> <p>TR-IAMF#2: Construction Transportation Plan</p> <p>TR-IAMF#4: Maintenance of Pedestrian Access</p> <p>TR-IAMF#6: Restriction on Construction Hours</p> <p>TR-IAMF#7: Construction Truck Routes</p> <p>TRA-MM#1: Add Lanes to the Segment</p> <p>TRA-MM#2: Modify Signal Timing</p> <p>TRA-MM#6: Widen Intersection</p> <p>TRA-MM#8: Reconfigure Intersection</p>		(Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project’s general effects on the community based on the City’s suggestion of funding improvements such as this one.		
50	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	<p>Short and long-term construction impacts and mitigations efforts:</p> <ul style="list-style-type: none"> • Include the highest safety standards and protocols regarding tunneling depth, vibration, and general safety for properties above tunnel areas (i.e. Sylmar). 	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p> <p>GEO-IAMF#1: Geologic Hazards</p> <p>N&V-IAMF#1: Noise and Vibration</p> <p>N&V-MM#1: Construction Noise Mitigation Measures</p> <p>N&V-MM#2: Construction Vibration Mitigation Measures</p> <p>N&V-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines</p> <p>N&V-MM#7: Implement Operation Vibration Mitigation Measures</p> <p>TR-IAMF#2: Construction Transportation Plan</p> <p>TR-IAMF#4: Maintenance of Pedestrian Access</p> <p>TR-IAMF#6: Restriction on Construction Hours</p> <p>TR-IAMF#7: Construction Truck Routes</p> <p>TR-IAMF#11: Maintenance of Transit Access</p> <p>TR-IAMF#12: Pedestrian and Bicycle Safety</p> <p>TRA-MM#1: Add Lanes to the Segment</p> <p>TRA-MM#2: Modify Signal Timing</p>	OMM #3: Montague Street Improvements		Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measure accepted.</p> <p>The Authority has worked to reduce the permanent impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify additional measures to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would</p>

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			<p>TRA-MM#6: Widen Intersection</p> <p>TRA-MM#8: Reconfigure Intersection</p>				<p>be in EJ communities. In addition, An after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contactor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p> <p>The commenter requested construction mitigations and the highest safety standards for tunneling, including safety for properties above tunnel areas such as Sylmar. Refer to Standard Responses PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events and PB-Response-S&S-1: Wildfire, for additional information on the potential for geologic and wildfire impacts to occur, and IAMFs and mitigation measures that shall be implemented to mitigate these impacts. Please also see Standard Response PB-Response-S&S-2: Accidents and Explosions.</p>
51	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	<p>Short and long-term construction impacts and mitigations efforts:</p> <ul style="list-style-type: none"> Provide detailed information regarding tunneling and safety measures to impacted residents, including a hotline to get questions and concerns addressed. 	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p>	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment requesting detailed information on tunneling and safety measures and a hotline. The Authority is accepting the request for a hotline. It is also providing detailed information on tunneling and safety measures.</p> <p>EJ-IAMF#1 shall require the Authority and Contractor to create an EJ ombudsman and EJ liaison; the scope of the Authority's EJ ombudsman and Contractor's EJ liaison responsibilities and duties include those articulated in the other EJ-related IAMFs. Under EJ-IAMF#1, the EJ liaison shall provide multilingual notices (e.g., online information, e- blasts, text messaging, voice messaging or mailers) that inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates during construction.</p>
52	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	<p>Short and long-term construction impacts and mitigations efforts:</p> <ul style="list-style-type: none"> Minimize construction impacts to local circulation for businesses, corridors, other high-traffic areas. 	<p>TR-IAMF#1: Protection of Public Roadways during Construction</p> <p>TR-IAMF#2: Construction Transportation Plan</p> <p>TR-IAMF#3: Off-Street Parking for Construction-Related Vehicles</p> <p>TR-IAMF#4: Maintenance of Pedestrian Access</p> <p>TR-IAMF#5: Maintenance of Bicycle Access</p> <p>TR-IAMF#6: Restriction on Construction Hours</p> <p>TR-IAMF#7: Construction Truck Routes</p> <p>TR-IAMF#11: Maintenance of Transit Access</p> <p>TR-IAMF#12: Pedestrian and Bicycle Safety</p> <p>TRA-MM#1: Add Lanes to the Segment</p> <p>TRA-MM#2: Modify Signal Timing</p> <p>TRA-MM#6: Widen Intersection</p>	<p>OMM #3: Montague Street Improvements</p>	<p>The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p>	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is requesting mitigation measures to minimize construction impacts on traffic. The Authority is declining this request because it has those measures in place.</p> <p>In particular, TR-IAMF#2 requires the contractor to prepare a detailed construction transportation plan for the purpose of minimizing the impact of construction and construction traffic on adjoining and nearby roadways in close consultation with the local jurisdiction having authority over the site.</p> <p>The Authority also developed OMM #3, which provides for local circulation improvements at Montague Street under Alternatives Refined SR14, SR14A, E1, and E1A. Furthermore, the project includes traffic-related IAMFs and mitigation</p>

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			TRA-MM#8: Reconfigure Intersection				measures that would be implemented under all alternatives to minimize construction impacts to local circulation for businesses, corridors, other high-traffic areas.
53	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	Short and long-term construction impacts and mitigations efforts: <ul style="list-style-type: none"> Ensure strong environmental controls to reduce the impacts from noise, dust, and other pollutants to surrounding residences and businesses. 	AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison EJ-IAMF#5: Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures	In response to requests like this, the Authority has developed IAMFs and mitigation measures to mitigate this effect. Because IAMFs and mitigation measures would mitigate this effect, the comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is requesting environmental controls for impacts related to noise and air quality. The project does not anticipate adverse impact to air quality through implementation of IAMFs, mitigation measures, and acquisition of offsets through South Coast Air Quality Management District.</p> <p>The Authority has worked to reduce the permanent impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p>
54	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	Workforce opportunities and business impact mitigation: <ul style="list-style-type: none"> Prioritize hiring from the local community for construction related activities. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAES through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.

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55	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	Workforce opportunities and business impact mitigation: <ul style="list-style-type: none"> Provide clear restitution plans for small businesses and commercial corridors impacted by acquisition. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act SOCIO-IAMF#3: Relocation Mitigation Plan	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAES through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.
56	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	Community engagement: <ul style="list-style-type: none"> Provide a comprehensive timeline of property acquisitions or HSR impacts to properties that are undergoing construction related to other projects that are in existence (i.e., Caltrans Interstate 210 Pavement Preservation Plan). 	PB-Response-SOCIO-1: Parcel Acquisitions and Relocations EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison	In response to requests like this, the Authority has developed IAMFs to mitigate this effect. Because the IAMF would mitigate this effect, the comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	EJ-IAMF#1 does not include the specific timing of property acquisitions for the project since it is unknown at this time. At this stage of project development (i.e., environmental review), the final design has not yet been determined and the funding needed to purchase land has not yet been identified. As the planning and design work advances further, the Authority will identify the precise real property that is necessary for construction and operation of the project. The Authority will contact affected property owners at that time. Please also refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.
57	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	Community engagement: <ul style="list-style-type: none"> Conduct periodic community outreach to discuss upcoming construction impacts at key stages of the project, including but not limited to when plans are being developed for: grading, traffic management, or when lane closures etc. are required. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Communication	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	Measures accepted. EJ-IAMF#1 requires the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements. Additionally, community-specific feedback would be received on the plans not typically reviewed by the general public, including the Construction Safety Transportation Management Plan (SS-IAMF#1) and Transportation Construction Management Plan (TR-MM#12); the latter providing the opportunity for EJ Communities including those residing in the Pacoima neighborhood to review and provide input on the proposed transportation management plans for the project, to ensure impacts to the roadway network during construction are minimized and/or avoided. The EJ Ombudsman shall prepare a report (quarterly, at a minimum) of all concerns and complaints received from EJ Communities and measures taken by the Authority to address those concerns and complaints.

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58	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	Community engagement: <ul style="list-style-type: none"> Create community advisory group composed of local residents that allows community members to voice concerns and assist with information sharing about project updates and upcoming impacts with their community groups and constituencies. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Communication	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measure accepted.</p> <p>EJ-IAMF#1 requires the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements. Additionally, community-specific feedback would be received on the plans not typically reviewed by the general public, including the Construction Safety Transportation Management Plan (SS-IAMF#1) and Transportation Construction Management Plan (TR-MM#12).</p> <p>The creation of the Authority EJ ombudsman will therefore provide opportunities for EJ community members to voice concerns and be notified about project updates and upcoming construction impacts, such that the development of a community advisory group composed of local residents.</p>
59	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	Opportunities for beautification: <ul style="list-style-type: none"> Incorporate art or decorative elements by local artists where sound walls or other structures are needed. 	AVQ-IAMF#1: Aesthetic Options AVQ-IAMF#2: Aesthetic Review Process AVQ-MM#3: Incorporate Design Criteria for Elevated Guideways and Station Elements that can Adapt to Local Context AVQ-MM#6: Screen Traction Power Supply Stations and Radio Communication Towers EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements	OMM #2: Community Connectivity Enhancements and Workshop	The project would not result in adverse effects with implementation of IAMFs; therefore, the project would not result in a DHAE on minority or low-income populations related to construction or operational transportation or railroad safety. Community supported street improvements provide increased safety for community to offset general effects of project alternatives and provide safety benefits for vehicle, bicycle, and pedestrian travelers at the project alignment's intersection with Montague Street in proximity to the proposed tunnel portal in Pacoima.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measures accepted.</p> <p>The IAMFs and MMs will provide more opportunities for EJ community members to provide input on the aesthetic treatments and upgrades in their communities. For example, EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities, possibly developed by local artists. Treatment options may include streetscape, vegetation screening, consideration of a community mural, and/or beautification tree plantings or plant plantings (such as improvements to an existing community garden or establishment of a new community garden location).</p>
60	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	Opportunities for beautification: <ul style="list-style-type: none"> Implement native landscaping. 	AVQ-IAMF#1: Aesthetic Options AVQ-IAMF#2: Aesthetic Review Process AVQ-MM#4: Provide Vegetation Screening Along At-Grade and Elevated Guideways Adjacent to Residential Areas AVQ-MM#5: Replant Unused Portions of Land Acquired for the HSR AVQ-MM#6: Screen Traction Power Supply Stations and Radio Communication Towers EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison	OMM #2: Community Connectivity Enhancements and Workshop	The project would not result in adverse effects with implementation of IAMFs; therefore, the project would not result in a DHAE on minority or low-income populations related to construction or operational transportation or railroad safety. Community supported street improvements provide increased safety for community to offset general effects of project alternatives and provide safety benefits for vehicle, bicycle, and pedestrian travelers at the project alignment's intersection with Montague	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measures accepted.</p> <p>The IAMFs and MMs will provide more opportunities for EJ community members to provide input on the aesthetic treatments and upgrades in their communities. For example, EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities, possibly developed by local artists. Treatment options may include streetscape, vegetation screening, consideration of a</p>

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			EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements		Street in proximity to the proposed tunnel portal in Pacoima.		community mural, and/or beautification tree plantings or plant plantings (such as improvements to an existing community garden or establishment of a new community garden location).
61	December 1, 2022 DEIR/EIS Letter from Councilmember Rodriguez Comment #10284	Opportunities for beautification: <ul style="list-style-type: none"> Develop a robust streetscape and safety plan at Montague Street, where the train rises to the surface. 	AVQ-IAMF#1: Aesthetic Options AVQ-IAMF#2: Aesthetic Review Process AVQ-MM#4: Provide Vegetation Screening Along At-Grade and Elevated Guideways Adjacent to Residential Areas AVQ-MM#5: Replant Unused Portions of Land Acquired for the HSR AVQ-MM#6: Screen Traction Power Supply Stations and Radio Communication Towers EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements	OMM #2: Community Connectivity Enhancements and Workshop OMM #3: Montague Street Improvements	The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. For the Refined SR14, SR14A, E1, and E1A Build Alternatives, the Contractor's EJ liaison shall work with the Authority EJ ombudsman to hold community roundtables to seek input on locally desired safety improvements at Montague Street prior to the development 60% Design Plans. Feasible safety improvements shall be considered by the Authority (e.g., traffic calming such as speed humps/tables or tree planting, sidewalk continuity improvements, bulb-outs/corner extensions, painted crosswalks, reflective/highly visible stop signs, reduced speed limits) for incorporation into project plans, acknowledging limited right-of-way space of approximately 40 feet from curb to curb.
62	December 5, 2022 DEIR/EIS Comment #8104	As a resident of Arleta I am writing to express my deep concern for the detrimental impacts that the SR14A route would bring to Pacoima, Sun Valley, and other surrounding communities. I strongly urge the authority to choose an alternate route from Palmdale to Burbank that will not bisect the working class communities of color in Sun Valley and Pacoima. These communities have long been redlined and segregated due to transportation projects that do not take into consideration the health and quality of life of local residents, and this project is no different.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements	OMM #2: Community Connectivity Enhancements and Workshop	OMM #2 will provide community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with the project.	Refined SR14, SR14A, E1, E1A	This comment requests a different alignment than the SR14 or Refined SR14A Build Alternatives, so the project would avoid the San Fernando Valley. The Authority considered those other alternatives. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project. The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from noise, air pollution, and truck routes. To decrease the impacts

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							<p>of construction, it will complete a construction transportation plan to design routes that avoid times of day and to decrease the burdens on the community from haul trucks and delivery trucks. See TR-IAMF#2. The Authority has also worked to reduce the permanent noise impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p> <p>The Authority is complying with the Clean Air Act, and it does not expect disproportionately high and adverse localized air quality impacts on EJ communities. To further reduce air quality impacts from spoils trucks, it is implementing OMM #4, which will require it to use a conveyor belt and to store spoils for moving at times so the haul-trucks can avoid traffic.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p>

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
63	December 5, 2022 DEIR/EIS Comment #8105	The SR14A as a preferred router is a clear environmental injustice, as there are no current plans to bisect more white and affluent communities, while this route specifically runs over low income communities of color. This project will negatively impact residents during construction and operation. The highspeed rail will displace and destroy homes and businesses. This project will significantly increase noise pollution for surrounding communities, and there are not adequate buffers zones to protect local residents from dangerous decibel levels. Moreover, this route does not include a planned stop anywhere in Pacoima or Sun Valley after it resurfaces, meaning local community members will not be able to have access to use the train. There is no clear benefit for Pacoima and Sun Valley residents if this route were established, only further inequities and disruption for the local community.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods N&V-MM#7: Implement Operation Vibration Mitigation Measures	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development OMM #2: Community Connectivity Enhancements and Workshop OMM #3: Montague Street Improvements OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified. OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development. OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community. OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the	SR14A Build Alternative	This comment is requesting an alignment other than the SR14A Build Alternative. The Authority will consider other alternatives. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. The route alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives. The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project. This comment also expresses a concern regarding impacts from the SR14A Build Alternative on EJ communities, such as

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					<p>project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.</p>		<p>displacement of homes and businesses, noise pollution, and lack of a station in Pacoima and the Sun Valley Area, which gives no train access to residents in these communities.</p> <p>The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from noise, air pollution, and truck routes. To decrease the impacts of construction, it will complete a construction transportation plan to design routes that avoid times of day and to decrease the burdens on the community from haul trucks and delivery trucks. See TR-IAMF#2. The Authority has also worked to reduce the permanent noise impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p> <p>The Authority is complying with the Clean Air Act, and it does not expect disproportionately high and adverse localized air quality impacts on EJ communities. To further reduce air quality impacts from spoils trucks, it is implementing OMM #4, which will require it to use a conveyor belt and to store spoils for moving at times so the haul-trucks can avoid traffic.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair</p>

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							<p>and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>Implementation of EJ-IAMF#1 shall require the project Contractor's EJ liaison to provide multilingual notices (e.g., online information, e- blasts, text messaging, voice messaging or mailers) that inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates. These notices shall be provided two weeks in advance of each planned instance of vehicle, pedestrian, bicycle, transit access, and utility service disruption. EJ-IAMF#3 will require the Contractor's EJ liaison shall work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities (as identified in Table 5-24 and Section 5.5 of the Final EIR/EIS), possibly developed by local artists, in order to ameliorate community cohesion effects from the project alignment.</p> <p>This comment is requesting a station in San Fernando Valley. The Authority is declining this request because the alternatives analysis process screened it out.</p> <p>The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.</p> <p>As described in Section 3.18, Regional Growth, of the Final EIR/EIS, projections indicate that by 2040, long-term employment growth induced by the Palmdale to Burbank Project Section would support approximately 5,400 jobs, representing a 0.1 percent increase in the number of jobs anticipated for Los Angeles County relative to the No Project Alternative. Employment growth from project operations would be a net benefit for the region by providing jobs in areas with a large labor force capable of absorbing the employment demand. Refer also to Standard Response PB-</p>

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							Response-ALT-1: Alternatives Selection and Evaluation Process, in Volume for of the Final EIR/EIS, for additional information on the station alternatives selection process. Also, please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for concerns regarding displacement of homes and businesses. Additionally, refer to PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for concerns regarding noise impacts, and PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for additional information of the station alternatives selection process.
64	December 5, 2022 DEIR/EIS Comment #8107	As a stakeholder of Pacoima, I am writing to express my deep concern for the detrimental impacts that the SR14A route would bring to Pacoima, Sun Valley, and other surrounding communities. I strongly urge the authority to choose an alternate route from Palmdale to Burbank that will not bisect the working class communities of color in Sun Valley and Pacoima. These communities have long been redlined and segregated due to transportation projects that do not take into consideration the health and quality of life of local residents, and this project is no different.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development OMM #2: Community Connectivity Enhancements and Workshop OMM #3: Montague Street Improvements OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified. OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development. OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is requesting an alignment other than the SR14A Build Alternative. The Authority considered other alternatives. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from noise, air pollution, and truck routes. To decrease the impacts of construction, it will complete a construction transportation plan to design routes that avoid times of day and to decrease the burdens on the community from haul trucks and delivery trucks. See TR-IAMF#2. The Authority has also worked to reduce the permanent noise impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise

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					<p>connectivity enhancements supported by the community.</p> <p>OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.</p>		<p>event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p> <p>The Authority is complying with the Clean Air Act, and it does not expect disproportionately high and adverse localized air quality impacts on EJ communities. To further reduce air quality impacts from spoils trucks, it is implementing OMM #4, which will require it to use a conveyor belt and to store spoils for moving at times so the haul-trucks can avoid traffic.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for</p>

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							additional information regarding the alternative development process for the project.
65	December 5, 2022 DEIR/EIS Comment #8108	The SR14A as a preferred route is a clear environmental injustice, as there are no current plans to bisect more white and affluent communities, while this route specifically runs over low-income communities of color. This project will negatively impact residents during construction and operation. The highspeed rail will displace and destroy homes and businesses. This project will significantly increase noise pollution for surrounding communities, and there are not adequate buffers zones to protect local residents from dangerous decibel levels. Moreover, this route does not include a planned stop anywhere in Pacoima or Sun Valley after it resurfaces, meaning local community members will not be able to have access to use the train. There is no clear benefit for Pacoima and Sun Valley residents if this route were established, only further inequities and disruption for the local community.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development OMM #2: Community Connectivity Enhancements and Workshop OMM #3: Montague Street Improvements OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified. OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development. OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community. OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima.	SR14A Build Alternative	This comment is requesting an alignment other than the SR14A Build Alternative. The Authority considered other alternatives. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. The route alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives. The commenter is also requesting a stop in Pacoima or Sun Valley. The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for

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					<p>Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.</p>		<p>additional information regarding the alternative development process for the project.</p> <p>Implementation of EJ-IAMF#1 shall require the project Contractor's EJ liaison to provide multilingual notices (e.g., online information, e- blasts, text messaging, voice messaging or mailers) that inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates. These notices shall be provided two weeks in advance of each planned instance of vehicle, pedestrian, bicycle, transit access, and utility service disruption. EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities (as identified in Table 5-24 and Section 5.5 of the Final EIR/EIS), possibly developed by local artists, in order to ameliorate community cohesion effects from the project alignment.</p> <p>Also, please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for concerns regarding displacement of homes and businesses. Additionally, refer to PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for concerns regarding noise impacts.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those</p>

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							communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.
66	December 6, 2022 DEIR/EIS Comment #8120	As a resident of North Hollywood and who grew up in Pacoima on Telfair and Osborne, I am writing to express my deep concern for the detrimental impacts that the SR14A route would bring to Pacoima, Sun Valley, and other surrounding communities. I strongly urge the authority to choose an alternate route from Palmdale to Burbank that will not bisect the working-class communities of color in Sun Valley and Pacoima. These communities have long been redlined and segregated due to transportation projects that do not take into consideration the health and quality of life of local residents, and this project is no different.	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2:Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p> <p>SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act</p> <p>SOCIO-IAMF#3: Relocation Mitigation Plan</p> <p>SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods</p>	<p>OMM #1: Construction Jobs and Opportunities, Training and Workforce Development</p> <p>OMM #2: Community Connectivity Enhancements and Workshop</p> <p>OMM #3: Montague Street Improvements</p> <p>OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination</p>	<p>The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified.</p> <p>OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development.</p> <p>OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community.</p> <p>OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a</p>	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is requesting an alignment other than the SR14A Build Alternative. The Authority will consider other alternatives.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p> <p>The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from noise, air pollution, and truck routes. To decrease the impacts of construction, it will complete a construction transportation plan to design routes that avoid times of day and to decrease the burdens on the community from haul trucks and delivery trucks. See TR-IAMF#2. The Authority has also worked to reduce the permanent noise impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight</p>

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					<p>direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.</p>		<p>trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p> <p>The Authority is complying with the Clean Air Act, and it does not expect disproportionately high and adverse localized air quality impacts on EJ communities. To further reduce air quality impacts from spoils trucks, it is implementing OMM #4, which will require it to use a conveyor belt and to store spoils for moving at times so the haul-trucks can avoid traffic.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different</p>

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67	December 6, 2022 DEIR/EIS Comment #8121	The SR14A as a preferred router is a clear environmental injustice, as there are no current plans to bisect more white and affluent communities, while this route specifically runs over low income communities of color; This project will negatively impact residents during construction and operation. The highspeed rail will displace and destroy homes and businesses. This project will significantly increase noise pollution for surrounding communities, and there are not adequate buffers zones to protect local residents from dangerous decibel levels. Moreover, this route does not include a planned stop anywhere in Pacoima or Sun Valley after it resurfaces, meaning local community members will not be able to have access to use the train. There is no clear benefit for Pacoima and Sun Valley residents if this route were established, only further inequities and disruption for the local community. I write with hope for a more equitable California, and a brighter future for my future family, who will grow up in the San Fernando Valley.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods N&V-MM#7: Implement Operation Vibration Mitigation Measures EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development OMM #2: Community Connectivity Enhancements and Workshop OMM #3: Montague Street Improvements OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified. OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development. OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community. OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima.	SR14A Build Alternative	resource impacts and opportunities. The measures it has identified list those in more detail. This comment is requesting an alignment other than the SR14A Build Alternative. The Authority will consider other alternatives. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. The route alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives. The commenter is also requesting a stop in Pacoima or Sun Valley. The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for

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					<p>Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.</p>		<p>additional information regarding the alternative development process for the project.</p> <p>Implementation of EJ-IAMF#1 shall require the project Contractor's EJ liaison to provide multilingual notices (e.g., online information, e- blasts, text messaging, voice messaging or mailers) that inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates. These notices shall be provided two weeks in advance of each planned instance of vehicle, pedestrian, bicycle, transit access, and utility service disruption. EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities (as identified in Table 5-24 and Section 5.5 of the Final EIR/EIS), possibly developed by local artists, in order to ameliorate community cohesion effects from the project alignment.</p> <p>Also, please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for concerns regarding displacement of homes and businesses. Additionally, refer to PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for concerns regarding noise impacts.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those</p>

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							communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.
68	December 6, 2022 DEIR/EIS Comment #8126	I am writing to express my deep concern for the detrimental impacts that the SR14A route would bring to Pacoima, Sun Valley, and other surrounding communities. I strongly urge the authority to choose an alternate route from Palmdale to Burbank that will not bisect the working class communities of color in Sun Valley and Pacoima. These communities have long been redlined and segregated due to transportation projects that do not take into consideration the health and quality of life of local residents, and this project is no different.	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2:Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p> <p>SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act</p> <p>SOCIO-IAMF#3: Relocation Mitigation Plan</p> <p>SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods</p>	<p>OMM #1: Construction Jobs and Opportunities, Training and Workforce Development</p> <p>OMM #2: Community Connectivity Enhancements and Workshop</p> <p>OMM #3: Montague Street Improvements</p> <p>OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination</p>	<p>The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified.</p> <p>OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development.</p> <p>OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community.</p> <p>OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a</p>	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is requesting an alignment other than the SR14A Build Alternative. The Authority will consider other alternatives.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p>

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					<p>direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.</p>		
69	December 6, 2022 DEIR/EIS Comment #8127	The SR14A as a preferred router is a clear environmental injustice, as there are no current plans to bisect more white and affluent communities, while this route specifically runs over low income communities of color. This project will negatively impact residents during construction and operation. The highspeed rail will displace and destroy homes and businesses. This project will significantly increase noise pollution for surrounding communities, and there are not adequate buffers zones to protect local residents from dangerous decibel levels. Moreover, this route does not include a planned stop anywhere in Pacoima or Sun Valley after it resurfaces, meaning local community members will not be able to have access to use the train. There is no clear benefit for Pacoima and Sun Valley residents if this route were	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act</p> <p>SOCIO-IAMF#3: Relocation Mitigation Plan</p> <p>SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods</p> <p>N&V-MM#7: Implement Operation Vibration Mitigation Measures</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p>	<p>OMM #1: Construction Jobs and Opportunities, Training and Workforce Development</p> <p>OMM #2: Community Connectivity Enhancements and Workshop</p> <p>OMM #3: Montague Street Improvements</p> <p>OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination</p>	<p>The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified.</p> <p>OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development.</p> <p>OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative</p>	SR14A Build Alternative	<p>This comment is requesting an alignment other than the SR14A Build Alternative. The Authority considered other alternatives.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. The route alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives.</p>

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		established, only further inequities and disruption for the local community.			<p>footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community.</p> <p>OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.</p>		<p>The commenter is also requesting a stop in Pacoima or Sun Valley. The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p> <p>Implementation of EJ-IAMF#1 shall require the project Contractor's EJ liaison to provide multilingual notices (e.g., online information, e- blasts, text messaging, voice messaging or mailers) that inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates. These notices shall be provided two weeks in advance of each planned instance of vehicle, pedestrian, bicycle, transit access, and utility service disruption. EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities (as identified in Table 5-24 and Section 5.5 of the Final EIR/EIS), possibly developed by local artists, in order to ameliorate community cohesion effects from the project alignment.</p> <p>Also, please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for concerns regarding displacement of homes and businesses. Additionally, refer to PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration)</p>

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							<p>under Homes and Businesses for concerns regarding noise impacts.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.</p>
70	December 6, 2022 DEIR/EIS Comment #8135	As a resident of Pacoima, I am writing to express my deep concern for the detrimental impacts that the SR14A route would bring to Pacoima, Sun Valley, and other surrounding communities. I strongly urge the authority to choose an alternate route from Palmdale to Burbank that will not bisect the working class communities of color in Sun Valley and Pacoima. These communities have long been redlined and segregated due to transportation projects that do not take into consideration the health and quality of life of local residents, and this project is no different.	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act</p> <p>SOCIO-IAMF#3: Relocation Mitigation Plan</p> <p>SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods</p>	<p>OMM #1: Construction Jobs and Opportunities, Training and Workforce Development</p> <p>OMM #2: Community Connectivity Enhancements and Workshop</p> <p>OMM #3: Montague Street Improvements</p> <p>OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination</p>	<p>The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified.</p> <p>OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development.</p>	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is requesting an alignment other than the SR14A Build Alternative. The Authority will consider other alternatives.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A</p>

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					<p>OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community.</p> <p>OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.</p>		<p>Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p>
71	December 6, 2022 DEIR/EIS Comment #8136	The SR14A as a preferred router is a clear environmental injustice, as there are no current plans to bisect more white and affluent communities, while this route specifically runs over low income	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development OMM #2: Community Connectivity	The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified.	SR14A Build Alternative	This comment is requesting an alignment other than the SR14A Build Alternative. The Authority will consider other alternatives. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to
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		<p>communities of color. This project will negatively impact residents during construction and operation. The highspeed rail will displace and destroy homes and businesses. This project will significantly increase noise pollution for surrounding communities, and there are not adequate buffers zones to protect local residents from dangerous decibel levels. Moreover, this route does not include a planned stop anywhere in Pacoima or Sun Valley after it resurfaces, meaning local community members will not be able to have access to use the train. There is no clear benefit for Pacoima and Sun Valley residents if this route were established, only further inequities and disruption for the local community.</p>	<p>SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods N&V-MM#7: Implement Operation Vibration Mitigation Measures EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p>	<p>Enhancements and Workshop OMM #3: Montague Street Improvements OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination</p>	<p>OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development.</p> <p>OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community.</p> <p>OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs</p>		<p>avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. The route alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives.</p> <p>The commenter is also requesting a stop in Pacoima or Sun Valley. The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p> <p>Implementation of EJ-IAMF#1 shall require the project Contractor's EJ liaison to provide multilingual notices (e.g., online information, e- blasts, text messaging, voice messaging or mailers) that inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates.</p>

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					and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		<p>These notices shall be provided two weeks in advance of each planned instance of vehicle, pedestrian, bicycle, transit access, and utility service disruption. EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities (as identified in Table 5-24 and Section 5.5 of the Final EIR/EIS), possibly developed by local artists, in order to ameliorate community cohesion effects from the project alignment.</p> <p>Also, please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for concerns regarding displacement of homes and businesses. Additionally, refer to PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for concerns regarding noise impacts.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.</p>
72	December 6, 2022 DEIR/EIS Comment #8137	I am writing on behalf of the local environmental justice non-profit Pacoima Beautiful to express deep concern for the potential impacts that the SR14A route would have on Pacoima, Sun	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development OMM #2: Community Connectivity	The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is requesting an alignment other than the SR14A Build Alternative. The Authority will consider other alternatives.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to</p>
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		Valley, and surrounding communities. I strongly urge the authority to choose an alternate route from Palmdale to Burbank that will not bisect the working class communities of color in Sun Valley and Pacoima. These communities have long been redlined and segregated due to transportation projects that do not take into consideration the health and quality of life of local residents, and this project is no different.	SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods	Enhancements and Workshop OMM #3: Montague Street Improvements OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development. OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community. OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one. OMM #4: The project would not result in adverse effects with implementation of IAMFs		avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project. The route alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives. The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. The comment also expresses a concern regarding impacts from the SR14A Build Alternative on EJ communities, such as displacement of homes and businesses, noise pollution, and lack of a station in Pacoima and the Sun Valley Area, which gives no train access to residents in these communities. Implementation of EJ-IAMF#1 shall require the project Contractor's EJ liaison to provide multilingual notices (e.g., online information, e- blasts, text messaging, voice messaging

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					and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		<p>or mailers) that inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates. These notices shall be provided two weeks in advance of each planned instance of vehicle, pedestrian, bicycle, transit access, and utility service disruption. EJ-IAMF#3 will require the Contractor's EJ liaison shall work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities (as identified in Table 5-24 and Section 5.5 of the Final EIR/EIS), possibly developed by local artists, in order to ameliorate community cohesion effects from the project alignment.</p> <p>Also, please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for concerns regarding displacement of homes and businesses. Additionally, refer to PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for concerns regarding noise impacts.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p>
73	December 6, 2022 DEIR/EIS Comment #8138	The SR14A as a preferred router is a clear environmental injustice, as there are no current plans to bisect more white and affluent communities, while this route specifically runs over low income communities of color. This project will negatively impact residents during construction and operation. The highspeed rail will displace and destroy homes and businesses. This project will significantly increase noise pollution for surrounding	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act</p> <p>SOCIO-IAMF#3: Relocation Mitigation Plan</p> <p>SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods</p> <p>N&V-MM#7: Implement Operation Vibration Mitigation Measures</p>	<p>OMM #1: Construction Jobs and Opportunities, Training and Workforce Development</p> <p>OMM #2: Community Connectivity Enhancements and Workshop</p> <p>OMM #3: Montague Street Improvements</p> <p>OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage</p>	<p>The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified.</p> <p>OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to</p>	SR14A Build Alternative	<p>This comment is requesting an alignment other than the SR14A Build Alternative. The Authority will consider other alternatives.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA</p>

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		communities, and there are not adequate buffers zones to protect local residents from dangerous decibel levels. Moreover, this route does not include a planned stop anywhere in Pacoima or Sun Valley after it resurfaces, meaning local community members will not be able to have access to use the train. There is no clear benefit for Pacoima and Sun Valley residents if this route were established, only further inequities and disruption for the local community.	EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program	requirements and school coordination	<p>reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development.</p> <p>OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community.</p> <p>OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM</p>		<p>Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. The route alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives.</p> <p>The commenter is also requesting a stop in Pacoima or Sun Valley. The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p> <p>Implementation of EJ-IAMF#1 shall require the project Contractor's EJ liaison to provide multilingual notices (e.g., online information, e- blasts, text messaging, voice messaging or mailers) that inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates. These notices shall be provided two weeks in advance of each planned instance of vehicle, pedestrian, bicycle, transit access, and utility service disruption. EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities (as identified in Table 5-24 and Section 5.5 of the Final EIR/EIS), possibly developed by</p>

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					would provide a safety and environmental conditions offset for construction related effects around community schools.		<p>local artists, in order to ameliorate community cohesion effects from the project alignment.</p> <p>Also, please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for concerns regarding displacement of homes and businesses. Additionally, refer to PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for concerns regarding noise impacts.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.</p>
74	December 6, 2022 DEIR/EIS Comment #8154	I've lived and grew up in Pacoima all my life. I attended schools in Pacoima and attended/ graduated from CSULA . I could've bought a house anywhere, but decided to be close to my parents and bought a home in Pacoima. Growing up, I wasn't expose or unaware of the housing discrimination, Residential segregation and designation of neighborhoods for African-American/ Hispanics disregarding pollution, limited services & low	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>AQ-IAMF#3: Renewable Diesel</p> <p>AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment</p> <p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants</p>	OMM #2: Community Connectivity Enhancements and Workshop		Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measure accepted. The commenter is not requesting noise measures. However, the commenter has expressed concerns regarding potential vibration impacts. The commenter is further requesting the creation of an additional stop in Pacoima or retail development opportunities. Although the Authority is not proposing to build a stop in Pacoima, the Authority does have plans for the creation of vibrant transit-oriented development communities at its adjacent Burbank station which may include retail.</p> <p>The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from noise, air pollution, and truck routes. To decrease the impacts of construction, it will complete a construction transportation</p>

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		<p>commercial life. Schools teach you and give the impression the unjust ways of pre-civil rights movements are a thing of the past and nonexistent. Unfortunately, we see it too often in our contemporary present, in LA if it's not gentrification, re-zoning of housing areas or introduction to these Goliath like construction projects disrupting the little progress this community has achieved. Pacoima is currently battling to shut down and close Whiteman airport and the toxic pollutant DWPLA power station. A lengthy and exhausted battle with various agencies and government officials/ reps. Based off the SR14 map, it seems Pacoima is the only city in which the underground tunnel will go under. How could the residents of Pacoima be ensured our daily lives won't be affected by the on-going traveling of the train. Are we going to experience vibrations of the train as it travels under us? During construction are we going to experience the onset of pollution of the construction equipment and related activities. Also, in an effort to make amends and show good faith to Pacoima residents; have the leaders of the project considered converting the Whiteman airport until a "Union Station" stop for our community (Pacoima)? If we can create a combination of a stop/ shopping center it could really help the community create a space for gathering and community unity. Will it be costly? of course, but the rewards and profit it will reap will be worth it and of great material.</p>	<p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p>				<p>plan to design routes that, minimize schedule conflicts, avoid times of day and to decrease the burdens on the community from haul trucks and delivery trucks. See TR-IAMF#2. This construction transportation plan would be coordinated within the communities to identify potential schedule conflicts. The Authority has also worked to reduce the permanent noise impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. To determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p> <p>The Authority is complying with the Clean Air Act, and it does not expect disproportionately high and adverse localized air quality impacts on EJ communities. To further reduce air quality impacts from spoils trucks, it is implementing OMM #4, which will require it to use a conveyor belt and to store spoils for moving at times so the haul-trucks can avoid traffic.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected</p>

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							<p>minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.</p>
75	December 6, 2022 DEIR/EIS Comment #8155	Pacoima is no longer a city of recent cross Mexican immigrants, it is now a community of people like me college graduate/ some college who are aware of the injustice that occurs in everyday life knows and worries about macro issues (police brutality, racist policy, pollution injustice & false government representation) and organize to resolve the matter. Residents are going to sacrifice quality of life and a disruption in their daily commute, some will be displaced due to environmental issues and what do we as residents get out of this? Are we getting a convenience? Is the project looking at us as people or are as variables? I believe if the people in charge wanted to, it can be worked out where there is a direct positive impact to Pacoima. The Whiteman airport is shut down, there is a station/ stop created for this public transportation & a shopping center is created to create a bustling center for its residents. I have a feeling this written message may go unread or filed away. If the comments and concerns of the residents are	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p>	OMM #2: Community Connectivity Enhancements and Workshop		Refined SR14, SR14A, E1, E1A, E2, E2A	<p>The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from noise, air pollution, and truck routes. To decrease the impacts of construction, it will complete a construction transportation plan to design routes that avoid times of day and to decrease the burdens on the community from haul trucks and delivery trucks. See TR-IAMF#2. The Authority has also worked to reduce the permanent noise impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p>

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		truly considered, my email along with my request will be seriously considered.					<p>The Authority is complying with the Clean Air Act, and it does not expect disproportionately high and adverse localized air quality impacts on EJ communities. To further reduce air quality impacts from spoils trucks, it is implementing OMM #4, which will require it to use a conveyor belt and to store spoils for moving at times so the haul-trucks can avoid traffic.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.</p>
76	December 16, 2022 DEIR/EIS Comment #8943	As a resident of Pacoima, I am writing to express my deep concern about the detrimental impacts that the SR14A route would bring to Pacoima, Sun Valley and other surrounding communities. I strongly urge the authority to choose an alternative route from Palmdale to Burbank that does not divide the working-class communities of color in Sun Valley and Pacoima.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison	OMM #2: Community Connectivity Enhancements and Workshop	Provides community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with the Build Alternatives.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is requesting an alignment other than the SR14A Build Alternative. The Authority will consider other alternatives.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur.</p>

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							<p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p> <p>The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from noise, air pollution, and truck routes. To decrease the impacts of construction, it will complete a construction transportation plan to design routes that avoid times of day and to decrease the burdens on the community from haul trucks and delivery trucks. See TR-IAMF#2. The Authority has also worked to reduce the permanent noise impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p>

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							<p>The Authority is complying with the Clean Air Act, and it does not expect disproportionately high and adverse localized air quality impacts on EJ communities. To further reduce air quality impacts from spoils trucks, it is implementing OMM #4, which will require it to use a conveyor belt and to store spoils for moving at times so the haul-trucks can avoid traffic.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.</p>
77	December 16, 2022 DEIR/EIS Comment #8944	This project will significantly increase noise pollution for surrounding communities, and there are no adequate buffer zones to protect local residents from dangerous decibel levels. In addition, this route does not include a planned stop anywhere in Pacoima or Sun Valley after it re-emerges, meaning that local community members will not have access to use the train. There is no clear benefit to the residents of Pacoima and Sun Valley if this route were to be established, only more inequities and disruption to the local community. These communities have long been marginalized and	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p>	<p>OMM #1: Construction Jobs and Opportunities, Training and Workforce Development</p> <p>OMM #2: Community Connectivity Enhancements and Workshop</p> <p>OMM #3: Montague Street Improvements</p> <p>OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination</p>	<p>The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified.</p> <p>OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomics through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training</p>	SR14A Build Alternative	<p>This comment is requesting an alignment other than the SR14A Build Alternative. The Authority will consider other alternatives.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. The route</p>

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		segregated due to transportation projects that do not take into account the health and quality of life of local residents, and this project is no different. SR14A as the preferred route is a clear environmental injustice, as there are no current plans to divide more affluent white communities, while this route is specifically extended over low-income communities of color.			<p>and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development.</p> <p>OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community.</p> <p>OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.</p>		<p>alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, infeasible, or failed to meet the project purpose, need, and objectives.</p> <p>The commenter is also requesting a stop in Pacoima or Sun Valley. The 2010 Preliminary Alternatives Analysis Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. Please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p> <p>Implementation of EJ-IAMF#1 shall require the project Contractor's EJ liaison to provide multilingual notices (e.g., online information, e- blasts, text messaging, voice messaging or mailers) that inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates. These notices shall be provided two weeks in advance of each planned instance of vehicle, pedestrian, bicycle, transit access, and utility service disruption. EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities (as identified in Table 5-24 and Section 5.5 of the Final EIR/EIS), possibly developed by local artists, in order to ameliorate community cohesion effects from the project alignment.</p> <p>Also, please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final</p>

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							<p>EIR/EIS, for concerns regarding displacement of homes and businesses. Additionally, refer to PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for concerns regarding noise impact.</p> <p>The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from noise, air pollution, and truck routes. To decrease the impacts of construction, it will complete a construction transportation plan to design routes that avoid times of day and to decrease the burdens on the community from haul trucks and delivery trucks. See TR-IAMF#2. The Authority has also worked to reduce the permanent noise impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p> <p>The Authority is complying with the Clean Air Act, and it does not expect disproportionately high and adverse localized air quality impacts on EJ communities. To further reduce air quality impacts from spoils trucks, it is implementing OMM #4, which will require it to use a conveyor belt and to store spoils for moving at times so the haul-trucks can avoid traffic.</p>

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							<p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.</p>
78	December 16, 2022 DEIR/EIS Comment #8975	I do not want this built through my community. It's going to be harmful to the community and environment, this is specifically targeting lower socioeconomic areas, this is going to make things worse. Y'all have 5 alternative routes, USE ONE OF THOSE, i.e. go through shadow hills.	Refer to Appendix 2-E, Impact Avoidance and Minimization Features, and Appendix 3.1-C, Standardized Mitigation Measures, in Volume II of the Palmdale to Burbank Project Section Final EIR/EIS, for a complete list of applicable IAMFs and project mitigation measures, all of which have been incorporated as appropriate into the individual Build Alternatives to avoid or reduce environmental impacts.	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment requests the No Project Alternative. The Authority will consider that alternative.</p> <p>Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical,</p>

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							economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
79	December 16, 2022 DEIR/EIS Comment #8981	[Omitted duplicate of Comment 74, Comment #8154]					
80	December 16, 2022 DEIR/EIS Comment #9020	I would not like this to proceed in my area. Please go to another city and make this mess up there. We do not need the added people, traffic, and construction.	Refer to Appendix 2-E, Impact Avoidance and Minimization Features, and Appendix 3.1-C, Standardized Mitigation Measures, in Volume II of the Palmdale to Burbank Project Section Final EIR/EIS, for a complete list of applicable IAMFs and project mitigation measures, all of which have been incorporated as appropriate into the individual Build Alternatives to avoid or reduce environmental impacts.	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is not requesting a specific measure. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p>
81	November 6, 2023 In-Person Community	The people who are displaced are probably not in these meetings. How are you going to locate them when a low income area is detrimentally affected. Few	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan	N/A		Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However a concern was expressed regarding residential displacement effects from the project, and outreach concerns to EJ communities.

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	Listening Session	resources are available for real assistance.	SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods				<p>As discussed under Impact SOCIO#4 (Permanent Displacement of Residences from Construction) in Section 3.12, Socioeconomics and Communities of the Final EIR/EIS, the project includes implementation of SOCIO-IAMF#2 (Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act) to provide relocation assistance for persons displaced through right-of-way acquisition, and SOCIO-IAMF#3 (Relocation Mitigation Plan) which will require the Authority to develop a relocation mitigation plan which will establish an appraisal, acquisition, and relocation process to minimize economic disruption related to relocation in consultation with affected property owners. Additionally, prior to construction, fulfillment of SO-MM#1 (Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods) will require special outreach efforts to affected residential neighborhood and community residents to better determine relocation needs and locate suitable replacement properties and facilities.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.</p> <p>In addition, implementation of EJ-IAMF#1 will require the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection</p>

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							and/or safety improvements. The EJ Ombudsman shall prepare a report (quarterly, at a minimum) of all concerns and complaints received from EJ Communities and measures taken by the Authority to address those concerns and complaints. Also refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for additional information on the right-of-way acquisition and relocation process.
82	November 6, 2023 In-Person Community Listening Session	At what point in the project development process phases will the final alignment be settled?	N/A	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a particular measure; however, it is requesting information on the decision-making process. Refer to Standard Responses PB-Response-GEN-1: Frequently Asked Questions for information on the next steps and PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for additional information on project costs and the alternatives development process for the project.
83	November 6, 2023 In-Person Community Listening Session	Can this project be presented back to the voters with the actual budget taken into account?	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is requesting a new referendum on the high-speed rail. That request is outside the scope of this project section up for consideration. Refer to Standard Responses PB-Response-GEN-2: Project Costs and Funding and PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for additional information on project costs and the alternative development process for the project. Refer to Standard Responses PB-Response-GEN-1: Frequently Asked Questions for information on the next steps also PB-Response-GEN-3: Public Outreach, in Volume 4 of the Final EIR/EIS, for additional information regarding the public involvement process for the project.
84	November 6, 2023 In-Person Community Listening Session	How does eminent domain and loss of use of property been handled when this causes lowering the water table and thus loss of water at a property effected by the loss of water source?	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act SOCIO-IAMF#3: Relocation Mitigation Plan HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF HWR-MM#1: Minimize Construction-period Water Quality Impacts Associated with Tunnel Construction PUE-MM#1: Water Supply Analysis for Construction	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAEs through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	The Authority recognizes that the project alternatives will cause disproportionately high and adverse impacts by causing business displacements in EJ communities. It developed OMM #1 to reduce the burden on those communities. The Authority would not force businesses to leave without help. It will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act per SOCIO-IAMF#2, and that would ensure fair payments to relocated residents and businesses. Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for additional information on the right-of-way acquisition and relocation process.

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			SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods				<p>Refer to Impact SOCIO#6 in Section 3.12, Socioeconomics and Communities, for additional information on impacts to businesses from the project.</p> <p>Under EJ-IAMF#2, in particular, the Authority will provide assistance to those businesses to maintain visibility during construction, such as providing signage and targeted advertising and marketing campaigns, incentives for construction worker patronage (as applicable), and/or Authority- sponsored community events. Business spotlighting will supplement efforts described in TR- MM#12 and includes street vendors permitted by the City of Los Angeles.</p> <p>Refer to Standard Responses PB-Response-PUE-3: Water Demand and Usage, PB-Response-HYD-2: Hydrogeological Impacts in the Angeles National Forest/ Tunneling Impacts in the Angeles National Forest, and PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, and PB-Response-SOCIO-2: Property Values, in Volume 4 of the Final EIR/EIS, for additional information regarding dewatering effects on groundwater resources and water supply effects, and mitigation measures set forth to minimize dewatering effects and demand for water supplies, as well as information regarding the Authority’s property owner claims process.</p>
85	November 18, 2023 Pacoima Beautiful (Spanish), Virtual	Will there be employment opportunities?	EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison EJ-IAMF#2: Business Spotlighting	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAEs through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.
86	December 8, 2023 Pacoima Beautiful Presentation	Concern for street vendors and making sure they know about the impacts.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Transition to Operation SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	Partially offsets socioeconomic effect of business displacement DHAE through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Relocation/displacement assistance provided under EJ-IAMF#5. The Authority would also comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act per SOCIO-IAMF#2.</p> <p>EJ-IAMF#1 requires the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements.</p> <p>Under EJ-IAMF#2, in particular, the Authority will provide assistance to those businesses to maintain visibility during construction, such as providing signage and targeted advertising and marketing campaigns, incentives for construction worker patronage (as applicable), and/or</p>

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							Authority- sponsored community events. Business spotlighting will supplement efforts described in TR- MM#12 and includes street vendors permitted by the City of Los Angeles.
87	December 8, 2023 Pacoima Beautiful Presentation	Community notice/ canvass for residents who cannot attend these meetings. Need more time for open discussion within the community.	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>EJ-IAMF#4: EJ Business Relocation/Displacement Assistance</p> <p>EJ-IAMF#5: EJ Community Post-Construction Communication</p> <p>EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)</p>	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is requesting more notice. The Authority remains committed to providing more opportunities for EJ community members to participate in the decision-making process as it moves forward.</p> <p>The Authority has adopted EJ-IAMF#1 and EJ-IAMF#6 to ensure that EJ communities have access to the information they seek. The EJ Ombudsman and Contractor’s EJ Liaison, in particular, will provide points of contact for information requests like this.</p> <p>EJ-IAMF#1 requires the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements.</p> <p>OMM #2, in particular, will require the Contractor’s EJ liaison to work with the Authority EJ ombudsman to hold a community roundtable to seek input on locally desired pedestrian connectivity enhancements prior to the development 60% Design Plans. Feasible enhancements shall be considered by the Authority (e.g., sidewalk continuity improvements, tree planting, bulb-outs/corner extensions, painted crosswalks, reflective/highly visible stop signs, lighting, decorative crosswalks, or pedestrian crosswalk motion sensors) for implementation and incorporated into project plans.</p> <p>EJ-IAMF#3 will require the Contractor’s EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities, and those may come from art developed by local artists.</p> <p>Refer to Standard Responses PB-Response-GEN-1: Frequently Asked Questions for information on the next steps also PB-Response-GEN-3: Public Outreach, in Volume 4 of the Final EIR/EIS, for additional information regarding the public involvement process for the project.</p>
88	December 8, 2023 Pacoima	Construction and notification fatigue due to Metro project in the area. Residents have been	EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure.

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	Beautiful Presentation	confusing Metro with CHSR project, clearer communication should be able to differentiate and potential collaboration with Metro.	EJ-IAMF#5: EJ Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)				The Authority has adopted EJ-IAMF#1 and EJ-IAMF#6 to ensure that EJ communities have access to the information they seek. The EJ Ombudsman and Contractor’s EJ Liaison, in particular, will provide points of contact for information requests like this. Refer to Standard Responses PB-Response-GEN-1: Frequently Asked Questions for information on the next steps
89	December 8, 2023 Pacoima Beautiful Presentation	Health concerns and environmental impacts towards residents	EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) Refer to Appendix 2-E, Impact Avoidance and Minimization Features, and Appendix 3.1-C, Standardized Mitigation Measures, in Volume II of the Palmdale to Burbank Project Section Final EIR/EIS, for a complete list of applicable IAMFs and project mitigation measures, all of which have been incorporated as appropriate into the individual Build Alternatives to avoid or reduce environmental impacts. EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment	EJ OMM#1: Construction Jobs and Opportunities, Training and Workforce Development EJ OMM#2: Community Connectivity Enhancements and Workshop EJ OMM#3: Montague Street Improvements EJ OMM#4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified. OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development. OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community. OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions. The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail. The Authority has adopted EJ-IAMF#1 and EJ-IAMF#6 to ensure that EJ communities have access to the information they seek. The EJ Ombudsman and Contractor’s EJ Liaison, in particular, will provide points of contact for information requests like this. The Authority has engaged experts and has completed voluminous studies that analyzed the project’s impacts from hazardous materials in at-grade areas, air pollution, noise, and truck routes. For the preferred alternative, SR14A, adverse effects would happen only during the construction, except for noise. The Authority does not anticipate impacts from hazardous materials. It will control “fugitive” dust, in particular. Please see Standard Response PB-Response-AQ-1: Construction-Period Emissions. Construction would cause

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					to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one. OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		some regional pollutants to exceed Clean Air Act levels, but the Authority will offset those emissions. It will use zero-emission vehicles to reduce localized air pollution. Please see Standard Response PB-Response-AQ-2: Health Risks and Impacts. The SR14A alternative would not cause disproportionately high and adverse noise impacts from spoils hauling. The Authority has worked to reduce the permanent noise impacts on the local communities. For the preferred alternative, SR14A, operations will only impact six sensitive receptors in EJ communities and five in non-EJ communities.
90	December 8, 2023 Pacoima Beautiful Presentation	Communicate with Alliance MIT Middle School. This school may be impacted by construction closures.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in a DHAE on minority populations or low-income related to construction transportation safety. Coordination and the solicitation of feedback with LAUSD would minimize adverse traffic effects from project construction and spoils hauling on LAUSD schools located in the EJ communities of both Pacoima and Sun Valley.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.
91	December 8, 2023 Pacoima Beautiful Presentation	Request to hold regular briefings with Pacoima Beautiful specifically to go over impacts and mitigation plans.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	The Authority has held meetings with Pacoima Beautiful through development and release of the draft EIR/EIS, and would continue to hold briefings as needed. The Authority is providing EJ communities several additional opportunities during and after the construction project. Under EJ-IAMF#1, the EJ Ombudsman and Contractor's EJ Liaison will provide points of contact. Under EJ-IAMF#3, the Authority will involve EJ communities in developing aesthetic treatments and community cohesion enhancements. Under EJ-IAMF#5, the Authority will develop a process for post-construction communications.

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							<p>EJ-IAMF#1 requires the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements.</p> <p>OMM #2, in particular, will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold a community roundtable to seek input on locally desired pedestrian connectivity enhancements prior to the development 60% Design Plans. Feasible enhancements shall be considered by the Authority (e.g., sidewalk continuity improvements, tree planting, bulb-outs/corner extensions, painted crosswalks, reflective/highly visible stop signs, lighting, decorative crosswalks, or pedestrian crosswalk motion sensors) for implementation and incorporated into project plans.</p> <p>EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities, and those may come from art developed by local artists.</p>
92	December 8, 2023 Pacoima Beautiful Presentation	Include the exact impacts these projects will have - ex. Type of noise impacts, how much dust.	<p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>AQ-IAMF#2: Selection of Coatings</p> <p>AQ-IAMF#3: Renewable Diesel</p> <p>AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment</p> <p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants</p> <p>AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants</p> <p>AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs</p> <p>AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs</p> <p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p> <p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#5: Community Post-Construction Communication</p>	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is not requesting a specific measure. However, it expresses concerns over the project impacts.</p> <p>The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from noise, air pollution, and truck routes. It will complete a construction transportation plan to design routes that avoid times of day and to decrease the burdens on the community from haul trucks and delivery trucks. See TR-IAMF#2. The Authority has worked to reduce the permanent noise impacts on the local communities. For the preferred alternative, SR14A, operations will only impact six sensitive receptors in EJ communities and five in non-EJ communities. The Authority is complying with the Clean Air Act, and it does not expect disproportionately high and adverse localized air quality impacts on EJ communities. To further reduce air quality impacts from spoils trucks, it is implementing OMM #4, which will require it to use a conveyor belt and to store spoils for moving at times so the haul-trucks can avoid traffic.</p> <p>Refer to Standard Responses, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air</p>

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			EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures				Quality/Truck Impacts, and PB-Response-AQ-4: Greenhouse Gas Emissions for additional information related to air quality impacts and proposed mitigation. Refer to Standard Responses, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-2: Noise Mitigation and Selection of Proposed Sound Barriers, N&V-4: Tunneling Impacts under Homes and Businesses, PB-Response-N&V-5: Impacts of Spoils Hauling (Noise), and PB-Response-N&V-6: Construction Noise/Truck Impacts in Volume 4 of the Final EIR/EIS, for additional information related to operational and construction noise impacts and proposed mitigation.

Sun Valley							
93	April 20, 2015 Community Working Group Round 2 Meeting	Light attendance from Sun Valley CWG members.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)	OMM #2: Community Connectivity Enhancements and Workshop	OMM #2 will provide community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with the project.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure, but it may be requesting information on further opportunities for public comment. Refer to Standard Responses PB-Response-GEN-1: Frequently Asked Questions for information on the next steps. EJ-IAMF#1 requires the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements. OMM #2, in particular, will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold a community roundtable to seek input on locally desired pedestrian connectivity enhancements prior to the development 60% Design Plans. Feasible enhancements shall be considered by the Authority (e.g., sidewalk continuity improvements, tree planting, bulb-outs/corner extensions, painted crosswalks, reflective/highly visible stop signs, lighting, decorative crosswalks, or pedestrian crosswalk motion sensors) for implementation and incorporated into project plans. EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities, and those may come from art developed by local artists.

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							Therefore, the opportunity to comment on the Draft EIR/EIS will not be Sun Valley CWG's only opportunity. Finally, please refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, in Volume 4 of the Final EIR/EIS, for additional information regarding the public comment review period for reviewing the Draft EIR/EIS.
94	April 20, 2015 Community Working Group Round 2 Meeting	Concerns regarding process, decision points and commenting process.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)	OMM #2: Community Connectivity Enhancements and Workshop	OMM #2 will provide community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with the project.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure, but it may be requesting additional opportunities to provide comments. The Authority is providing EJ communities several additional opportunities during and after the construction project. Under EJ-IAMF#1, the EJ Ombudsman and Contractor's EJ Liaison will provide points of contact. Under EJ-IAMF#3, the Authority will involve EJ communities in developing aesthetic treatments and community cohesion enhancements. Under EJ-IAMF#5, the Authority will develop a process for post-construction communications. EJ-IAMF#1 requires the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements. OMM #2, in particular, will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold a community roundtable to seek input on locally desired pedestrian connectivity enhancements prior to the development 60% Design Plans. Feasible enhancements shall be considered by the Authority (e.g., sidewalk continuity improvements, tree planting, bulb-outs/corner extensions, painted crosswalks, reflective/highly visible stop signs, lighting, decorative crosswalks, or pedestrian crosswalk motion sensors) for implementation and incorporated into project plans. EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities, and those may come from art developed by local artists. Therefore, the opportunity to comment on the Draft EIR/EIS will not be Sun Valley CWG's only opportunity.

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							Refer to Standard Responses PB-Response-GEN-1: Frequently Asked Questions for information on the next steps and PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for additional information on project costs and the alternatives development process for the project.
95	April 20, 2015 Community Working Group Round 2 Meeting	Overall concerns regarding noise, construction methods, geological considerations (tunneling), above-ground impacts.	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p> <p>EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2:Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p> <p>N&V-IAMF#1: Noise and Vibration</p> <p>N&V-MM#1: Construction Noise Mitigation Measures</p> <p>N&V-MM#2: Construction Vibration Mitigation Measures</p> <p>N&V-MM#6: Additional Noise Analysis Following Final Design</p> <p>N&V-MM#7: Implement Operation Vibration Mitigation Measures</p> <p>TR-IAMF#2: Construction Transportation Plan</p> <p>TR-IAMF#6: Restriction on Construction Hours</p> <p>TR-IAMF#7: Construction Truck Routes</p> <p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>AQ-IAMF#3: Renewable Diesel</p> <p>AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment</p> <p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p>	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>The commenter is not requesting a particular method. Nevertheless, the comment requests information on the project’s impacts.</p> <p>The Authority has adopted EJ-IAMF#1 and EJ-IAMF#6 to ensure that EJ communities have access to the information they seek. The EJ Ombudsman and Contractor’s EJ Liaison, in particular, will provide points of contact for information requests like this.</p> <p>The Authority has engaged experts and has completed voluminous studies that analyzed the project’s impacts from hazardous materials in at-grade areas, air pollution, noise, and truck routes. The Authority does not anticipate impacts from hazardous materials. It will control “fugitive” dust, in particular. Please see Standard Response PB-Response-AQ-1: Construction-Period Emissions. Construction would cause some regional pollutants to exceed Clean Air Act levels, but the Authority will offset those emissions. It will use zero-emission vehicles to reduce localized air pollution. Please see Standard Response PB-Response-AQ-2: Health Risks and Impacts. The SR14A alternative would not cause disproportionately high and adverse noise impacts from spoils hauling.</p> <p>The Authority has worked to reduce the permanent noise impacts on the local communities. For the preferred alternative, SR14A, operations will only impact six sensitive receptors in EJ communities and five in non-EJ communities.</p>
96	April 20, 2015 Community Working Group Round 2 Meeting	What about the size of staging areas to include lighting, and truck traffic? How much dirt per hour per day or per shift will be removed? What about contaminated dirt (Valley Fever)?	<p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p> <p>EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)</p> <p>SS-IAMF#2: Safety and Security Management Plan</p> <p>TR-IAMF#2: Construction Transportation Plan</p> <p>TR-IAMF#6: Restriction on Construction Hours</p> <p>TR-IAMF#7: Construction Truck Routes</p>	EJ OMM#4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is not requesting a specific measure. Nonetheless, the Authority has adopted offsetting mitigation measure #4 to reduce the impacts of spoils hauling on EJ communities.</p> <p>The Authority has adopted EJ-IAMF#1 and EJ-IAMF#6 to ensure that EJ communities have access to the information they seek. The EJ Ombudsman and Contractor’s EJ Liaison, in</p>

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					in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		particular, will provide points of contact for information requests like this. specific project details were requested regarding staging areas, spoils hauling, and contaminated soils. Refer to Chapter 2, Alternatives, of the Final EIR/EIS for construction details. Refer to Standard Response PB-Response Haz-1: Materials Hauling and Transport of Hazardous Materials and Standard Response PB-Response Haz-3: Impacts of Spoils Hauling, in Volume 4 of the Final EIR/EIS, for additional information regarding handling of contaminated soils. For Valley Fever, construction activities such as earthmoving and operation of diesel-fueled construction equipment could result in a substantial amount of fugitive dust emissions and temporary disruption of soil or exposure to airborne transmission of the fungus that causes Valley fever. Temporary construction impacts related to air quality, hazardous materials, and Valley fever risk are discussed in more detail in Sections 3.3, 3.10, and 3.11 of the Draft EIR/EIS, respectively.
97	April 20, 2015 Community Working Group Round 2 Meeting	What about fault lines? I bet the geological maps are all outdated. Will we be getting elevation or side view maps on these faults?	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program GEO-IAMF#1: Geologic Hazards GEO-IAMF#3: Gas Monitoring	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is requesting specific project details were requested regarding fault lines. The Authority has adopted EJ-IAMF#1 and EJ-IAMF#6 to ensure that EJ communities have access to the information they seek. The EJ Ombudsman and Contractor's EJ Liaison, in particular, will provide points of contact for information requests like this. The project design incorporates IAMFs such as the preparation of a Construction Management Plan that requires a topographic survey and an assessment of geotechnical conditions prior to construction (GEO-IAMF#1 (Geologic Hazards)). Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, in Volume 4 of the Final EIR/EIS, for additional information regarding fault lines and geological impacts, and mitigation measures and IAMFs that will be incorporated to minimize these impacts.
98	April 20, 2015 Community Working Group Round 2 Meeting	We have quite a few questions on staging areas and dirt removal, etc.	AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment	EJ OMM#4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. Nonetheless, the Authority has adopted offsetting mitigation measure #4 to reduce the impacts of spoils hauling on EJ communities.

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			<p>AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants</p> <p>AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants</p> <p>AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs</p> <p>AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs</p> <p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p> <p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p> <p>EJ-IAMF#5: Community Post-Construction Communication</p> <p>EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2:Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p> <p>TRA-MM#1: Add Lanes to the Segment</p> <p>TRA-MM#2: Modify Signal Timing</p> <p>TRA-MM#3: Modify Signal Phasing</p> <p>TRA-MM#4: Provide a Traffic Signal</p> <p>TRA-MM#5: Restripe Intersection</p> <p>TRA-MM#6: Widen Intersection</p> <p>TRA-MM#8: Reconfigure Intersection</p>		effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		For additional construction process details regarding staging areas and spoils hauling. Refer to Chapter 2, Alternatives, of the Final EIR/EIS for construction details.
99	April 20, 2015 Community Working Group Round 2 Meeting	Hollywood Way is very congested now. We will try to convince you not to build a Burbank Station.	N/A	N/A		Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is requesting the Authority to forego the Burbank Station. The Authority, however, has already approved that station as part of the Burbank-Los Angeles Section of the high-speed rail. The Authority is not reconsidering that decision as part of this project.
100	May 19, 2015 Open House	Concerned about the placement of the routes and environmental justice issues, pollution, environmental destruction and impacts to the community.	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)</p> <p>Refer to Appendix 2-E, Impact Avoidance and Minimization Features, and Appendix 3.1-C, Standardized Mitigation Measures, in Volume II of the</p>	<p>EJ OMM#1: Construction Jobs and Opportunities, Training and Workforce Development</p> <p>EJ OMM#2: Community Connectivity Enhancements and Workshop</p> <p>EJ OMM#3: Montague Street Improvements</p>	<p>The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified.</p> <p>OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to</p>	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measure accepted.</p> <p>The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected</p>

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			<p>Palmdale to Burbank Project Section Final EIR/EIS, for a complete list of applicable IAMFs and project mitigation measures, all of which have been incorporated as appropriate into the individual Build Alternatives to avoid or reduce environmental impacts.</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p> <p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>AQ-IAMF#3: Renewable Diesel</p> <p>AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment</p> <p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants</p> <p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p>	EJ OMM#4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	<p>socioeconomics through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development.</p> <p>OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community.</p> <p>OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation,</p>		<p>minority and Low-Income populations to inform key agency-wide environmental decisions.</p> <p>The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.</p>

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					for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		
101	May 19, 2015 Open House	SR 14 is not a viable route as it does not provide the most direct and fastest connection between both stations. The E3 Corridor is the most appealing option for high-speed rail users as it appears to provide a direct route with the shortest journey time.	N/A	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>The commenter is requesting the Authority to adopt the E3 corridor as the selected alternative. The Authority has rejected that alternative during the screening process.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative alignment would avoid the Lake View Terrace Community, and balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project..</p>
102	May 19, 2015 Open House	Construction of the project cannot be rushed; safety needs to be prioritized.	SS-IAMF#1: Construction Safety Transportation Management Plan SS-IAMF#2: Safety and Security Management Plan SS-IAMF#3: Hazard Analyses SS-IAMF#4: Oil and Gas Wells SS-IAMF#5: Aviation Safety HMW-IAMF#5: Demolition Plans HMW-IAMF#6: Spill Prevention HMW-IAMF#7: Storage and Transport of Materials	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However, a concern was expressed regarding possible project impacts related safety. As determined in Section 3.11, Safety and Security, after the implementation of IAMFs and mitigation measures, the project would not result in adverse safety effects. Refer to Standard Responses PB-Response-S&S-1: Wildfire, PB-Response-S&S-2: Accidents and Explosions, PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans, PB-Response-SOCIO-3: Health and Safety of Children, PB-Response-HAZ-2: Potential to Encounter PEC Sites with Known and/or Suspected Contamination during Construction, and PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, for additional information on the potential for safety effects to occur from the project.

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103	May 19, 2015 Open House	Need for information on operational and maintenance costs associated with the project.	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However, it is requesting further project information. Refer to Standard Responses PB-Response-GEN-2: Project Costs and Funding and PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for additional information on project costs and the alternative development process for the project.
104	September 22, 2016 Community Open House Meeting	I own a service station. Who is responsible for fuel leaks when there is vibration underground due to earth movement?	SS-IAMF#2: Safety and Security Management Plan SS-IAMF#3: Hazard Analysis	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However, a concern was expressed regarding possible project impacts. Potential environmental concern (PEC) sites located within the vicinity of the Build Alternatives are identified and discussed in Section 3.10 of the Draft EIR/EIS. These PEC sites potentially contain contaminated hazardous materials and may also contain aboveground and below-ground bulk storage tanks or other bulk hazardous material storage on-site. Implementation of SS-IAMF#2 (Safety and Security Management Plan) and SS-IAMF#3 (Hazard Analysis) will address hazards from high-risk facilities Refer to Standard Responses PB-Response-HAZ-2: Potential to Encounter PEC Sites with Known and/or Suspected Contamination during Construction.
105	September 22, 2016 Community Open House Meeting	We have noise and vibration and quake line concerns as we live near a fault line.	N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures N&V-MM#6: Additional Noise Analysis Following Final Design N&V-MM#7: Implement Operation Vibration Mitigation Measures		N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	The Authority has worked to reduce the permanent noise impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify additional measures to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. In addition, after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.

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							For geologic risks from faulting, please see standard response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events. Please rest assured that the train and tunneling are too small and will not delve deep enough to increase any seismic risks to the community.
106	September 22, 2016 Community Open House Meeting	What guarantees do we have regarding “dewatering” of our private wells?	HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF HWR-MM#1: Minimize Construction-period Water Quality Impacts Associated with Tunnel Construction PUE-MM#1: Water Supply Analysis for Construction	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding possible project impacts. Refer to Standard Responses PB-Response-PUE-3: Water Demand and Usage, PB-Response-HYD-2: Hydrogeological Impacts in the Angeles National Forest/ Tunneling Impacts in the Angeles National Forest, and PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, in Volume 4 of the Final EIR/EIS, for additional information regarding dewatering effects on groundwater resources and water supply effects, and mitigation measures set forth to minimize dewatering effects and demand for water supplies.
107	September 22, 2016 Community Open House Meeting	What impact will this project have on criminal activity in this area? Terrorism, vandalism, and other major crimes?	SS-IAMF#2: Safety and Security Management Plan SS-IAMF#3: Hazard Analyses	The comment does not call for an OMM.		Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However, a concern was expressed regarding possible project impacts pertaining to criminal activity. As described under Impact S&S#5 (Temporary Exposure to Criminal Activity at Construction Sites) and Impact S&S#14 (Permanent Criminal and Terrorist Activity), in Section 3.11, Safety and Security, of the Final EIR/EIS, the project will implement SS-IAMF#2 and SS-IAMF#3 to minimize the risk of criminal activity on construction sites by storing equipment and materials in secured areas and using security personnel and security lighting to monitor equipment after work hours as part of the California HSR System. During operations, criminal or terrorist acts that could result in increased exposure to safety risks would be minimized as part of the California HSR System through deterrence and detection systems, threat and vulnerability assessments, the implementation of both SSPs and a SEPP (SS-IAMF#2 and SS-IAMF#3), and implementation of design standards and guidelines to allow emergency response access and evacuation in the event of a criminal or terrorist act.
108	September 22, 2016 Community Open House Meeting	Will there be residual noise and vibration after construction is completed and fully functional?	N&V-MM#3: Implement California High-Speed Rail Project Noise Mitigation Guidelines	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	The commenter does not request a particular measure. No operational noise and vibration DHAEs would occur from the project. Refer to Standard Responses PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, in Volume 4 of the

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							Final EIR/EIS, for additional information regarding noise and vibration effects from the project.
109	September 22, 2016 Community Open House Meeting	Other areas have experienced positive employment and civic services. What, if any, such benefits (permanent) does the HSRA anticipate?	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAEs through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measure accepted.</p> <p>Commenter requested a measure to provide positive employment and civic services. OMM #1 would facilitate project-related jobs, internships, and opportunities. The Authority's Regional Workforce Development Board and EJ ombudsman shall develop a Construction Pre-Apprentice Training Program to provide pre-apprenticeship classes and hands-on construction training to EJ communities with disproportionately high and adverse effects (as identified in Table 5-28 of the Final EIR/EIS). The program shall also include special recruitment and project construction job set-aside programs to offset any impacts to jobs associated with business displacements within those EJ communities. The program(s) shall be developed with feedback, input and suggestions made by the EJ communities during community roundtables held by the EJ ombudsman. The Authority shall involve Pacoima Beautiful as part of this program to consider support of its Workforce Development and Economic Opportunities Plan, administered through Los Angeles City College (LACC), in cooperation with the Building Trades Council, Plumbers, Cement Masons, Iron Workers, Teamsters, Sheet Metals Workers, Pipefitters, Electricians and Operating Engineers Building Trades Unions. Further, the Authority shall periodically distribute an updated Jobs Fact Sheet and provide press releases that report achieved construction job creation milestones resulting from dispatching workers to build the high-speed rail system. This Jobs Fact Sheet would include the most recent information regarding the National Targeted Hiring Initiative and the total number of disadvantaged workers.</p> <p>The commenter does not request any particular measure. However, it requests information on economic changes to the neighborhood.</p> <p>On civic services, the construction impacts analysis estimates near-term employment that would result from California HSR System construction, both direct (i.e., jobs associated with actually building the Palmdale to Burbank Project Section) and indirect and induced (job growth due to construction activity and expenditures by workers and their families, respectively). During the peak year of construction in 2023, the six Build Alternatives would support an estimated 7,800 to 8,000 direct construction jobs, which represents approximately 5.4 to 5.6 percent of the approximately 144,000 construction industry</p>

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							<p>employment forecasted in 2023 for Los Angeles County based on data from the California Employment Development Department</p> <p>The development of a station in Burbank would have indirect impacts on land use because new stations would provide opportunities to meet transit oriented development (TOD) planning and infill development goals in the city. Indirect impacts from the implementation of the Refined SR14 and SR14A Build Alternatives would be similar to those resulting from implementation of the E1, E1A, E2, and E2A Build Alternatives. California HSR System service may have the indirect effect of stimulating TOD in the vicinity of proposed station areas as allowed by local government land use plans, policies, and regulations. Combined with strong real estate market conditions, improved transit service (such as HSR) could attract public and private investment, which would accelerate the rate of development anticipated in adopted station area plans.</p> <p>Given that induced growth from all six Build Alternatives would represent approximately 0.1 percent of the projected 2040 population growth in Los Angeles County, operations of all six Build Alternatives would not induce substantial unplanned population growth beyond what is already projected for Los Angeles County.</p> <p>For more information, please see Section 3.13 Station Planning, Land Use, and Development.</p>
110	March 27, 2019 Meeting at Francis Polytechnic High School	Will there be project-related jobs, internships, and opportunities.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAEs through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measure accepted.</p> <p>Commenter asked question related to jobs. OMM #1 would facilitate project-related jobs, internships, and opportunities. The Authority's Regional Workforce Development Board and EJ ombudsman shall develop a Construction Pre-Apprentice Training Program to provide pre-apprenticeship classes and hands-on construction training to EJ communities with disproportionately high and adverse effects (as identified in Table 5-28 of the Final EIR/EIS). The program shall also include special recruitment and project construction job set-aside programs to offset any impacts to jobs associated with business displacements within those EJ communities. The program(s) shall be developed with feedback, input and suggestions made by the EJ communities during community roundtables held by the EJ ombudsman. The Authority shall involve Pacoima Beautiful as part of this program to consider support of its Workforce Development and Economic</p>

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							Opportunities Plan, administered through Los Angeles City College (LACC), in cooperation with the Building Trades Council, Plumbers, Cement Masons, Iron Workers, Teamsters, Sheet Metals Workers, Pipefitters, Electricians and Operating Engineers Building Trades Unions. Further, the Authority shall periodically distribute an updated Jobs Fact Sheet and provide press releases that report achieved construction job creation milestones resulting from dispatching workers to build the high-speed rail system. This Jobs Fact Sheet would include the most recent information regarding the National Targeted Hiring Initiative and the total number of disadvantaged workers.
111	March 27, 2019 Meeting at Francis Polytechnic High School	Want to understand what the train components are and how they will be constructed.	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	The commenter does not request a particular measure. Please refer to Chapter 2, Alternatives, of the Final EIR/EIS, for additional information regarding project components and construction.
112	March 27, 2019 Meeting at Francis Polytechnic High School	Factors such as economic changes and gentrification induced by the project.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	OMM #1 will partially offset socioeconomic effects regarding business displacement DHAEs through training and employment opportunities, thereby helping to mitigate economic effects on EJ communities.	Refined SR14, SR14A, E1, E1A, E2, E2A	The commenter does not request any particular measure. However, it requests information on economic changes to the neighborhood. The construction impacts analysis estimates near-term employment that would result from California HSR System construction, both direct (i.e., jobs associated with actually building the Palmdale to Burbank Project Section) and indirect and induced (job growth due to construction activity and expenditures by workers and their families, respectively). During the peak year of construction in 2023, the six Build Alternatives would support an estimated 7,800 to 8,000 direct construction jobs, which represents approximately 5.4 to 5.6 percent of the approximately 144,000 construction industry employment forecasted in 2023 for Los Angeles County based on data from the California Employment Development Department The development of a station in Burbank would have indirect impacts on land use because new stations would provide opportunities to meet transit oriented development (TOD) planning and infill development goals in the city. Indirect impacts from the implementation of the Refined SR14 and SR14A Build Alternatives would be similar to those resulting from implementation of the E1, E1A, E2, and E2A Build Alternatives. California HSR System service may have the indirect effect of stimulating TOD in the vicinity of proposed station areas as allowed by local government land use plans, policies, and regulations.

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							<p>Combined with strong real estate market conditions, improved transit service (such as HSR) could attract public and private investment, which would accelerate the rate of development anticipated in adopted station area plans.</p> <p>Given that induced growth from all six Build Alternatives would represent approximately 0.1 percent of the projected 2040 population growth in Los Angeles County, operations of all six Build Alternatives would not induce substantial unplanned population growth beyond what is already projected for Los Angeles County.</p> <p>For more information, please see Section 3.13 Station Planning, Land Use, and Development.</p>
113	October 13, 2022 DEIR/EIS Comment #7557	Hello. My name is Sevaan. I'm a homeowner. I received this notice. I want to know what the impact is to my house. The website has a lot of information and I couldn't figure out what's going on, what the impact is to my house. That's what I care about. My phone number is [omitted]. My home address [omitted].	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This commenter is requesting more information. The Authority provided that to requestors. Additionally, the Authority conducted additional outreach to Sun Valley after the close of the comment period to collect input.</p> <p>Refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations and PB-Response-SOCIO-2: Property Values, in Volume 4 of the Final EIR/EIS, for additional information on property acquisition and property value effects from the project.</p>
114	October 18, 2022 DEIR/EIS Comment #7625	We need more than 60 days to review the new DEIR. It's thousands of pages long and this short review period will make it impossible to read and understand the material. You've had years to put this together. We, the public, need more time.	N/A	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment requested an extension of the Draft EIR/EIS comment period. The Authority extended the comment period beyond the original, proposed duration of 60 days. Additionally, the Authority conducted additional outreach to Sun Valley after the close of the comment period to collect input.</p> <p>Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, in Volume 4 of the Final EIR/EIS, for additional information regarding the public comment review period for reviewing the Draft EIR/EIS.</p>
115	October 18, 2022 DEIR/EIS Comment #7646	Miss, it says here that I can get more information at this phone number about a letter I received which I do not understand.	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is requesting more information. The Authority has conducted an extensive public and agency involvement program as part of the environmental review process. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, in Volume 4 of the Final EIR/EIS, for additional information regarding the public comment review period for reviewing the Draft EIR/EIS.</p>
116	October 18, 2022 DEIR/EIS	My name is Matthew Richmond and I am a project manager for the sister companies Angelus	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting	In response to requests like this, the Authority has developed IAMFs to	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is not requesting a specific measure, but the Authority has reviewed the Angelus Block Co., Inc.'s situation and responded in detail in response to comment #7660. The</p>

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	Comment #7660	Block Co., Inc. located at 11374 Tuxford St. and E-Z Mix Inc. located at 11450 Tuxford St. in Sun Valley. After reading the Palmdale to Burbank Draft EIR, we have multiple concerns and questions regarding potential temporary and permanent road closures that would severely impact our ability to do business at our current locations. I have been trying to get ahold of the right people in the property management division for around a month to discuss our questions and concerns but have received no communication from them. I would like to schedule a call at their earliest convenience to discuss.	EJ-IAMF#4: EJ Business Relocation/Displacement Assistance TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan	mitigate this effect. Because the IAMF would mitigate this effect, the comment does not call for an OMM.			project will not impede access to Tuxford Street, but the Authority could not identify a feasible method for ensuring continuing access to San Fernando Road. Specific road crossings for the Palmdale to Burbank Project Section, including the proposed modifications for these roads, are available in Appendix 3.11-B, Existing and Proposed Railroad Crossing Definitions, of this Final EIR/EIS. The project will include a Construction Transportation Plan (CTP) (TR-IAMF#2), which will establish procedures to maintain 24-hour access to residences and business during construction, including detour provisions for temporary road closures, provisions for safe pedestrian and bicycle passage or convenient detours, limiting road closures to hours that are least disruptive to access for adjacent properties, and provisions for 24-hour access by emergency vehicles
117	October 18, 2022 DEIR/EIS Comment #7672	I would like to request that the commenting period for the Draft EIR of the Palmdale to Burbank Project Section be extended from 60 days to 6 months (close date March 2023.) The DEIR is nearly 7,000 pages, and the proper time it will take to absorb, analyze and comment upon all the details in 60 days is just not feasible. The DEIR was supposed to be issued in March of 2022 (I cite the most recent release date), but you extended it by 7 months. Allowing us proper time to look at these documents that will so affect our lives and our community is critical.	N/A	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requested an extension of the Draft EIR/EIS comment period. The Authority extended the comment period beyond the original, proposed duration of 60 days. Additionally, the Authority conducted additional outreach to Sun Valley after the close of the comment period to collect input. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, for additional information regarding the public comment review period for reviewing the Draft EIR/EIS.
118	October 18, 2022 DEIR/EIS Comment #7673	It also must be noted that our elected representatives and their staffs are an important part of this review process. We have many competing and high priority issues in Los Angeles, and to expect them to drop everything that they are working on to turn their attention to this enormous	N/A	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requested an extension of the Draft EIR/EIS comment period. The Authority extended the comment period beyond the original, proposed duration of 60 days. Additionally, the Authority conducted additional outreach to Sun Valley after the close of the comment period to collect input. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, for additional information

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		document review is just not credible. We also have some of our state representatives that come up for election in November in the communities that are directly affected by this project section. I don't think it right that they do not get to participate in the commenting which cuts off right before they are elected.					regarding the public comment review period for reviewing the Draft EIR/EIS.
119	October 18, 2022 DEIR/EIS Comment #7685	Scrap the whole plan! We don't want or need to spend 24 BILLION on a glorified train that is not going to be used as intended. It's just going to turn into another homeless overrun area making it undesirable for day to day use by citizens.	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests the No Project Alternative. The Authority will consider that alternative. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.
120	October 19, 2022 DEIR/EIS Comment #7686	Hi, my name is Alfonso Estrada and I live on 79...Avenue in Sun Valley California, zip code 91352. I did receive a letter about the high speed rail authority. Can you explain to me what's going on? Oh, you know what I need to, I like to know what's happening. Okay, my phone number is [omitted].	N/A	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. Refer to Standard Responses PB-Response-GEN-1: Frequently Asked Questions for information on the next steps
121	November 2, 2022 DEIR/EIS Comment #7707	I am writing this in regards to my concern in this project. I know this project is going to benefit the city but it's also going to impact us people that live close to where the high speed rail is going to pass. We already deal with the noise of the train that passes during the day and nighttime, besides only the noise we are impacted by the pollution of the train as well and we have never got a change or even asked what can be fixed to our homes for us not to be impacted by these noises. Besides the noises of the train we are also impacted by the	N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures N&V-MM#6: Additional Noise Analysis Following Final Design N&V-MM#7: Implement Operation Vibration Mitigation Measures EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#5: EJ Community Post-Construction Communication EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This commenter is requesting additional mitigation for noise impacts. The Authority granted this request by creating EJ-MM#1 to further mitigate construction noise. Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors. On permanent noise impacts, the Authority has worked to reduce the permanent impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be

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		smelly smells of the trash disposal places enough is enough and it's time we stand up and say what is going to be done for us this time !					considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.
122	November 2, 2022 DEIR/EIS Comment #7708	What benefits come to us as a community are you guys going to put double windows so we don't hear the noise of the high speed rail or what is going to be done? Because you guys only see the benefit of the railroad in your perspective but what is our perspective what can we gain from this project as well we need a change and are tired of having to hear the train, smelling the trash smell at night, plus you guys are trying to add more noise !!!	N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures N&V-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines N&V-MM#6: Additional Noise Analysis Following Final Design N&V-MM#7: Implement Operation Vibration Mitigation Measures	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Refer to Standard Response PB-Response-N&V-2: Noise Mitigation and selection of Proposed Sounds Barriers. The proposed California HSR System would increase mobility, while reducing air pollution, decreasing dependence on fossil fuels and protecting the environment by reducing GHG emissions. The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from hazardous materials in at-grade areas, air pollution, noise, and truck routes. For the preferred alternative, SR14A, adverse effects would happen only during the construction, except for noise. The Authority has worked to reduce the permanent noise impacts on the local communities. After installing sound walls, for the preferred alternative, SR14A, operations will only impact six sensitive receptors in EJ communities and five in non-EJ communities. For those sensitive receptors, N&V-MM#3 also requires other measures, like sound insulation and noise easements. Those might include double-pane windows, if appropriate.
123	December 8, 2022 DEIR/EIS Comment #8540	The Sun Valley Area Neighborhood Council is requesting that the commenting period for the Palmdale to Burbank Project Section Draft EIR be extended due to the amount of detail we need to read, consider, research and subsequently comment upon. With nearly 7,000 pages, it will be difficult to do justice with our analysis in just sixty days. We	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Communication	OMM#2: Community Connectivity Enhancements and Workshop	OMM #2 will provide community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with the project.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requested an extension of the Draft EIR/EIS comment period. The Authority extended the comment period beyond the original, proposed duration of 60 days. Additionally, the Authority conducted additional outreach to Sun Valley after the close of the comment period to collect input. The Sun Valley community and specifically the Sun Valley Neighborhood Council have participated in the NEPA process. Their involvement is documented in Chapter 9. The Authority will continue to include them in its outreach to EJ communities.

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		highly recommend that the commenting window deadline be pushed out to six months, i.e. the close date be March 2023. Since we are all volunteers with limited time and resources, we would like a little more time to review the entire report. We answer to our constituents and feel with the substantial impacts to our community, we owe it to them and to your agency to do a thorough and complete analysis. We have no expertise in the myriad of disciplines that are needed to build such an immense project, so therefore must begin our research and analysis with a tremendously higher learning curve. The details in the report are highly complex and need proper attention. Thank you for your time. We hope to hear that the commenting period has been extended.					<p>EJ-IAMF#1 requires the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements.</p> <p>OMM #2, in particular, will require the Contractor’s EJ liaison to work with the Authority EJ ombudsman to hold a community roundtable to seek input on locally desired pedestrian connectivity enhancements prior to the development 60% Design Plans. Feasible enhancements shall be considered by the Authority (e.g., sidewalk continuity improvements, tree planting, bulb-outs/corner extensions, painted crosswalks, reflective/highly visible stop signs, lighting, decorative crosswalks, or pedestrian crosswalk motion sensors) for implementation and incorporated into project plans.</p> <p>EJ-IAMF#3 will require the Contractor’s EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities, and those may come from art developed by local artists.</p> <p>Therefore, the opportunity to comment on the Draft EIR/EIS will not be the council’s only opportunity.</p> <p>Finally, please refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, in Volume 4 of the Final EIR/EIS, for additional information regarding the public comment review period for reviewing the Draft EIR/EIS.</p> <p>Refer to Standard Response PB-Response-N&V-2: Noise Mitigation and selection of Proposed Sounds Barriers</p>
124	December 15, 2022 DEIR/EIS Comment #8889	I highly support the “No Project Alternative.” The CA HSR has been fraught with problems, and the Palmdale to Burbank project section is a dangerous and expensive route that never should have been proposed. When we voted, the route was expected to go along the 5 Freeway, above ground, and cost \$35B and now is up to \$105B.	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment requests the No Project Alternative. The Authority will consider that alternative.</p> <p>Refer to Standard Responses PB-Response-GEN-2: Project Costs and Funding and PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for additional information on project costs and the alternative development process for the project.</p>

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		With the increasing numbers of electric cars on the road, and now with the possibility of electric airplanes, this project is just not fiscally justifiable nor needed, especially with all the massive harm it will do to our environment and communities.					
125	December 15, 2022 DEIR/EIS Comment #8890	Massive amounts of water for construction (I estimate, 194 football fields 10 feet deep, then an additional 77 of those each year forever) that will be required for the project. When our farmers can't get enough water for their crops, how can HSR justify that amount for this project?	HYD-IAMF#5: Tunnel Boring Machine Design and Features HYD-IAMF#6: Tunnel Lining Systems HYD-IAMF#7: Grouting PUE-MM#1: Water Supply Analysis for Construction	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding justification of water needed for the project. The Authority will not use groundwater, and it has identified sufficient water for construction that it may use non-potable water. It does not anticipate competing with farmers for their water. Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, in Volume 4 of the Final EIR/EIS, for additional information regarding water supply effects, and mitigation measures set forth to minimize demand for water supplies.
126	December 15, 2022 DEIR/EIS Comment #8891	The drought has had a severe impact on our forests. What will be done to prevent fires from the sparking the electrical canaries in wildfire prone areas? Will the trains be stopped during the high winds?	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding possible project impacts of wildfire. The Authority has developed plans to account for that possibility. Refer to Standard Response PB-Response-S&S-1: Wildfire, in Volume 4 of the Final EIR/EIS, for additional information regarding the potential for wildfire from the project.
127	December 15, 2022 DEIR/EIS Comment #8892	The amount of greenhouse gases generated that will enter our air...and lungs is unacceptable. It will take millions of truck trips (right now they are diesel, not electric) to transport the spoils from the tunnels to the landfills. The traffic back-ups in just the Sun Valley area will be horrible for years (having cars sitting idle expelling more pollutants.) CHSRA will have to purchase offset credits during construction as the pollution generated by this project exceed AWMD standards. It will take 70 years of operation to offset the pollution generated.	AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison	The comment does not call for an OMM.		Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However a concern was expressed regarding possible project impacts related to air quality. The project does not anticipate adverse impact to air quality though implementation of IAMFs, mitigation measures, and acquisition of offsets through South Coast Air Quality Management District. The Authority is estimating three to six months of operation to offset the pollution generated during construction. Refer to Standard Responses, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, and PB-Response-AQ-4: Greenhouse Gas Emissions for additional information related to air quality impacts and proposed mitigation.

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			EJ-IAMF#5: Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures TRA-MM#1: Add Lanes to the Segment TRA-MM#2: Modify Signal Timing TRA-MM#3: Modify Signal Phasing TRA-MM#4: Provide a Traffic Signal TRA-MM#5: Restripe Intersection TRA-MM#6: Widen Intersection TRA-MM#8: Reconfigure Intersection				
128	December 15, 2022 DEIR/EIS Comment #8893	Also, what will be done with all the contaminated spoils outlined in the DEIR and where will the decontamination occur? How can you say this is a “green” project, knowing the pollution that will be generated and massive amounts of water you will be using? Being a “green” project is its entire justification for existing, and the CA HSR is anything but green.	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, specific project details were requested regarding treatment of contaminated soils and water usage. Refer to Chapter 2, Alternatives, of the Final EIR/EIS for construction details. Refer to Standard Responses PB-Response Haz-1: Materials Hauling and Transport of Hazardous Materials, PB-Response Haz-2: Potential to Encounter PEC sites with Known and/or Suspected Contamination during Construction, and PB-Response Haz-3: Impacts of Spoils Hauling, in Volume 4 of the Final EIR/EIS, for additional information regarding handling of contaminated soils. Refer also to Standard Response PB-Response-PUE-3: Water Demand and Usage, in Volume 4 of the Final EIR/EIS, for additional information regarding water supply effects, and mitigation measures set forth to minimize demand for water supplies.
129	December 15, 2022 DEIR/EIS Comment #8894	How do you justify continuing this project when there is no funding for the majority of it? There has been no private funding, so right now, this is all coming from tax payers. With so many needs in our communities, not to mention the huge sums needed to fix our infrastructure, how is that justifiable? Spending over \$900 million dollars to buy & demolish (and of course, all of those buildings will go into land fill) the completed Avion project at the proposed Burbank HSR station when you	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. Refer to Standard Responses PB-Response-GEN-2: Project Costs and Funding and PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for additional information on project costs and the alternative development process for the project, specifically the purpose and need of the Project. Refer to Standard Responses PB-Response-GEN-1: Frequently Asked Questions for information on the next steps also PB-Response-GEN-3: Public Outreach, in Volume 4 of the Final EIR/EIS, for additional information regarding the public involvement process for the project.

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		<p>had the opportunity to purchase the land for \$75 Million. How can you justify that and how will you mitigate those impacts?</p> <p>Only 15% of the project is designed before it is approved. Knowing the huge obstacles that will be incurred when digging through the mountains, this is a frightening and expensive, and possibly life-threatening to the construction works, way to produce this mammoth project. How can you approve a project with so many unknowns since you are leaving many of the problems as stated constantly in the DEIR for the contractors to “figure out?” How can you budget something where you have the contractor responsible for engineering the majority of the project. That business method will only lead to massive change orders and cost overruns.</p>					
130	December 15, 2022 DEIR/EIS Comment #8895	How can this project make money when no doubt a ticket will be so expensive? Four people in a electric car traveling from LA to San Francisco will no doubt be far less expensive than 4 people buying HSR tickets. Also, has anyone thought that people just might not want to travel underground for so long crossing through the San Andreas, San Gabriel, Sierra Madre, and Verdugo fault zones?	SS-IAMF#2: Safety and Security Management Plan GEO-IAMF#1: Geologic Hazards GEO-IAMF#6: Ground Rupture Early Warning Systems GEO-IAMF#7: Evaluate and Design for Large Seismic Ground Shaking GEO-IAMF#10: Geology and Soils	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding the costs and choices of potential users. Generally, future ticket prices are assumed to be roughly 80 percent of the cost of a typical plane ticket. The comments express the commenters’ views on high-speed rail generally, and/or the Palmdale to Burbank Project Section, but do not address an environmental issue in the Draft EIR/EIS. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events in Volume 4 of the Final EIR/EIS, for additional information regarding fault lines and geological impacts, and mitigation measures and IAMFs that will be incorporated to minimize these impacts
131	December 16, 2022 DEIR/EIS Comment #8967	After reviewing as much as I could of your bloated and informationless DEIR, in the ridiculously short time period allowed, I have the following comments/questions. I am completely in favor of the No	HWR-MM#1: Minimize Construction-period Water Quality Impacts Associated with Tunnel Construction HWR-MM#4: Implement a Water Resources Adaptive Management and Monitoring Plan Including Compensatory Mitigation Measures as Necessary HYD-IAMF#3: Prepare and Implement a Construction Stormwater Pollution Prevention Plan	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment requests the No Project Alternative. The Authority will consider that alternative.</p> <p>In addition, this comment asks about potential for impacts to Angeles National Forest. As shown in Figure 2-2 of the EIR/EIS, each of the six Build Alternatives would involve traversing beneath the ANF,</p>

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		Project Alternative since anything else will wreak untold and irreparable damage to the Angeles National Forest, build areas and pristine natural resources. Since there is absolutely no chance that ridership will ever outweigh the damage caused by the acquisition and building process, how can this project move forward without concrete mitigation plans for the outcome?	<p>HYD-IAMF#5: Tunnel Boring Machine Design and Features</p> <p>HYD-IAMF#6: Tunnel Lining Systems</p> <p>HYD-IAMF#6: Tunnel Lining Systems</p> <p>HYD-IAMF#7: Grouting</p> <p>HMW-IAMF#5: Demolition Plans</p> <p>HMW-IAMF#6: Spill Prevention</p> <p>HMW-IAMF#7: Storage and Transport of Materials</p> <p>HMW-IAMF#8: Permit Conditions</p> <p>HMW-IAMF#9: Environmental Management System</p>				including the SGMNM, through tunnels. Bored-tunnel construction methods would be used for tunnel construction in the ANF. The Authority has designed sophisticated techniques to protect the ANF's water resources. Refer to Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, and PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.
132	December 16, 2022 DEIR/EIS Comment #8968	When I read section 3.19, I was appalled by the number of areas that didn't have a mitigation plan because HSR has decided that there's nothing to mitigate. How is this possible? When I read 3.17, I couldn't believe that there were no solid plans to avoid damaging archaeological and other pre-existing native sites. Why is HSR only concerned with information related to the arrival of European settlers and not the populations who existed in this area prior to that time? Why hasn't HSR done on-site inspections of these sites and formed plans for mitigation. It looks like your plans are to review sites as they are reached, and will make hasty decisions of protecting or not-protecting these sites. The TBM will destroy everything in its path (and will likely break down underground if history repeats itself).	<p>CUL-IAMF#1: Geospatial Data Layer and Archaeological Sensitivity Map</p> <p>CUL-IAMF#2: WEAP Training Session</p> <p>CUL-IAMF#3: Pre-construction Cultural Resource Surveys</p> <p>CUL-IAMF#4: Relocation of Project Features when Possible</p> <p>CUL-IAMF#5: Archaeological Monitoring Plan and Implementation</p> <p>CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage</p> <p>CUL-IAMF#7: Built Environment Monitoring Plan</p>	In response to requests like this, the Authority has developed IAMFs and mitigation measures to mitigate this effect. Because IAMFs and mitigation measures would mitigate this effect, the comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is not requesting a specific measure. However an inquiry was raised regarding the potential for impacts to archaeological resources.</p> <p>The Authority takes seriously its obligations to analyze and, where appropriate, to mitigate effects on historic artifacts and sites--for Native American sites and for more modern sites. Specifically, The National Historic Preservation Act (NHPA), 16 U.S.C. §§ 470 to 470x-6 (recodified in scattered sections of 54 U.S.C. Part 300000, Pub. L. No. 113-287) requires that analysis. This includes any site that may be identified in a tunnel boring area. Please note that, as stated in section 3.17.6.1, page 3.17-59, underground tunnel boring would range from depths of 50 to 100 feet near tunnel portals to over 2,000 feet below the ground surface. At such great depths, archaeological sites, which are typically found closer to the ground surface, are highly unlikely to be encountered. Impacts to archaeological sites from tunnel boring would be more likely to occur at tunnel portals. Under the NHPA, the Authority and the California State Historic Preservation Office have jointly developed a programmatic agreement (PA) for analyzing those impacts. As stated in Section 3.17.5.2, Stipulation VI.E of the Programmatic Agreement provides for phased identification in situations where identification of historic properties cannot be completed—e.g., when private property owners deny permission to enter. In the context of the NHPA, "historic property" includes any Native American precontact or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places. In such cases, the development and implementation of a post-review identification and evaluation effort will be stipulated in a memorandum of agreement (MOA) to ensure that the historic properties identification effort is completed once the properties become accessible and prior to construction.</p>

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							During construction, the Authority may identify additional, unforeseen sites, artifacts, or resources that it could not reasonably foresee. When it identifies those, construction in the area of the discovery will stop in a way that will not cause further impacts on that resource and consult the SHPO and consulting parties to determine how to proceed. Consistent with the Section 106 Programmatic Agreement, detailed protocols associated with unanticipated discovery of archaeological resources are addressed by the Palmdale to Burbank Project Section Archaeological Treatment Plan.
133	December 16, 2022 DEIR/EIS Comment #8969	Every proposed route threatens the existence of the water tables. Once destroyed, this can never be repaired. Doesn't California have enough water issues without this projects that threatens our access to water. When the water tables are permanently damages, where is our water going to come from?	PUE-MM#1: Water Supply Analysis for Construction	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests the No Project Alternative. The Authority will consider that alternative. This comment also expresses a concern regarding potential impacts to the existing water table. Generally, the Authority has analyzed the availability of water and concluded that it can obtain access to that water, and sometimes it would use non-potable water. It would not compete with residential water, and it would not use groundwater. Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, in Volume 4 of the Final EIR/EIS, for additional information regarding water supply effects, and mitigation measures set forth to minimize demand for water supplies.
134	December 16, 2022 DEIR/EIS Comment #8970	This project has been a disaster from day one and only unions and politicians reaping the benefits. All the money spent on this boondoggle could have solved so many of California's problems like access to water, homes, nature and increased quality of life. It is tragic that this has been allowed to continue when there will be so little benefit to the public, and decades of problems that will not affect the lives of the Board members since none of them live in the build areas.	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	The comments express the commenters' views on high-speed rail generally, and/or the Palmdale to Burbank Project Section, but do not address an environmental issue in the Draft EIR/EIS. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.
135	December 16, 2022 DEIR/EIS Comment #8971	I have many questions about the feasibility of the building of the High Speed Rail (HSR). My main concerns are: WATER: Underground tunneling requires a lot of water. We are in an unprecedented drought	HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding carrying forward the project in advance of water supply infrastructure and wildfire protection improvements. The comments express the commenters' views on high-speed rail generally, and/or the Palmdale to Burbank Project Section, but do not address an environmental issue in the Draft EIR/EIS.

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		throughout California, not just the area (Shadow Hills) that I live in. WHERE IS THE WATER FOR TUNNELING COMING FROM AND AT WHAT COST? Shadow Hills is an equestrian community with horses, livestock and other animals. HOW WILL THE GROUNDWATER BE AFFECTED BY THE TUNNELING? WILL WATER BE CONTAMINATED OR UNAVAILABLE DUE TO TUNNELING? HOW WILL OUR ANIMALS BE AFFECTED? Our area has suffered several wildfires over the last few years because of the drought and climate change. We are already on a restricted outdoor watering schedule. WHAT ABOUT THE WILDFIRE RISK? IF A FIRE BREAKS OUT, WILL FIREFIGHTERS HAVE THE WATER TO DISTINGUISH FLAMES AND SAVE FAMILIES, HOMES AND ANIMALS IN OUR COMMUNITY AND SURROUNDING AREAS?					Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, in Volume 4 of the Final EIR/EIS, for additional information regarding water supply effects and mitigation measures set forth to minimize demand for water supplies. Please refer to PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest for impacts from underground tunneling on water. Refer to Standard Response PB-Response-S&S-1: Wildfire, in Volume 4 of the Final EIR/EIS, for additional information regarding the potential for wildfire from the project.
136	December 16, 2022 DEIR/EIS Comment #8972	CONSTRUCTION: Noise, vibration, dust, truck hauling exhaust, and traffic will be issues for the estimated 7- 10 years of construction. HOW WILL THE WELL-BEING AND HEALTH OF ALL COMMUNITIES, INCLUDING OURS ALONG WITH OUR HORSES, LIVESTOCK AND ANIMALS BE IMPACTED FOR THIS EXTENDED TIMEFRAME? Traffic will be increased during construction at the corner of Stonehurst Ave and Art St, next to Stonehurst Ave Elementary School, which already has traffic problems. The HSR route "E2, E2A" goes directly under this school. My home is three houses south of this school. I understand that the Rail Authority has selected the	Refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-3: Health and Safety of Children. AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#5: Community Post-Construction Communication	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests a different alignment than the E2 or E2A Build Alternatives, so the project would avoid Lake View Terrace. The Authority will consider those other alternatives. This comment also expresses concerns regarding possible project impacts related to air quality, noise, traffic, and related human health. The project-generated dust related impacts to receptors would be minimal and would not pose any health risk. Additionally, the project would not expose sensitive receptors to substantial pollutant concentrations during operation. The project does not anticipate adverse impact to air quality though implementation of IAMFs, mitigation measures, and acquisition of offsets through South Coast Air Quality Management District. The Authority has concluded that it would not be necessary to realign the Build Alternatives to avoid tunneling impacts on buildings above the tunnel alignment, so it is declining this request. The EIR/EIS finds that the project's tunneling will not

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		<p>"Refined SR14" as the preferred route, but that could change if conditions warrant it. This is of great concern to me and my community. HOW CAN UNDERGROUND TUNNELING BE SAFE FOR CHILDREN WHEN IT'S HAPPENING RIGHT UNDER THEIR FEET? WHAT ARE THE CURRENT AND FUTURE HEALTH RISKS OF UNDERGROUND TUNNELING ON ADULTS AND CHILDREN?</p>	<p>EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) GEO-IAMF#1: Geologic Hazards GEO-IAMF#3: Gas Monitoring GEO-IAMF#6: Ground Rupture Early Warning Systems GEO-IAMF#7: Evaluate and Design for Large Seismic Ground Shaking</p>				<p>jeopardize foundations of above-ground homes, and the above-ground homes will not experience noticeable noise, after mitigations, except in the few locations identified in the noise chapter of the EIR/EIS as having permanent impacts.</p> <p>In its responses to comments Volume 4, the Authority has explained why it is not necessary to deviate the alignment to avoid the impacts that the commenter fears.</p> <p>Refer to Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process, and PB-Response-N&V#4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project, and additional information on the potential for noise and vibration impacts to occur from tunnel construction for the project.</p> <p>For tunneling impacts, please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts under Homes and Businesses, and PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, in Volume 4 of the Final EIR/EIS.</p> <p>Refer to Standard Responses, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, and PB-Response-AQ-4: Greenhouse Gas Emissions for additional information related to air quality impacts and proposed mitigation. PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, and PB-Response-SOCIO-3: Health and Safety of Children for discussion on tunneling and safety.</p>
137	December 16, 2022 DEIR/EIS Comment #8973	<p>SURFACE IMPACT: Our community and the Angeles National Forest will be disrupted, including the wilderness areas of the Pacific Crest Trail, Rim of the Valley, and San Gabriel Mountains National Monument where the HSR routes may cross. Wildlife throughout these areas, including Hansen Dam and Shadow Hills will be impacted by the years of construction invading their habitat. Additional fire</p>	<p>Refer to Standard Response PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HYD-1: Impacts on the Hansen Dam and Hansen Spreading Grounds, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only), PB-Response-PR-2: Impacts on Big Tujunga Wash –</p>	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment does not ask for a specific measure; however, it does ask about resource impacts.</p> <p>Chapter 3.15 on Parks, Recreation, and Open Space, analyzes each Build Alternative's impacts on each of the mentioned resources. After mitigation, it would not cause adverse or significant impacts on those parks.</p> <p>The Authority has developed voluminous mitigation measures to ensure the Build Alternatives do not cause adverse or significant impacts on wildlife.</p>

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		<p>hazards will be created due to construction and increased activity. WHAT IMPACT WILL THE UNDERGROUND TUNNELING AND POSSIBLE WILDFIRES HAVE ON THESE WILDERNESS AREAS AND WILDLIFE?</p> <p>SEISMIC ACTIVITY: All of the proposed HSR routes, including the Rail Authority's preferred route (Refined SR14) cross the San Andreas, San Gabriel, Sierra Madre, and Verdugo Fault Zones. WHAT IMPACT WILL UNDERGROUND TUNNELING HAVE ON THESE FAULT ZONES? IS BUILDING THE HSR ACROSS THESE FAULT ZONES EVEN FEASIBLE, LET ALONE LOGICAL?</p>	<p>Recreational Uses, Equestrian Use, PB-Response-S&S-1: Wildfire.</p> <p>GEO-IAMF#1: Geologic Hazards GEO-IAMF#6: Ground Rupture Early Warning Systems GEO-IAMF#7: Evaluate and Design for Large Seismic Ground Shaking</p>				<p>No Build Alternatives will pass through the Magic Mountain Wilderness. Separately, the Authority has thoroughly analyzed the impacts of tunneling and concluded that it can do so feasibly and safely. That tunneling would not cause adverse or significant surface impacts at the ANF.</p> <p>For further information, please refer to Standard Responses PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events and PB-Response-S&S-1: Wildfire, for additional information on the potential for geologic and wildfire impacts to occur, and IAMFs and mitigation measures that shall be implemented to mitigate these impacts.</p>
138	December 16, 2022 DEIR/EIS Comment #8974	<p>BUDGET: The original budget for the HSR was \$45 billion. The total budget has now increased to \$105 billion. It is my understanding that not a single foot of track has been laid. WITH ALL OF THESE PROBLEMS, SAFETY ISSUES AND ENVIRONMENTAL CONCERNS, WHY IS THE HIGH SPEED RAIL STILL BEING CONSIDERED? Due to my concerns, I am supporting the NO PROJECT ALTERNATIVE because each/all of the 3 proposed routes goes through the Angeles National Forest and negatively impacts our local communities of Shadow Hills, Kagel Canyon, Sylmar, Lake View Terrace, Sunland- Tujunga, Sun Valley, and Pacoima.</p>	<p>Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.</p> <p>N/A</p>	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment requests the No Project Alternative. The Authority will consider the No Project Alternative.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p> <p>Refer to Standard Responses PB-Response-GEN-2: Project Costs and Funding.</p>

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139	December 16, 2022 DEIR/EIS Comment #9000	My name is Sabrina Sanchez. My phone number is area [omitted]. Um, my question is, I would like to know if the construction of this of this train thing can impact on, let's say, the house where I live. My address is [omitted], San Valley, California 91352. I mean, this is the only thing that I would like to know if there's any impact or is the construction going to happen near my house and affect my house.	N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures N&V-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines N&V-MM#6: Additional Noise Analysis Following Final Design N&V-MM#7: Implement Operation Vibration Mitigation Measures	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, it is requesting information on impacts. The Authority has worked to reduce the permanent impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.
140	December 20, 2022 DEIR/EIS Comment #9895	Hello my Is Jaime Wotherspoon, we live here in Sun Valley / Shadow Hills. We fought tooth and Nail to stop this Mess! How do we participate In putting a stop to this. Please Sign us Up . [omitted] Thank you.	Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, PB-Response-GEN-4: General Opinions, Opposition or Support. N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. Refer to Standard Responses PB-Response-GEN-4: General Opinions, Opposition or Support
141	January 18, 2022 DEIR/EIS Comment #10678	Hi, my name is Trevor and I believe on 79 have somewhere like California zip code 91352. I did receive a letter about the high speed rail authority. Can you explain to me what's going on? Oh, you know what? I need to. I like to know what's happening. Okay. My phone number is [omitted].	Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions. N/A	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. Refer to Standard Responses PB-Response-GEN-1: Frequently Asked Questions for information on the next steps

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142	November 6, 2023 In-Person Community Listening Session	Sun Valley has a neighborhood council. Will they be invited to this collaboration?	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>EJ-IAMF#4: EJ Business Relocation/Displacement Assistance</p> <p>EJ-IAMF#5: EJ Community Post-Construction Communication</p>	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>The Sun Valley community and specifically the Sun Valley Neighborhood Council have participated in the NEPA process. Their involvement is documented in Chapter 9. The Authority will continue to include them in its outreach to EJ communities.</p> <p>The Authority is creating an EJ Ombudsman and Contractor's EJ liaison to act as points of contact for EJ communities. They will provide EJ communities additional avenues to obtain attention to their particular project-related needs as they arise during project construction.</p>
143	November 6, 2023 In-Person Community Listening Session	There are several major faults in the area along 14. How can you mitigate that?	N/A	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is not requesting a specific measure; however, a concern was expressed regarding possible project impacts. The project design incorporates IAMFs such as the preparation of a Construction Management Plan that requires a topographic survey and an assessment of geotechnical conditions prior to construction (GEO-IAMF#1 (Geologic Hazards)).</p> <p>Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, in Volume 4 of the Final EIR/EIS, for additional information regarding fault lines and geological impacts, and mitigation measures and IAMFs that will be incorporated to minimize these impacts.</p>
144	November 6, 2023 In-Person Community Listening Session	I am concerned about the environment and the impact on the environment including residential homes and habitat. Pollution is a big concern in CD6.	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p> <p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>AQ-IAMF#3: Renewable Diesel</p> <p>AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment</p> <p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants</p>	<p>EJ OMM#2: Community Connectivity Enhancements and Workshop</p> <p>EJ OMM#3: Montague Street Improvements</p>	Partially offsets the impact on the environment and pollution.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment does not request a particular measure; however, it requests information on impacts.</p> <p>The Authority has worked to reduce the permanent impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6,</p>

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			AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment				<p>which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p> <p>For tunneling and safety, please refer to Standard Responses PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events and PB-Response-S&S-1: Wildfire, for additional information on the potential for geologic and wildfire impacts to occur, and IAMFs and mitigation measures that shall be implemented to mitigate these impacts. Please also see Standard Response PB-Response-S&S-2: Accidents and Explosions.</p> <p>Refer to Standard Responses, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, and PB-Response-AQ-4: Greenhouse Gas Emissions for additional information related to air quality impacts and proposed mitigation.</p> <p>Additional information regarding biological resources impacts and mitigation measures can be found in Section 3.7, Biological and Aquatic Resources, of the Final EIR/EIS.</p>
145	November 27, 2023 Councilmember Imelda Padilla Project Update	What will be the business impacts (particularly along Little San Fernando Road)?	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Transition to Operation SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	Partially offsets socioeconomic effect of business displacement DHAE through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Relocation/displacement assistance provided under EJ-IAMF#5. The Authority would also comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act per SOCIO-IAMF#2.</p> <p>EJ-IAMF#1 requires the Authority EJ ombudsman to implement programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and hold community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements.</p> <p>Under EJ-IAMF#2, in particular, the Authority will provide assistance to those businesses to maintain visibility during construction, such as providing signage and targeted advertising and marketing campaigns, incentives for construction worker patronage (as applicable), and/or Authority-sponsored community events. Business spotlighting will supplement efforts described in TR- MM#12 and includes street vendors permitted by the City of Los Angeles.</p>

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147	November 27, 2023 Councilmember Imelda Padilla Project Update	Will there be engagement with community-based organizations (CBOs).	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison	N/A		Refined SR14, SR14A, E1, E1A, E2, E2A	Yes, this has occurred and their involvement is documented in Chapter 9. Further, the creation of the Authority EJ ombudsman will provide opportunities for EJ community members to voice concerns and be notified about project updates and upcoming construction impacts, such that the development of a community advisory group composed of local residents.
146	November 27, 2023 Councilmember Imelda Padilla Project Update	Will there be relocation planning collaboration?	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. The Authority would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act per SOCIO-IAMF#2, and that would ensure fair payments to relocated residents and businesses. Please see also SO-MM#1: Implement measures to reduce impacts associated with the division of residential neighborhoods.
148	November 27, 2023 Councilmember Imelda Padilla Project Update	Opportunities for redevelopment/ landscaping near tunnel portal.	AVQ-IAMF#1: Aesthetic Options AVQ-IAMF#2: Aesthetic Review Process AVQ-MM#3: Incorporate Design Criteria for Elevated Guideways and Station Elements that can Adapt to Local Context AVQ-MM#4: Provide Vegetation Screening Along At-Grade and Elevated Guideways Adjacent to Residential Areas AVQ-MM#5: Replant Unused Portions of Land Acquired for the HSR EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements	OMM#2: Community Connectivity Enhancements and Workshop OMM#3: Montague Street Improvements		Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. The Authority will address project aesthetic elements and request EJ community input as required by EJ-IAMF#3, OMM #2, and OMM #3. OMM #2, in particular, will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold a community roundtable to seek input on locally desired pedestrian connectivity enhancements prior to the development 60% Design Plans. Feasible enhancements shall be considered by the Authority (e.g., sidewalk continuity improvements, tree planting, bulb-outs/corner extensions, painted crosswalks, reflective/highly visible stop signs, lighting, decorative crosswalks, or pedestrian crosswalk motion sensors) for implementation and incorporated into project plans.
149	November 27, 2023 Councilmember Imelda Padilla Project Update	I also strongly encourage you to have local artists develop the art for the structures – local art will minimize vandalism/graffiti and promote community ownership of the structures.	AVQ-IAMF#1: Aesthetic Options AVQ-IAMF#2: Aesthetic Review Process AVQ-MM#3: Incorporate Design Criteria for Elevated Guideways and Station Elements that can Adapt to Local Context AVQ-MM#4: Provide Vegetation Screening Along At-Grade and Elevated Guideways Adjacent to Residential Areas AVQ-MM#5: Replant Unused Portions of Land Acquired for the HSR	OMM#2: Community Connectivity Enhancements and Workshop			Measure accepted. The Authority will address project aesthetic elements and request EJ community input as required by EJ-IAMF#3, OMM #2, and OMM #3. EJ-IAMF#3 will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold community roundtables to seek input on locally-desired aesthetic treatment preferences from the adversely affected EJ communities, and those may come from art developed by local artists.

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							OMM #2, too, will require the Contractor's EJ liaison to work with the Authority EJ ombudsman to hold a community roundtable to seek input on locally desired pedestrian connectivity enhancements prior to the development 60% Design Plans. Feasible enhancements shall be considered by the Authority (e.g., sidewalk continuity improvements, tree planting, bulb-outs/corner extensions, painted crosswalks, reflective/highly visible stop signs, lighting, decorative crosswalks, or pedestrian crosswalk motion sensors) for implementation and incorporated into project plans.
150	November 30, 2023 Sun Valley Area Neighborhood Council Planning and Land Use Committee (PLUM), Sun Valley	Impacts on local schools - Contacting Schools that are non-LAUSD - High Number of Schools (14); up to 19 including co-located campuses - Impact of Pollutants on Students with Asthma (current high numbers of students missing school due to Asthma/Asthma-related issues) AQMD air quality sensors -	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in a DHAE on minority populations or low-income related to construction or operational transportation or railroad safety. Coordination with LAUSD would minimize adverse traffic, noise, and safety effects from project construction and spoils hauling on LAUSD schools located in the EJ communities of both Pacoima and Sun Valley.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure requesting additional coordination with local schools accepted. Measure requesting additional air quality sensors accepted as described in EJ-IAMF#6. OMM #4 will require coordination with Los Angeles Unified School District for Broadus Elementary School and Roscoe Elementary School. For non-LAUSD schools, EJ-IAMF#1 will require the Authority EJ Ombudsman and Contractor's EJ Liaison to provide multilingual notices (e.g., online information, e- blasts, text messaging, voice messaging or mailers) that inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates. Those notices would likely include schools. EJ-IAMF#6 would require additional air quality sensors. Data from these air quality sensors could be used for increasing environmental awareness and educating the communities about air quality. The project-generated dust related impacts to receptors would be minimal and would not pose any health risk. Additionally the project would not expose sensitive receptors to substantial pollutant concentrations during operation. Please see Standard Response PB-Response-AQ-1: Construction-Period Emissions.
151	November 30, 2023 Sun Valley Area Neighborhood Council Planning and Land Use	Area business displacement - Request for Full List - Payment to Owners of Displaced Businesses for Property & Business - Offer to Assist Contacting Owners of Prospective Displaced Businesses	SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	Partially offsets socioeconomic effect of business displacement DHAE through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	The comment requests a full list of displaced businesses. The Authority has adopted additional methods to help business displacements. Under EJ-IAMF#2, in particular, the Authority will provide assistance to those businesses to maintain visibility during construction, such as providing signage and targeted advertising and marketing campaigns, incentives for

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	Committee (PLUM), Sun Valley	- Inquiry about Business that have reached out To Date					construction worker patronage (as applicable), and/or Authority- sponsored community events. Business spotlighting will supplement efforts described in TR- MM#12 and includes street vendors permitted by the City of Los Angeles. Refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for additional information on the residential displacements from the project.
152	November 30, 2023 Sun Valley Area Neighborhood Council Planning and Land Use Committee (PLUM), Sun Valley	Construction/Community Liaison - Monitoring of Contractors/3rd Party Contractors - Monitoring Air Quality Sensors	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Communication AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	First and third measures accepted. The Authority adopted EJ-IAMF#1, which will require an EJ Ombudsman and Contractor's EJ Liaison. Those positions will provide EJ communities additional avenues to obtain attention to their particular project-related needs as they arise during project construction. The Authority is declining to implement the second measure because it already monitors contractors. EJ-IAMF#6 would require additional air quality sensors. Data from these air quality sensors could be used for increasing environmental awareness and educating the communities about air quality.
153	November 30, 2023 Sun Valley Area Neighborhood Council Planning and Land Use Committee (PLUM), Sun Valley	Tunnel spoil disposal - Use of Conveyor Belt for Disposal - Disposal in Sun Valley Gravel Pits and Boulevard Mine - Use of Zero Emissions Equipment for Removal (and other Project Construction)	AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a general concern was expressed regarding potential impacts associated with tunnel spoils disposal. Refer to Standard Responses PB-Response TRA-2: Impacts of Tunnel Spoils Off Haul/Disposal, PB-Response AQ-2: Health Risks and Impacts, PB-Response AQ-3: Construction Air Quality/Truck Impacts, PB-Response AQ-4: Greenhouse Gas Emissions, PB-Response N&V-4: Tunneling Impacts (Noise and Vibration) Under Homes and Businesses, PB-Response N&V-5: Impacts of Spoils Hauling (Noise), and PB-Response Haz-3: Impacts of Spoils Hauling (Hazardous Materials and Waste) in Volume 4 of the Final EIR/EIS.

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154	November 30, 2023 Sun Valley Area Neighborhood Council Planning and Land Use Committee (PLUM), Sun Valley	Requested confirmation of low or no residential displacement	SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods	The comment does not call for an OMM.		Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests confirmation of low or no residential displacements. Unfortunately, the Authority cannot confirm that, but it has analyzed the impacts and expects that replacement housing will be available, and it will comply with the Uniform Relocation Assistance and Real Property Acquisitions Act to facilitate relocations. SO-MM#1 will provide additional assistance. As discussed under Impact SOCIO#4 (Permanent Displacement of Residences from Construction) in Section 3.12.6.3, each of the Build Alternatives would result in the displacement of both Single-Family Residential and Multi-Family Residential units. Residential displacements that would result from project implementation are depicted on Figure 3.12-19 through Figure 3.12-29, in Section 3.12 of the Final EIR/EIS. As discussed under Impact SOCIO#4, Southeast Antelope Valley and Lake View Terrace would likely have insufficient replacement housing for the households displaced by the Palmdale to Burbank Project Section; however, adequate replacement housing appears to be available in nearby communities, provided that such housing can be made available at affordable prices. Refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for additional information on the residential displacements from the project.
155	November 30, 2023 Sun Valley Area Neighborhood Council Planning and Land Use Committee (PLUM), Sun Valley	Impact of construction on San Fernando Road Bike Path?	TR-IAMF#4: Maintenance of Pedestrian Access TR-IAMF#5: Maintenance of Bicycle Access TR-IAMF#12: Pedestrian and Bicycle Safety PR-MM#1: Temporary Restricted Access to Park Facilities during Construction PRMM#2: Providing Park Access PR-MM#3: Implement Standard Safety Measures PR-MM#4: Develop and Implement a Trail Facilities Plan PR-MM#5: Modifications to Recreational Uses PR-MM#8: Permanent Changes to Access to Parks, Recreation Resources, and/or Trails	In response to requests like this, the Authority has developed IAMFs to mitigate this effect. Because the IAMF would mitigate this effect, the comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	The Authority is already implementing protections for bikeways. Therefore, it is declining to do more in response to this request. In particular, TR-IAMF#5 will require the Contractor to prepare specific construction management plans to address maintenance of bicycle access during the construction period. Actions that limit bicycle access will include, but not be limited to, bike lane closures or narrowing, closure or narrowing of streets that are designated bike routes, bridge closures, placement of construction-related materials within designated bike lanes or along bike routes, and other actions that may affect the mobility or safety of bicyclists during the construction period. Maintain bicycle access where feasible (i.e., meeting design, safety, ADA requirements). This measure shall be addressed in the construction transportation plan.
156	November 30, 2023 Sun Valley Area	Construction Management Plan - Construction Phasing/Impacted Intersections	TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan	OMM #3: Montague Street Improvements	The project would not result in adverse safety and security effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests a construction management plan with phasing/impacted intersections and that accounts for the impact on Metrolink during construction. The Authority is declining this measure at this time because the construction

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	Neighborhood Council Planning and Land Use Committee (PLUM), Sun Valley	- Impact to Metrolink during CHSR Construction	TR-IAMF#3: Off-Street Parking for Construction-Related Vehicles TR-IAMF#4: Maintenance of Pedestrian Access TR-IAMF#5: Maintenance of Bicycle Access TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access TR-IAMF#12: Pedestrian and Bicycle Safety TRA-MM#1: Add Lanes to the Segment TRA-MM#2: Modify Signal Timing TRA-MM#3: Modify Signal Phasing TRA-MM#4: Provide a Traffic Signal TRA-MM#5: Restripe Intersection TRA-MM#6: Widen Intersection TRA-MM#7: Add Exclusive Turn Lanes TRA-MM#8: Reconfigure Intersection		populations related to construction or operational transportation or railroad safety (refer to Section 3.11, Safety and Security, of this Final EIR/EIS, for further discussion of construction and operational safety impacts). Thus, this improvement is not being proposed due to a direct connection to a disproportionately high and adverse effect in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City of Los Angeles' suggestion of funding improvements such as this one.		<p>management plan under TR-IAMF#2 may include provisions like these.</p> <p>Moreover, the Authority has developed OMM #3, which provides for local circulation improvements at Montague Street under Alternatives Refined SR14, SR14A, E1, and E1A. Furthermore, the project includes traffic-related IAMFs and mitigation measures that would be implemented under all alternatives to minimize construction impacts to local circulation and existing public transit.</p>

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157	March 9, 2015 Community Working Group Round 1 Meeting in Sun Valley	Project would result in potential division of community	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements	OMM #2: Community Connectivity Enhancements and Workshop	Provides community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with the Build Alternatives.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.
158	March 9, 2015 Community Working Group Round 1 Meeting in Sun Valley	Concern expressed regarding potential displacements	SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan	The comment does not call for an OMM.		Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is not requesting a specific measure. However an inquiry was raised regarding the potential for residential displacements from the project.</p> <p>As discussed under Impact SOCIO#4 (Permanent Displacement of Residences from Construction) in Section 3.12.6.3, each of the Build Alternatives would result in the displacement of both Single-Family Residential and Multi-Family Residential units. Residential displacements that would result from project implementation are depicted on Figure 3.12-19 through Figure 3.12-29, in Section 3.12 of the Final EIR/EIS. As discussed under Impact SOCIO#4, Southeast Antelope Valley and Lake View Terrace would likely have insufficient replacement housing for the households displaced by the Palmdale to Burbank Project Section; however, adequate replacement housing appears to be available in nearby communities, provided that such housing can be made available at affordable prices.</p> <p>Refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for additional information on the residential displacements from the project.</p>

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159	March 9, 2015 Community Working Group Round 1 Meeting in Sun Valley	Concern expressed regarding potential disturbance to Superfund site	HMW-IAMF#11: Stakeholder Consultation for the San Fernando Valley Superfund Site Area 1 SS-IAMF#2: Safety and Security Management Plan SS-IAMF#3: Hazard Analysis	The comment does not call for an OMM.		Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However, a concern was expressed regarding possible project impacts. PEC sites located within the vicinity of the Build Alternatives are identified and discussed in Section 3.10 of the Draft EIR/EIS. These PEC sites potentially contain contaminated hazardous materials and may also contain aboveground and below-ground bulk storage tanks or other bulk hazardous material storage on-site. Coordination with regulatory agencies overseeing PEC sites is also required pursuant to HMW-IAMF#1 for sites that are identified to be contaminated, and pursuant to HMW-IAMF#11 at the San Fernando Valley Superfund Site Area 1, to ensure that protection of human health and environment is incorporated into the project design, operations, and maintenance. Depending on the PEC site and the current cleanup status, land use restrictions or other enforceable controls would be implemented as required by the oversight agencies.
160	March 9, 2015 Community Working Group Round 1 Meeting in Sun Valley	Concern expressed regarding construction impacts	N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures N&V-MM#6: Additional Noise Analysis Following Final Design N&V-MM#7: Implement Operation Vibration Mitigation Measures AVQ-MM#1: Minimize Visual Disruption from Construction Activities HWR-MM#1: Minimize Construction-period Water Quality Impacts Associated with Tunnel Construction EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#5: EJ Community Post-Construction Communication	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment does not request a particular measure. Please refer to Chapter 2, Alternatives, of the Final EIR/EIS, for additional information regarding project components and construction. Chapter 3 of the Draft EIR/EIS includes analysis of a wide range of topic areas, including: transportation; air quality and global climate change; noise and vibration; electromagnetic interference and electromagnetic fields; public utilities and energy; biological and aquatic resources; hydrology and water resources; geology, soils, seismicity, and paleontological resources; hazardous materials and wastes; safety and security; socioeconomics and communities; station planning, land use, and development; agricultural farmland and forest land; parks, recreation, and open space; aesthetics and visual quality; cultural resources; regional growth; cumulative impacts, while Chapters 4 and 5 include analysis of Section 4(f) and 6(f) and environmental justice effects, respectively. On noise, in particular, the Authority has worked to reduce the permanent impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound

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							barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.
161	March 9, 2015 Community Working Group Round 1 Meeting in Sun Valley	Concerned about impacts to: - Stormwater/water system (flooding)	HYD-IAMF#1: Stormwater and Groundwater Management HYD-IAMF#2: Flood Protection—This IAMF describes the Authority’s commitment to coordinate with the contractor to prepare a Flood Protection Plan, prior to construction. HWR-MM#2: Minimize Impacts Associated with Construction in Floodplains Due to Permanent Structures Located within the SFHAs During Construction	Comment does not call for an OMM	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	Comment is not requesting a specific measure. However, it raises a concern about impacts to stormwater and the water system, flooding. As discussed under impact HWR#3 (Changes in Flood Risks Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives). All six Build Alternatives would require surface disturbance within several special flood hazard areas (SFHAs) throughout the Resource Study Area. Within the San Fernando Valley, the Refined SR14 Build Alternative would encounter one SFHA located in Sun Valley along the Metrolink rail line between Sheldon Street and Interstate (I) 5. This floodplain is adjacent to the Metrolink rail line and is part of a larger network of floodplains that inundates adjacent quarry pits and a number of surface streets. Trackway, viaduct piers and abutments, roadway relocations, Metrolink relocation, and utility easements would be installed within this floodplain. The Authority is declining to do more.
162	March 9, 2015 Community Working Group Round 1 Meeting in Sun Valley	Concerned about impacts to: - Housing	SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act SOCIO-IAMF#3: Relocation Mitigation Plan	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However an inquiry was raised regarding the potential for residential displacements from the project. As discussed under Impact SOCIO#4 (Permanent Displacement of Residences from Construction) in Section 3.12.6.3, each of the Build Alternatives would result in the displacement of both Single-Family Residential and Multi-Family Residential units. Residential displacements that would result from project implementation are depicted on Figure 3.12-19 through Figure 3.12-29, in Section 3.12 of the Final EIR/EIS. As discussed under Impact SOCIO#4, Southeast Antelope Valley and Lake

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							View Terrace would likely have insufficient replacement housing for the households displaced by the Palmdale to Burbank Project Section; however, adequate replacement housing appears to be available in nearby communities, provided that such housing can be made available at affordable prices. Refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations and PB-Response-SOCIO-2: Property Values, in Volume 4 of the Final EIR/EIS, for additional information on property acquisition and property value effects from the project.
163	March 9, 2015 Community Working Group Round 1 Meeting in Sun Valley	Concerned about impacts to: - Angeles National Forest	HWR-MM#1: Minimize Construction-period Water Quality Impacts Associated with Tunnel Construction HWR-MM#4: Implement a Water Resources Adaptive Management and Monitoring Plan Including Compensatory Mitigation Measures as Necessary HYD-IAMF#3: Prepare and Implement a Construction Stormwater Pollution Prevention Plan HYD-IAMF#5: Tunnel Boring Machine Design and Features HYD-IAMF#6: Tunnel Lining Systems HYD-IAMF#6: Tunnel Lining Systems HYD-IAMF#7: Grouting HMW-IAMF#5: Demolition Plans HMW-IAMF#6: Spill Prevention HMW-IAMF#7: Storage and Transport of Materials HMW-IAMF#8: Permit Conditions HMW-IAMF#9: Environmental Management System	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. However an inquiry was raised regarding the potential for impacts to Angeles National Forest. As shown in Figure 2-2 of the EIR/EIS, each of the six Build Alternatives would involve traversing beneath the ANF, including the SGMNM, through tunnels. Bored-tunnel construction methods would be used for tunnel construction in the ANF. Because of the high mountains, faulting, hard rock formations, and potentially high-water pressures that could be encountered, tunnel construction under the ANF could alter hydrogeological conditions and cause inflows of groundwater into tunnel cavities and affect groundwater levels. Refer to Standard Responses PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife and PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest
164	March 9, 2015 Community Working Group Round 1 Meeting in Sun Valley	Concerned about impacts to: - LA Bikeway	TR-IAMF#4: Maintenance of Pedestrian Access TR-IAMF#5: Maintenance of Bicycle Access TR-IAMF#12: Pedestrian and Bicycle Safety PR-MM#1: Temporary Restricted Access to Park Facilities during Construction PRMM#2: Providing Park Access PR-MM#3: Implement Standard Safety Measures PR-MM#4: Develop and Implement a Trail Facilities Plan PR-MM#5: Modifications to Recreational Uses PR-MM#8: Permanent Changes to Access to Parks, Recreation Resources, and/or Trails	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	The Authority is already implementing protections for bikeways. Therefore, it is declining to do more in response to this request. In particular, TR-IAMF#5 will require the Contractor to prepare specific construction management plans to address maintenance of bicycle access during the construction period. Actions that limit bicycle access will include, but not be limited to, bike lane closures or narrowing, closure or narrowing of streets that are designated bike routes, bridge closures, placement of construction-related materials within designated bike lanes or along bike routes, and other actions that may affect the mobility or safety of bicyclists during the construction period. Maintain bicycle access where feasible (i.e., meeting design, safety, ADA requirements). This measure shall be addressed in the construction transportation plan.

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165	March 9, 2015 Community Working Group Round 1 Meeting in Sun Valley	Concerned about impacts to: - Wildlife	Refer to Appendix 2-E, Impact Avoidance and Minimization Features, and Appendix 3.1-C, Standardized Mitigation Measures, in Volume II of the Palmdale to Burbank Project Section Final EIR/EIS, for a complete list of applicable IAMFs and project mitigation measures, all of which have been incorporated as appropriate into the individual Build Alternatives to avoid or reduce environmental impacts, including impacts to wildlife.	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding possible project impacts. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project. Additional information regarding biological resources impacts and mitigation measures can be found in Section 3.7, Biological and Aquatic Resources, of the Final EIR/EIS.
166	August 24, 2016 Community Working Group Meeting	Request for description of where alignment will be deep bore tunneling	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a description of deep bore tunneling locations is requested. Refer to Chapter 2, Alternatives, of the Final EIR/EIS for alignments and construction details.
167	August 24, 2016 Community Working Group Meeting	Why not underground in Sun Valley and Pacoima?	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	The Authority is declining to implement this measure. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur.

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
							Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
168	August 24, 2016 Community Working Group Meeting	Why underground at Pacoima? Fear of possible 'Porter Ranch' scenario. - I don't want someone drilling under my house. - potential gas leaks from tunneling in residential communities	GEO-IAMF#1: Geologic Hazards GEO-IAMF#3: Gas Monitoring HMW-IAMF#4: Known, Suspected, and Unanticipated Environmental Contamination	The comment does not call for an OMM.		Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests an alignment that would avoid Sun Valley and Pacoima. The Authority will consider the other Build Alternatives, but only the No Project Alternative will avoid both of those communities entirely. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project. A concern was expressed regarding the proposed project alignment. The "Porter Ranch" scenario concern is not clear enough to provide a response. As discussed in Chapter 2,

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							Alternatives, of the Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR because of the tunnel depths. Refer to Standard Response N&V-4 in volume 4 of the Final EIR/EIS, as well as the noise and vibration impact analysis in Section 3.4 of the Final EIR/EIS, for additional information regarding tunnel impacts on homes that are directly above.
169	August 24, 2016 Community Working Group Meeting	Any preliminary studies of hazardous materials for 'at grade' areas? Also for noise, air pollution groundwater?	<p>N&V-IAMF#1: Noise and Vibration</p> <p>N&V-MM#1: Construction Noise Mitigation Measures</p> <p>N&V-MM#2: Construction Vibration Mitigation Measures</p> <p>N&V-MM#6: Additional Noise Analysis Following Final Design</p> <p>N&V-MM#7: Implement Operation Vibration Mitigation Measures</p> <p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>AQ-IAMF#3: Renewable Diesel</p> <p>AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment</p> <p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2:Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p>	The comment does not call for an OMM.		Refined SR14, SR14A, E1, E1A, E2, E2A	<p>The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from hazardous materials in at-grade areas, air pollution, noise, and truck routes. For the preferred alternative, SR14A, adverse effects would happen only during the construction, except for noise. The Authority does not anticipate impacts from hazardous materials. It will control "fugitive" dust, in particular. Please see Standard Response PB-Response-AQ-1: Construction-Period Emissions. Construction would cause some regional pollutants to exceed Clean Air Act levels, but the Authority will offset those emissions. It will use zero-emission vehicles to reduce localized air pollution. Please see Standard Response PB-Response-AQ-2: Health Risks and Impacts. The SR14A alternative would not cause disproportionately high and adverse noise impacts from spoils hauling. The concern over groundwater is unclear. The Authority has also completed an analysis of available non-potable water sources that it can use for construction, so it would not use groundwater for construction. Please see Standard Response PB-Response-PUE-3: Water Demand and Usage.</p> <p>The Authority has worked to reduce the permanent noise impacts on the local communities. For the preferred alternative, SR14A, operations will only impact six sensitive receptors in EJ communities and five in non-EJ communities</p>
170	August 24, 2016 Community Working Group Meeting	Concern over construction impacts associated with noise, air pollution, truck routes, duration.	<p>N&V-IAMF#1: Noise and Vibration</p> <p>N&V-MM#1: Construction Noise Mitigation Measures</p> <p>N&V-MM#2: Construction Vibration Mitigation Measures</p> <p>N&V-MM#6: Additional Noise Analysis Following Final Design</p> <p>N&V-MM#7: Implement Operation Vibration Mitigation Measures</p> <p>TR-IAMF#2: Construction Transportation Plan</p>	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination		Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment does not request a particular measure, but expresses concerns over the project impacts.</p> <p>The Authority has engaged experts and has completed voluminous studies that analyzed the project's impacts from noise, air pollution, and truck routes. To decrease the impacts of construction, it will complete a construction transportation plan to design routes that avoid times of day and to decrease the burdens on the community from haul trucks and delivery trucks. See TR-IAMF#2. The Authority has also worked to</p>
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			<p>TR-IAMF#6: Restriction on Construction Hours</p> <p>TR-IAMF#7: Construction Truck Routes</p> <p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>AQ-IAMF#3: Renewable Diesel</p> <p>AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment</p> <p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2:Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measure</p>				<p>reduce the permanent noise impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.</p> <p>The Authority is complying with the Clean Air Act, and it does not expect disproportionately high and adverse localized air quality impacts on EJ communities. To further reduce air quality impacts from spoils trucks, it is implementing OMM #4, which will require it to use a conveyor belt and to store spoils for moving at times so the haul-trucks can avoid traffic.</p>
171	August 24, 2016 Community Working Group Meeting	For SR-14, even though its underground, its dividing communities. Why does it exist? Who makes final decision? Who made decision to change the SR-14 route?	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p>	OMM #2: Community Connectivity Enhancements and Workshop	Provides community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with the Build Alternatives.	Refined SR14, SR14A	<p>Measure accepted.</p> <p>The Authority plans to implement OMM #2 to provide connectivity Enhancements and Workshops.</p> <p>This comment requests an alignment that would avoid Sun Valley and Pacoima. The Authority will consider the other Build Alternatives, but only the No Project Alternative will avoid both of those communities entirely.</p> <p>Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect</p>

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							<p>environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives.</p> <p>As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur.</p> <p>Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.</p>
172	August 24, 2016 Community Working Group Meeting	Who should community voice their concerns to? Here? At the Board of Directors meeting? Residents are confused and frustrated. Board not having reps from affected areas is wrong.	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>EJ-IAMF#4: EJ Business Relocation/Displacement Assistance</p> <p>EJ-IAMF#5: EJ Community Post-Construction Communication</p>	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measure accepted.</p> <p>The Authority is creating an EJ Ombudsman and Contractor's EJ liaison to act as points of contact for EJ communities. They will provide EJ communities additional avenues to obtain attention to their particular project-related needs as they arise during project construction.</p>
173	August 24, 2016 Community Working Group Meeting	What's important is that the community still feels excluded and not heard, regardless of map changes	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>EJ-IAMF#4: EJ Business Relocation/Displacement Assistance</p> <p>EJ-IAMF#5: EJ Community Post-Construction Communication</p>	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measure accepted.</p> <p>This comment is requesting further evidence that the Authority hears the EJ communities. The Authority has developed several measures to ensure additional outreach to EJ communities to ask for their input.</p> <p>In particular, the Authority EJ Ombudsman and Contractor's EJ Liaison will provide EJ communities additional avenues to obtain attention to their particular project-related needs as they arise during project construction.</p> <p>Please refer to PB-Response-GEN-1: Frequently Asked Questions for information on the review process and Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, in Volume 4 of the Final EIR/EIS, for additional</p>

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							information regarding the public comment review period for reviewing the Draft EIR/EIS.
174	August 24, 2016 Community Working Group Meeting	Single or double bore? Emergency evacuation?	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, construction and operational details are requested. Refer to Chapter 2, Alternatives, of the Final EIR/EIS for alignments and construction and operational details.
175	August 24, 2016 Community Working Group Meeting	What happens if there is a huge fire above the tunnels?	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a concern was expressed regarding potential impacts associated with wildfire hazards. Refer to Standard Response PB-Response-S&S-1: Wildfire, in Volume 4 of the Final EIR/EIS, for additional information regarding the potential for wildfire from the project.
176	August 24, 2016 Community Working Group Meeting	Why is SR-4 alignment still an option? It changed but is still dividing the community.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements	OMM #2: Community Connectivity Enhancements and Workshop	Provides community supported pedestrian connectivity improvements to partially offset community cohesion effects associated with the Build Alternatives.	Refined SR14, SR14A	Measure accepted. The Authority plans to implement OMM #2 to provide connectivity Enhancements and Workshops. This comment requests an alignment that would avoid Sun Valley and Pacoima. The Authority will consider the other Build Alternatives, but only the No Project Alternative will avoid both of those communities entirely. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts

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							on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
177	August 24, 2016 Community Working Group Meeting	After the environmental report is done, who will have the final decision?	N/A	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure. Refer to Standard Responses PB-Response-GEN-1: Frequently Asked Questions for information on the next steps and PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for additional information on project costs and the alternatives development process for the project.
178	August 24, 2016 Community Working Group Meeting	Make sure communities know they have representation.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Communication	N/A	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is requesting further outreach to EJ communities to ensure they know they have representation. Several EJ-IAMFs will require additional outreach to EJ communities to ask for their input. Please refer to PB-Response-GEN-1: Frequently Asked Questions for information on the review process and Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, in Volume 4 of the Final EIR/EIS, for additional information regarding the public comment review period for reviewing the Draft EIR/EIS.
179	December 1, 2022 DEIR/EIS Letter from Pacoima Beautiful Members Annakaren Ramirez, Melisa Walk, and Veronica Padilla	Choose an alternate route from Palmdale to Burbank that will not bisect the working class communities of color in Sun Valley and Pacoima	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests an alignment that would avoid Sun Valley and Pacoima. The Authority will consider the other Build Alternatives, but only the No Project Alternative will avoid both of those communities entirely. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. As described in the 2011 Los Angeles Supplemental Alternatives Analysis Report: LAUS to Sylmar (2011 SAA Report), the seismic risk associated with the Verdugo Fault restricted the profile options between Hollywood Burbank Airport and the San Fernando Valley area to an at-grade and elevated alignment, which would allow the quickest service recovery time should a major seismic event occur. Based on the public and agency outreach information outlined in Final EIR/EIS Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A

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							Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process in Volume 4 of the Final EIR/EIS, for additional information regarding the alternative development process for the project.
180	December 1, 2022 DEIR/EIS Letter from Pacoima Beautiful Members Annakaren Ramirez, Melisa Walk, and Veronica Padilla	The highspeed rail will displace and destroy homes and businesses.	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison</p> <p>EJ-IAMF#2: Business Spotighting</p> <p>EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements</p> <p>EJ-IAMF#4: EJ Business Relocation/Displacement Assistance</p> <p>EJ-IAMF#5: EJ Community Post-Construction Transition to Operation</p> <p>SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act</p> <p>SOCIO-IAMF#3: Relocation Mitigation Plan</p> <p>SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods</p> <p>SO-MM#3: Implement Measures to Reduce Impacts Associated with the Relocation of Important Facilities</p>	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	Partially offsets socioeconomic effect of business displacement DHAE through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>Measure accepted.</p> <p>This comment also raises concern regarding the potential for residential displacements from the project.</p> <p>As discussed under Impact SOCIO#4 (Permanent Displacement of Residences from Construction) in Section 3.12.6.3, each of the Build Alternatives would result in the displacement of both Single-Family Residential and Multi-Family Residential units. Residential displacements that would result from project implementation are depicted on Figure 3.12-19 through Figure 3.12-29, in Section 3.12 of the Final EIR/EIS. As discussed under Impact SOCIO#4, Southeast Antelope Valley and Lake View Terrace would likely have insufficient replacement housing for the households displaced by the Palmdale to Burbank Project Section; however, adequate replacement housing appears to be available in nearby communities, provided that such housing can be made available at affordable prices.</p> <p>Refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations and PB-Response-SOCIO-2: Property Values, in Volume 4 of the Final EIR/EIS, for additional information on property acquisition and property value effects from the project.</p>
181	December 1, 2022 DEIR/EIS Letter from Pacoima Beautiful Members Annakaren Ramirez, Melisa Walk, and Veronica Padilla	This project will significantly increase noise pollution for surrounding communities, and there are not adequate buffers zones to protect local residents from dangerous decibel levels.	<p>N&V-IAMF#1: Noise and Vibration</p> <p>N&V-MM#1: Construction Noise Mitigation Measures</p> <p>N&V-MM#2: Construction Vibration Mitigation Measures</p> <p>N&V-MM#6: Additional Noise Analysis Following Final Design</p> <p>N&V-MM#7: Implement Operation Vibration Mitigation Measures</p>	None	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	The Authority has worked to reduce the permanent impacts on the local communities. At similar speeds, HSR would generate a substantially less noise event than existing commuter and freight trains. Even at higher speeds, high-speed rail also generates less of a noise event than commuter and freight trains. This is primarily due to the duration of the HSR noise event and the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of the Draft EIR/EIS. Ultimately, even at this point

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							when the Authority is not certain about the creative ways the contractor may identify to mitigate operational impacts, the preferred alternative, for example, would impact only 11 sensitive receptors, and only six would be in EJ communities. And after construction, the Authority may find additional measures for reducing noise as it implements N&V-MM#6, which will require the contractor to prepare an HSR operational noise technical report following final design to confirm noise impacts for the Palmdale to Burbank Project Section have been adequately evaluated and no new impacts were identified.
182	December 1, 2022 DEIR/EIS Letter from Pacoima Beautiful Members Annakaren Ramirez, Melisa Walk, and Veronica Padilla	Moreover, this route does not include a planned stop anywhere in Pacoima or Sun Valley after it resurfaces, meaning local community members will not be able to have access to use the train.	N/A	The comment does not call for an OMM.	N/A	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, expresses regarding the lack of a station for local community use. Refer also to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, in Volume for of the Final EIR/EIS, for additional information on the station alternatives selection process.
183	December 1, 2022 DEIR/EIS Letter from Pacoima Beautiful Members Annakaren Ramirez, Melisa Walk, and Veronica Padilla	There is no clear benefit for Pacoima and Sun Valley residents if this route were established, only further inequities and disruption for the local community.	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#3: EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Communication EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program	OMM#1: Construction Jobs and Opportunities, Training and Workforce Development OMM#2: Community Connectivity Enhancements and Workshop OMM#3: Montague Street Improvements OMM#4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	OMMs provide specific community benefits.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment requests a different alignment than the SR14 or Refined SR14A Build Alternatives, so the project would avoid the San Fernando Valley. The Authority will consider those other alternatives.
184	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental	LA Unified established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq. These standards were established based on the California High Performance	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
	I Health & Safety	Schools (CHPS) noise standard. Our exterior noise standard is 67 dBA Leq and our interior noise standard is 45 dBA Leq. OEHS is concerned that if the construction noise impacts are only mitigated to 80 dBA, the noise levels on the campus will remain significantly higher than our noise standard and, therefore, potentially disruptive to the learning environment. To ensure that the mitigation measures put in place are adequate, OEHS requests that the California High-Speed Rail Authority implement mitigation measures that will lower construction noise to our noise standards at the aforementioned schools. To reduce construction noise levels down to LAUSD standards, we request that the following mitigation measures be implemented: <ul style="list-style-type: none"> A temporary noise barrier capable of reducing construction noise levels on all impacted LA Unified schools to 67 dBA Leq shall be installed between the rail corridor and the school. 	TR-IAMF#2: Construction Transportation Plan		improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
185	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To reduce construction noise levels down to LAUSD standards, we request that the following mitigation measures be implemented: <ul style="list-style-type: none"> Provisions shall be made to allow school administrators and/or their designated representative(s) to notify the contractor if construction noise levels are adversely impacting the learning environment. In this event, the contractor must implement additional noise attenuation 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
		measures or reschedule noise-generating activities to a time when school is not in session.					the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
186	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Contractors must maintain ongoing communication with LA Unified school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to schools may be impacted. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#4: Maintenance of Pedestrian Access TR-IAMF#5: Maintenance of Bicycle Access TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access TR-IAMF#12: Pedestrian and Bicycle Safety	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
187	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Contractors must maintain safe and convenient pedestrian routes to LA Unified schools. Contractors must coordinate with OEHS and LADOT to identify and avoid impacts to safe routes to school. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#4: Maintenance of Pedestrian Access TR-IAMF#5: Maintenance of Bicycle Access TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access TR-IAMF#12: Pedestrian and Bicycle Safety	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
188	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Contractors must install and maintain appropriate traffic controls (signs and signals) to 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#4: Maintenance of Pedestrian Access TR-IAMF#5: Maintenance of Bicycle Access TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take.

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		ensure pedestrian and vehicular safety.	TR-IAMF#11: Maintenance of Transit Access TR-IAMF#12: Pedestrian and Bicycle Safety		Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
189	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Haul routes are not to pass by any school, except when school is not in session. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access TR-IAMF#12: Pedestrian and Bicycle Safety	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
190	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#4: Maintenance of Pedestrian Access TR-IAMF#5: Maintenance of Bicycle Access TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access TR-IAMF#12: Pedestrian and Bicycle Safety	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
191	December 1, 2022 DEIR/EIS Letter from LAUSD Office	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in

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	of Environmental Health & Safety	that the following mitigation measures be required: <ul style="list-style-type: none"> Funding for crossing guards or flaggers, at the project proponent's expense, is required any time the safety of children may be compromised by construction-related activities at impacted school crossings. 	TR-IAMF#2: Construction Transportation Plan TR-IAMF#4: Maintenance of Pedestrian Access TR-IAMF#5: Maintenance of Bicycle Access TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#12: Pedestrian and Bicycle Safety	requirements and school coordination	to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
192	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Barriers and/or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison SS-IAMF#2: Safety and Security Management Plan	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
193	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison SS-IAMF#2: Safety and Security Management Plan	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.

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194	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> LA Unified's Transportation Branch must be contacted at (213) 580-2900 regarding the project's potential effect upon existing school bus routes. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
195	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Contractors shall notify the LA Unified Transportation Branch of the expected start and ending dates for various portions of the proposed project that may affect traffic within the nearby school areas. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
196	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> School buses must have unrestricted access to LA Unified schools. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius

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							surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
197	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
198	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> During and after construction, changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
199	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Construction trucks and other vehicles are required to stop 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
		when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.			direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
200	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#2: Construction Transportation Plan	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
201	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Contractors must maintain ongoing communication with LA Unified school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
202	December 1, 2022 DEIR/EIS Letter from	To ensure that impacts on nearby schools from the construction of the proposed Project are reduced	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.

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	LAUSD Office of Environmental Health & Safety	to the extent feasible, OEHS asks that the following mitigation measures be required: <ul style="list-style-type: none"> Parents dropping off their children must have access to the passenger loading areas. 	TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes	requirements and school coordination	on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
203	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	Construction activities for the proposed project could potentially result in short term effects on ambient air quality in the area resulting from equipment emissions and fugitive dust. Completing activities such as demolition and excavation when school is not in session will go a long way towards minimizing air quality impacts. To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Implement all applicable provisions of Rule 403 for fugitive dust control during construction of the Project. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
204	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Utilize low emission “clean diesel” equipment with new or modified engines manufactured to meet Tier 4 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#3: Renewable Diesel	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
		specifications or retrofitted to comply with CARB's verified diesel emission control strategy (VDECS).	AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment		construction related effects around community schools.		construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
205	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Construction vehicles shall not idle in excess of five minutes. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
206	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Ensure that construction equipment is properly tuned and maintained in accordance with manufacturer's specifications. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
207	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Water/mist soil as it is being excavated and loaded onto the transportation trucks. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment GEO-IAMF#1: Geologic Hazards	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
208	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Water/mist and/or apply surfactants to soil placed in transportation trucks prior to exiting the site. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) EJ-MM#2: Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
209	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts:	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) AQ-IAMF#1: Fugitive Dust Emissions	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
		<ul style="list-style-type: none"> Minimize soil drop height into transportation trucks or stockpiles during dumping. 			direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
210	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) AQ-IAMF#1: Fugitive Dust Emissions	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
211	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Place stockpiled soil on polyethylene sheeting and cover with similar material. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) AQ-IAMF#1: Fugitive Dust Emissions	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
212	December 1, 2022 DEIR/EIS Letter from	To ensure that effective conditions are applied to further reduce construction air pollutant	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted.

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	LAUSD Office of Environmental Health & Safety	impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Place stockpiled soil in areas shielded from prevailing winds. 	EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) AQ-IAMF#1: Fugitive Dust Emissions	requirements and school coordination	on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.		Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
213	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers). 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) AQ-IAMF#1: Fugitive Dust Emissions	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
214	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Install wheel washers (or steel shaker plates) where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) AQ-IAMF#1: Fugitive Dust Emissions	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in

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							the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
215	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph). 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) AQ-IAMF#1: Fugitive Dust Emissions	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
216	December 1, 2022 DEIR/EIS Letter from LAUSD Office of Environmental Health & Safety	To ensure that effective conditions are applied to further reduce construction air pollutant impacts, we ask that the following language be included in the recommended conditions for air quality impacts: <ul style="list-style-type: none"> Excavation and transportation of soil known to contain hazardous substances should be limited to periods when school is not in session. 	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM) HMW-MM#1: Limit Use of Extremely Hazardous Materials near Schools during Construction TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Although the Authority is not committing to this particular approach that the LA Unified School District recommends, in OMM #4, the Authority committed to working closely with the district at time periods closer to construction. Right now, no one can foresee how the construction transportation plan under TR-IAMF#2 will develop. These proposals from the district are possible approaches that the contractor may take. Moreover, OMM #4 also requires the Authority to discuss with the district its suggestions on dust-control and spoils before construction starts. For any construction hauling or construction water truck deliveries within a ½ mile radius surrounding Broadus Elementary or Roscoe Elementary schools, the Contractor shall include the following measures in the CSTMP or the TCMP after seeking the aforementioned feedback from LAUSD through the EJ ombudsman.
217	November 6, 2023 Pacoima and Sun Valley Community Meeting	Concern expressed regarding potential business displacements	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	Partially offsets socioeconomic effect of business displacement DHAE through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. Under EJ-IAMF#2, in particular, the Authority will provide assistance to those businesses to maintain visibility during construction, such as providing signage and targeted advertising and marketing campaigns, incentives for construction worker patronage (as applicable), and/or Authority- sponsored community events. Business spotlighting will supplement efforts described in TR- MM#12 and includes street vendors permitted by the City of Los Angeles.

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							Under EJ-IAMF#4, the Authority will develop a relocation mitigation plan. The Plan will include a subsection dedicated to addressing adverse effects to businesses in the EJ communities (as identified in Table 5-24 and Section 5.5 of the Final EIR/EIS). This subsection shall include a description of measures taken or proposed to offset the adverse effects of business displacements and relocations in EJ communities, including a description of measures to relocate displaced businesses in proximity to their same community.
218	November 6, 2023 Pacoima and Sun Valley Community Meeting	Concern expressed regarding spoils removal locations	<p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>AQ-IAMF#2: Selection of Coatings</p> <p>AQ-IAMF#3: Renewable Diesel</p> <p>AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment</p> <p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs</p> <p>AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs</p> <p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p> <p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2:Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p> <p>EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)</p> <p>GEO-IAMF#1: Geologic Hazards</p> <p>GEO-IAMF#9: Subsidence Monitoring</p> <p>GEO-IAMF#10: Geology and Soils</p> <p>N&V-IAMF#1: Noise and Vibration</p> <p>N&V-MM#1: Construction Noise Mitigation Measures</p> <p>N&V-MM#2: Construction Vibration Mitigation Measures</p> <p>N&V-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines</p>	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	<p>This comment is not requesting a specific measure; however, a general concern was expressed regarding potential impacts associated with tunnel portals. Refer to Standard Responses PB-Response TRA-2: Impacts of Tunnel Spoils Off Haul/Disposal, PB-Response AQ-2: Health Risks and Impacts, PB-Response AQ-3: Construction Air Quality/Truck Impacts, PB-Response AQ-4: Greenhouse Gas Emissions, PB-Response N&V-4: Tunneling Impacts (Noise and Vibration) Under Homes and Businesses, PB-Response N&V-5: Impacts of Spoils Hauling (Noise), and PB-Response Haz-3: Impacts of Spoils Hauling (Hazardous Materials and Waste) in Volume 4 of the Final EIR/EIS.</p> <p>In OMM #4, the Authority has further committed to addressing all project components within a ½ mile radius of Broadus Elementary School and Roscoe Elementary School, emergency vehicle access, temporary road closures, circulation and intermodal connections for travel during the duration of construction.</p>

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			<p>N&V-MM#7: Implement Operation Vibration Mitigation Measures</p> <p>TR-IAMF#1: Protection of Public Roadways during Construction</p> <p>TR-IAMF#2: Construction Transportation Plan</p> <p>TR-IAMF#3: Off-Street Parking for Construction-Related Vehicles</p> <p>TR-IAMF#4: Maintenance of Pedestrian Access</p> <p>TR-IAMF#5: Maintenance of Bicycle Access</p> <p>TR-IAMF#6: Restriction on Construction Hours</p> <p>TR-IAMF#7: Construction Truck Routes</p> <p>TR-IAMF#11: Maintenance of Transit Access</p> <p>TR-IAMF#12: Pedestrian and Bicycle Safety</p> <p>TRA-MM#1: Add Lanes to the Segment</p> <p>TRA-MM#2: Modify Signal Timing</p> <p>TRA-MM#3: Modify Signal Phasing</p> <p>TRA-MM#4: Provide a Traffic Signal</p> <p>TRA-MM#5: Restripe Intersection</p> <p>TRA-MM#6: Widen Intersection</p> <p>TRA-MM#7: Add Exclusive Turn Lanes</p> <p>TRA-MM#8: Reconfigure Intersection</p>				
219	November 6, 2023 Pacoima and Sun Valley Community Meeting	Concern expressed regarding tunnel portals	<p>AQ-IAMF#1: Fugitive Dust Emissions</p> <p>AQ-IAMF#2: Selection of Coatings</p> <p>AQ-IAMF#3: Renewable Diesel</p> <p>AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment</p> <p>AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment</p> <p>AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs</p> <p>AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs</p> <p>AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment</p> <p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p> <p>EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2:Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p>	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a general concern was expressed regarding potential impacts associated with tunnel portals. Refer to Standard Responses PB-Response TRA-2: Impacts of Tunnel Spoils Off Haul/Disposal, PB-Response AQ-2: Health Risks and Impacts, PB-Response AQ-3: Construction Air Quality/Truck Impacts, PB-Response AQ-4: Greenhouse Gas Emissions, PB-Response N&V-4: Tunneling Impacts (Noise and Vibration) Under Homes and Businesses, PB-Response N&V-5: Impacts of Spoils Hauling (Noise), and PB-Response Haz-3: Impacts of Spoils Hauling (Hazardous Materials and Waste) in Volume 4 of the Final EIR/EIS.

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			<p>GEO-IAMF#1: Geologic Hazards GEO-IAMF#9: Subsidence Monitoring GEO-IAMF#10: Geology and Soils N&V-IAMF#1: Noise and Vibration N&V-MM#1: Construction Noise Mitigation Measures N&V-MM#2: Construction Vibration Mitigation Measures N&V-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines N&V-MM#7: Implement Operation Vibration Mitigation Measures TR-IAMF#1: Protection of Public Roadways during Construction TR-IAMF#2: Construction Transportation Plan TR-IAMF#3: Off-Street Parking for Construction-Related Vehicles TR-IAMF#4: Maintenance of Pedestrian Access TR-IAMF#5: Maintenance of Bicycle Access TR-IAMF#6: Restriction on Construction Hours TR-IAMF#7: Construction Truck Routes TR-IAMF#11: Maintenance of Transit Access TR-IAMF#12: Pedestrian and Bicycle Safety TRA-MM#1: Add Lanes to the Segment TRA-MM#2: Modify Signal Timing TRA-MM#3: Modify Signal Phasing TRA-MM#4: Provide a Traffic Signal TRA-MM#5: Restripe Intersection TRA-MM#6: Widen Intersection TRA-MM#7: Add Exclusive Turn Lanes TRA-MM#8: Reconfigure Intersection</p>				
220	November 6, 2023 Pacoima and Sun Valley Community Meeting	Concern expressed regarding tunnel spoils disposal	<p>AQ-IAMF#1: Fugitive Dust Emissions AQ-IAMF#2: Selection of Coatings AQ-IAMF#3: Renewable Diesel AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment AQ-MM#1: Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs AQ-MM#2: Offset Project Construction Emissions through AVAQMD Emissions Offsets Programs AQ-MM#3: Construction Emissions Reductions – Requirements for use of Zero Emission and/or Near Zero Emission Vehicles and Off-Road Equipment EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p>	OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAЕ on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAЕ in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.	Refined SR14, SR14A, E1, E1A, E2, E2A	This comment is not requesting a specific measure; however, a general concern was expressed regarding potential impacts associated with tunnel portals. Refer to Standard Responses PB-Response TRA-2: Impacts of Tunnel Spoils Off Haul/Disposal, PB-Response AQ-2: Health Risks and Impacts, PB-Response AQ-3: Construction Air Quality/Truck Impacts, PB-Response AQ-4: Greenhouse Gas Emissions, PB-Response N&V-4: Tunneling Impacts (Noise and Vibration) Under Homes and Businesses, PB-Response N&V-5: Impacts of Spoils Hauling (Noise), and PB-Response Haz-3: Impacts of Spoils Hauling (Hazardous Materials and Waste) in Volume 4 of the Final EIR/EIS. In OMM #4, the Authority has further committed to addressing all project components within a ½ mile radius of Broadus Elementary School and Roscoe Elementary School,

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
			<p>EJ-IAMF#6: Non-Regulatory Supplemental and Informational Monitoring (NSIM)</p> <p>EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program</p> <p>EJ-MM#2:Pre-Construction Environmental Justice Air Quality Emissions Analysis and Mandatory Community Input on Potential Emissions Reductions and Reduction Exposure Measures</p> <p>GEO-IAMF#1: Geologic Hazards</p> <p>GEO-IAMF#9: Subsidence Monitoring</p> <p>GEO-IAMF#10: Geology and Soils</p> <p>N&V-IAMF#1: Noise and Vibration</p> <p>N&V-MM#1: Construction Noise Mitigation Measures</p> <p>N&V-MM#2: Construction Vibration Mitigation Measures</p> <p>N&V-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines</p> <p>N&V-MM#7: Implement Operation Vibration Mitigation Measures</p> <p>TR-IAMF#1: Protection of Public Roadways during Construction</p> <p>TR-IAMF#2: Construction Transportation Plan</p> <p>TR-IAMF#3: Off-Street Parking for Construction-Related Vehicles</p> <p>TR-IAMF#4: Maintenance of Pedestrian Access</p> <p>TR-IAMF#5: Maintenance of Bicycle Access</p> <p>TR-IAMF#6: Restriction on Construction Hours</p> <p>TR-IAMF#7: Construction Truck Routes</p> <p>TR-IAMF#11: Maintenance of Transit Access</p> <p>TR-IAMF#12: Pedestrian and Bicycle Safety</p> <p>TRA-MM#1: Add Lanes to the Segment</p> <p>TRA-MM#2: Modify Signal Timing</p> <p>TRA-MM#3: Modify Signal Phasing</p> <p>TRA-MM#4: Provide a Traffic Signal</p> <p>TRA-MM#5: Restripe Intersection</p> <p>TRA-MM#6: Widen Intersection</p> <p>TRA-MM#7: Add Exclusive Turn Lanes</p> <p>TRA-MM#8: Reconfigure Intersection</p>				emergency vehicle access, temporary road closures, circulation and intermodal connections for travel during the duration of construction.
221	November 7, 2023 Pacoima and Sun Valley Community	Concern expressed regarding business impacts/relocations	<p>EJ-IAMF#1: Authority EJ Ombudsman and Contractor’s EJ Liaison</p> <p>EJ-IAMF#2: Business Spotlighting</p> <p>EJ-IAMF#4: EJ Business Relocation/Displacement Assistance</p>	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development	Partially offsets socioeconomic effect of business displacement DHAE through training and employment opportunities.	Refined SR14, SR14A, E1, E1A, E2, E2A	The Authority would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act per SOCIO-IAMF#2, and that would ensure fair payments to relocated residents and businesses.

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
	Meeting, Virtual		EJ-IAMF#5: EJ Community Post-Construction Transition to Operation SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act				Please also refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, in Volume 4 of the Final EIR/EIS, for additional information on the right-of-way acquisition and relocation process.
222	November 7, 2023 Pacoima and Sun Valley Community Meeting, Virtual	Concern expressed regarding environmental justice/equity	EJ-IAMF#1: Authority EJ Ombudsman and Contractor's EJ Liaison EJ-IAMF#2: Business Spotlighting EJ-IAMF#4: EJ Business Relocation/Displacement Assistance EJ-IAMF#5: EJ Community Post-Construction Transition to Operation EJ-MM#1: Pre-Construction EJ Community Review and Authority EJ Ombudsman Approval of final Construction-Phase Noise Mitigation and Monitoring Measures Program	OMM #1: Construction Jobs and Opportunities, Training and Workforce Development OMM #2: Community Connectivity Enhancements and Workshop OMM #3: Montague Street Improvements OMM #4: Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination	The Authority designed four offsetting mitigation measures to further reduce impacts on environmental justice communities based on disproportionately high and adverse effects it identified. OMM #1: Under the Refined SR14, SAR14A, E1, E1A, E2, and E2A Alternatives the project would result in disproportionate, high, and adverse effects (DHAEs) on EJ populations related to socioeconomic through business displacements, particularly in the communities of Pacoima and Sun Valley. The Authority has not identified feasible mitigation measures to reduce adverse effects associated with business displacements. While offsetting mitigation measure #1 would not directly address business displacements, it would offset socioeconomic DHAEs on EJ communities by providing training and employment opportunities to disadvantaged workers, and further supporting community workforce development and economic development. OMM #2: New physical and visual barriers from the at-grade or above-grade Build Alternative footprint with the potential to divide existing communities would affect the community of Lake View Terrace (census block group 60371032001). Offsetting mitigation measure #2 would partially offset this socioeconomic DHAE by providing improvements pedestrian connectivity enhancements supported by the community. OMM #3: The project would not result in adverse effects with implementation of IAMFs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction or operational transportation or railroad safety (Refer to FEIR/EIS Section 3.11, Safety and Security, for further discussion of operational safety impacts). Thus, this	Refined SR14, SR14A, E1, E1A, E2, E2A	Measure accepted. The Authority has declared its policy to promote Environmental Justice in its programs, policies, and activities. See Policy POLI-1089. The Authority is committed to the fair and meaningful involvement of all affected populations, regardless of race, color, national origin, or income, with respect to the planning and development of the high-speed rail project. Through outreach and engagement activities, the Authority gathers information and input from affected minority and Low-Income populations to inform key agency-wide environmental decisions. The Authority takes its responsibility toward EJ communities seriously. It has been completing thorough outreach with the communities, and it is responding in this table to all of the requests it received. It has developed additional IAMFs, mitigation measures, and offsetting measures to ensure that it reduced impacts on those communities. During and after construction, it remains committed to reaching out to those communities for an on-going dialogue on many different resource impacts and opportunities. The measures it has identified list those in more detail.

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Item #	Original Source	Individual Proposal or Request	Applicable Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM)	Any Related Offsetting Mitigation Measures (OMM)	OMM Nexus to a DHAE, Proportionality Analysis, and Authority Conclusion	Alternatives	Reasons for rejecting an individual proposal or request, OR Reasons for rejecting portions of the proposal or request
					<p>improvement is not being proposed due to a direct connection to a DHAE in Pacoima. Instead, the Authority has identified this as an improvement that would help offset the project's general effects on the community based on the City's suggestion of funding improvements such as this one.</p> <p>OMM #4: The project would not result in adverse effects with implementation of IAMFs and MMs; therefore, there would not be a resulting DHAE on minority or low-income populations related to construction traffic (Refer to FEIR/EIS Section 3.2, Transportation, for further discussion of construction traffic effects). Thus, this improvement is not being proposed due to a direct connection to a DHAE in Pacoima or Sun Valley. The proposed OMM would provide a safety and environmental conditions offset for construction related effects around community schools.</p>		

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ATTACHMENT B: AFTER-ACTION REPORTS AND SUMMARY NOTES FOR EJ COMMUNITY OUTREACH MEETINGS

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Table 1 Summary of Environmental Justice Outreach Events

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
1	Pacoima Neighborhood Council	Los Angeles	Pacoima	2/15/2015	n/a	The Authority presented an overview of the Palmdale to Burbank Project Section and addressed questions and comments.
2	San Fernando Community Working Group (CWG)	San Fernando	San Fernando	2/24/2015	40	This event brought together key community representatives and other community members to provide an update on the Palmdale to Burbank Project Section. Topics discussed included: <ul style="list-style-type: none"> ▪ Community-specific concerns ▪ New alternate routes the Authority is considering as part of the planning process
3	Sylmar CWG	Los Angeles	Sylmar	2/25/2015	32	This event brought together key community representatives and other community members to provide an update on the Palmdale to Burbank Project Section. Topics discussed included: <ul style="list-style-type: none"> ▪ Community-specific concerns ▪ New alternate routes the Authority is considering as part of the planning process
4	San Fernando Valley Town Hall – Imagining Our Transportation Future	Los Angeles	San Fernando	2/26/2015	45	The Authority participated in a panel to discuss “Big Ticket Infrastructure Transit and Highway Opportunities”. The Town Hall meeting examined important issues of public transit and other transportation investment alternatives for the San Fernando Valley region including the Santa Clarita Valley.
5	Communities Against Displacement Community Meeting	Los Angeles	Pacoima, San Fernando, and Sylmar	2/28/2015	90	The Authority presented an overview of the Palmdale to Burbank Project Section and addressed questions and comments from Sylmar, Pacoima, and San Fernando residents. A Spanish interpreter was made available for live interpretation for 20 meeting participants that only spoke Spanish.

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
6	Sun Valley CWG	Los Angeles	Sun Valley	3/9/2015	36	<p>This event brought together key community representatives and other community members to provide an update on the Palmdale to Burbank Project Section. Topics discussed included:</p> <ul style="list-style-type: none"> Community-specific concerns New alternate routes the Authority is considering as part of the planning process
7	Pacoima Beautiful	Los Angeles	Pacoima	3/26/2015	35	<p>This event was conducted entirely in Spanish to a group of Pacoima residents. The presentation included an overview of the statewide program, including the importance of HSR to the state. The information presented mostly focused on the Palmdale to Burbank Project Section, with an emphasis on the San Fernando Valley and Pacoima. Details related to the project section included an overview of the proposed alternatives, the environmental process and local concerns, grade separations and noise barriers, and other general project information.</p>
8	Sylmar CWG	Los Angeles	Sylmar	4/16/2015	14	<p>This event brought together key community representatives and other community members to provide an update on the Palmdale to Burbank Project Section. Topics discussed included:</p> <ul style="list-style-type: none"> Community-specific concerns New alternate routes the Authority is considering as part of the planning process
9	Sun Valley CWG	Los Angeles	Sun Valley	4/20/2015	29	<p>This event brought together key community representatives and other community members to provide an update on the Palmdale to Burbank Project Section. Topics discussed included:</p> <ul style="list-style-type: none"> Community-specific concerns New alternate routes the Authority is considering as part of the planning process

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
10	Pacoima CWG	Los Angeles	Pacoima	4/21/2015	40	<p>This event was conducted in Spanish with live interpretation services for English speakers. This event brought together key community representatives and other community members to provide an update on the Palmdale to Burbank Project Section. Topics discussed included:</p> <ul style="list-style-type: none"> ▪ Community-specific concerns ▪ New alternate routes the Authority is considering as part of the planning process
11	San Fernando CWG	San Fernando	San Fernando	4/23/2015	14	<p>This event brought together key community representatives and other community members to provide an update on the Palmdale to Burbank Project Section. Topics discussed included:</p> <ul style="list-style-type: none"> ▪ Community-specific concerns ▪ New alternate routes the Authority is considering as part of the planning process

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
12	Pacoima Open House	Charles Maclay Middle School Multi-Purpose Room 12540 Pierce Ave Pacoima	Pacoima	5/16/2015	82	<p>The purpose of the meeting was to provide information on the Palmdale to Burbank Project Section and allow community members to share any questions and/or concerns. The Authority provided a project update, which was followed by questions and extended dialogue. Topics discussed included:</p> <ul style="list-style-type: none"> ▪ Impacts of SR 14 on San Fernando Road ▪ The cost to move or relocate business will affect people's livelihoods and retirements ▪ Impact to communities during the construction process due to pollution, debris, and truckloads needed to remove the dirt ▪ Sensitive environments like the Tujunga Wash and Angeles National Forest cannot and should not be altered ▪ Protections from the National Forest will prohibit uses and the Army Corps of Engineers will never build near the wash ▪ Homes and businesses need to receive fair payment if they are to be relocated ▪ This project does not follow what the voters passed

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
13	Sun Valley Open House	Sun Valley High School Multi-Purpose Room 9171 Telfair Ave Sun Valley	Sun Valley	5/19/2015	53	<p>The purpose of the meeting was to provide information on the Palmdale to Burbank Project Section and allow community members to share any questions and/or concerns. The Authority provided a project update, which was followed by questions and extended dialogue. Topics discussed included:</p> <ul style="list-style-type: none"> ▪ Concerns about the placement of the routes and environmental justice issues, pollution, environmental destruction, and impacts to the community ▪ SR 14 is not a viable route because it does not provide the most direct and fastest connection between both stations ▪ The E3 Corridor is the most appealing option for high-speed rail users, because it appears to provide a direct route with the shortest journey time ▪ Construction of the project cannot be rushed; safety needs to be prioritized ▪ Need for information on operational and maintenance costs associated with the project
14	Sylmar Open House	Olive Vista Middle School Miles Hall 14600 Tyler St Sylmar	Sylmar	5/27/2015	75	<p>The purpose of the meeting was to provide information on the Palmdale to Burbank Project Section and allow community members to share any questions and/or concerns. The Authority provided a project update, which was followed by questions and extended dialogue. Topics discussed included:</p> <ul style="list-style-type: none"> ▪ Concerns about negative effects from SR 14 on the community, quality of life, and property values ▪ SR 14 will make North Sylmar inaccessible, affect the community's bus system, and disrupt public transportation ▪ HSR must maintain and promote safe pedestrian access in the community and increase public transportation for the many low-income families ▪ Strong support for E3 alignment ▪ The pollution associated with the construction and operation of the train will negatively affect the community

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
15	San Fernando Open House	Las Palmas Park – Gymnasium 505 S Huntington St San Fernando	San Fernando	5/28/2015	316	<p>The purpose of the meeting was to provide information on the Palmdale to Burbank Project Section and allow community members to share any questions and/or concerns. The Authority provided a project update, which was followed by questions and extended dialogue. Topics discussed included:</p> <ul style="list-style-type: none"> ▪ Significant opposition to SR 14 ▪ Support for the high-speed rail program as long as the alignment along San Fernando Road is not considered ▪ Significant concern over the temporary and long-term impacts to businesses, schools, churches and first responders along San Fernando Road ▪ Concern over the significant impacts that the sound walls will have in dividing the communities and promoting graffiti and gang violence ▪ Interest on the number and types of jobs that could be generated for the community ▪ Environmental Justice issues identified through the environmental process will reveal that the Authority must select one of the East Corridor alignments ▪ The train only caters to middle-class communities; this community is low income and will not be able to afford to ride the train
16	St. Didacus Catholic Church Community Meeting	Sylmar	Sylmar	8/27/2015	74	<p>The purpose of the meeting was to provide information on the Palmdale to Burbank Project Section and allow community members to share any questions and/or concerns. The Authority provided a project update, which was followed by questions and extended dialogue. Topics discussed included:</p> <ul style="list-style-type: none"> ▪ Impacts to the Sylmar community ▪ Benefits for the community ▪ Changes to the route since the past May/June meetings

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
17	City of Los Angeles/San Fernando Valley Stakeholder Working Group (SWG) Meeting	Sun Valley	Sun Valley	4/6/2016	5	The Authority hosted an SWG Meeting to provide a project update specifically regarding the recent refinement to three Palmdale to Burbank Project Section Build Alternatives. Participants were also asked to participate in a planning exercise to affirm and/or state their priorities and preferences of project objectives. Participants were also asked to identify specific projects or programs along the project alternatives that are of interest locally.
18	Sun Valley/Pacoima CWG	Pacoima	Sun Valley Pacoima	8/24/2016	15	During this event, community leaders received updates on the Palmdale to Burbank Project Section Build Alternative alignments and current studies. Questions were answered in a Q&A session with the Engineering, Environmental, Geotechnical, and Planning team. Participants were encouraged to spread the word about the September Open House Meetings (flyers distributed).
19	Northeast San Fernando Valley CWG	Los Angeles	Sun Valley	8/31/2016	19	During this event, community leaders received updates on the Palmdale to Burbank Build Alternative alignments and current studies. Questions were answered in a Q&A session with the engineering, environmental, geotechnical, and planning team. Participants were encouraged to spread the word about the September Open House Meetings (flyers distributed).
20	Northeast San Fernando Valley Open House	Sun Valley	Sun Valley	9/22/2016	92	This event was held in Sun Valley. The Authority provided a project update to community members from San Fernando Valley. Key topics included: <ul style="list-style-type: none"> ▪ HSR project update ▪ Summary of the process and timeline as it currently stands ▪ Overview of the alignments that were presented to the public and to the Board in April ▪ Status of Geotechnical Investigations in the Angeles National Forest
21	Sun Valley Branch Library	Sun Valley	Sun Valley	7/19/2017	40	This event was an environmental justice community outreach activity held at the Sun Valley Branch Library. The Authority presented an overview of the project.

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
22	Antelope Valley Partners	Lancaster	Lancaster	7/22/2017	3000	This event was an environmental justice community outreach activity held at the Antelope Valley Partners location in Lancaster. The Authority presented an overview of the project.
23	Small Group Meeting with Pacoima and Sun Valley Community Leaders	Los Angeles	Pacoima Sun Valley	9/25/2018	18	This event was held for community members of Sun Valley and Pacoima. Key topics included: <ul style="list-style-type: none"> ▪ SFV alignment (vertical and horizontal) ▪ Spoils removal system (conveyance) ▪ Community impacts (displacements, noise)
24	Open House Meeting #2 – Pacoima/Northeast San Fernando Valley	Pacoima	Pacoima/ Northeast San Fernando Valley	9/26/2018	81	This event was held in Pacoima. The Authority provided a project update to community members from San Fernando Valley. Topics discussed at the event included: <ul style="list-style-type: none"> ▪ Summary of the process and timeline as it currently stands ▪ Announcement of the staff-recommended preferred alternative ▪ Overview of the environmental process
25	Sun Valley Area Neighborhood Council	Sun Valley	Sun Valley	10/9/2018	6	This event was held for the Sun Valley Area Neighborhood Council. The Authority presented an overview of the project, preferred alternative, and outreach efforts completed to date.

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
26	Pacoima Branch Library	Pacoima Branch Library 13605 Van Nuys Boulevard, Pacoima	Pacoima	2/12/2019	15	<p>The event was a classroom setting with an English conversation class. Most students were unfamiliar with the project, but very engaged. All were nonnative English speakers. Handouts were provided in English and a factsheet in Spanish. Discussed the state map and alignment for phase 1 and phase 2. Because most participants were not familiar with the project, questions were focused on general project information. Topics discussed at the event included:</p> <ul style="list-style-type: none"> ▪ Ticket prices ▪ Cost to build / funding ▪ Route location and selection ▪ Construction jobs and opportunities ▪ Train speeds ▪ Station locations ▪ Future public meetings ▪ Xpress West connection ▪ Community impacts and benefits

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
27	Raw Inspiration	Lancaster Boulevard (between Fern and Ehrlich Avenues), Lancaster	Antelope Valley	2/28/2019	200 total attendees (10 Spanish speakers) 40–50 interacted with outreach team	<p>The event was conducted in an informational booth setting at a BLVD Market (a year-round farmer’s market) and was facilitated by a bilingual Spanish staff member. A short interview was given with TheAVweb.com regarding presence of the HSR project team at the event. Topics discussed at the event included:</p> <ul style="list-style-type: none"> ▪ Xpress West connection ▪ Train speeds ▪ Number and location of stations ▪ Many thought the project was cancelled ▪ Ticket prices ▪ Construction jobs and opportunities ▪ Time until project operation ▪ Politics and continued viability of project ▪ Project opposition ▪ Route location and selection (e.g., Will the train go to Tehachapi, Lancaster, Van Nuys?)

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
28	Community Inspectors Weekly Meeting	13520 Van Nuys Boulevard, Suite 200, Pacoima	Pacoima	3/18/2019	25 attendees (all Spanish speakers) Meeting and presentation conducted in Spanish	<p>This event was a presentation at the community organization's weekly meeting. The presentation and meeting were both conducted in Spanish and focused on the overall HSR program and the Palmdale to Burbank Project Section status, and ended with questions and answers. Topics expressed by attendees at the event included:</p> <ul style="list-style-type: none"> ▪ Train speeds ▪ Number and location of stations ▪ Most thought the project was cancelled. ▪ Ticket prices ▪ Frequency of train run-times ▪ Opportunities for jobs in the community ▪ Time until project operations ▪ Completion date for Central Valley route ▪ Is the train electric? ▪ Plans for further outreach ▪ Better outreach; notifications for public meetings ▪ Information about the alignment in relation to individuals' homes or businesses ▪ Right-of-way process and how it works

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
29	Francis Polytechnic High School	Francis Polytechnic High School 12431 Roscoe Boulevard, Sun Valley	Sun Valley	3/27/2019	35 attendees, mostly students (English and Spanish speakers)	<p>This event was a presentation at the youth organization’s weekly meeting. The presentation, conducted in English, focused on the overall HSR program and Palmdale to Burbank Project Section Status, and ended with questions and answers. Topics discussed at the event included:</p> <ul style="list-style-type: none"> ▪ Status and viability of project ▪ Number and location of stations between Los Angeles and San Francisco ▪ Time until project operation ▪ Top speed of trains ▪ Train speed in residential areas ▪ Train cost and affordability ▪ Project-related jobs, internships, and opportunities ▪ Safety and security for riders ▪ Project funding ▪ Train components and construction ▪ Electrification of train ▪ Station design ▪ Train and station amenities ▪ Homeless population and project ▪ Station safety ▪ Central Valley section completion date ▪ Factors such as economic changes and gentrification induced by the project ▪ Project use of recycled or renewable energy ▪ Electric wires and safety and security measures ▪ Impacts on biological and natural resources and applied mitigation

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
30	Making It Happen, Inc.	Sunland-Tujunga	Sunland-Tujunga	7/20/2019	30 attendees, 15–20 attendees approached booth (English and Spanish speakers)	<p>This event was an informational booth setting where the Palmdale to Burbank Project Section fact sheet and general HSR fact sheets and handouts were available to attendees. The community members that attended were very engaged. Most of the attendees who came to the booth did not know what HSR was and were interested in learning about the project in general, and especially interested in the status of the project. One community member expressed that the community did not want the project and advocated not proceeding with the environmental studies. Topics discussed at the event included:</p> <ul style="list-style-type: none"> ▪ Overview of HSR ▪ Other HSR examples in the world ▪ Station locations ▪ Xpress West connections ▪ Construction duration ▪ Safety and security for riders ▪ Identification required for train use ▪ Electricity of train

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
31	Meet Each Need With Dignity	10641 San Fernando Road, Pacoima	Pacoima	8/10/2019	100 attendees, 40–45 attendees approached booth (90% Spanish speakers)	<p>This event was an informational booth setting and was facilitated by two staff, one of whom was bilingual (Spanish). A table was set up with informational material outside of the facility to engage with the participants as they entered and exited. Out of the approximately 100 attendees, about 40 to 45 people approached the table to ask about HSR rail. Most had not heard of the program and were excited to learn that it was under construction in the Central Valley. Some of the younger attendees were very happy to receive information and the HSR shield stickers. Community members were engaged and open to information about the HSR program and the new technologies that the train will use, including positive train control, all electric, and renewable energy. Overall, it was a positive reception from the group. Topics discussed at the event included:</p> <ul style="list-style-type: none"> ▪ Overview of HSR ▪ Station locations ▪ Number of stops between Los Angeles and San Francisco ▪ Train speeds ▪ Time until project operations ▪ Advocated need for station in Pacoima ▪ Affordability ▪ Jobs and opportunities <p>Electricity of train</p>

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
32	Virtual Community Meeting #1 (Spanish)	Virtual (Zoom)	Los Angeles	10/22/2020	146	<p>Key Themes/Questions Received by Attendees:</p> <ul style="list-style-type: none"> ▪ Environmental ▪ Construction/ Tunneling ▪ Funding ▪ Impacts on the following: <ul style="list-style-type: none"> ▪ Businesses ▪ Communities ▪ Community Engagement ▪ Emergency Protocols ▪ Alignment Finalization
33	Sun Valley Area Neighborhood Council Briefing	Virtual (Zoom)	Sun Valley	2/9/2022	12	<p>Key Themes Delivered:</p> <ul style="list-style-type: none"> ▪ L. DiCamillo gave an overview of the current project status, including statewide overview and environmental process. ▪ L. DiCamillo provided a funding update. ▪ L. DiCamillo reviewed surrounding project sections: Bakersfield to Palmdale and Burbank to Los Angeles project section overview and approval of Burbank Airport Station. ▪ R. Simon provided the Palmdale-Burbank project section overview and schedule. ▪ R. Simon provided San Fernando Valley Grade Separation update. ▪ G. Arellano discussed the outreach to-date. ▪ L. DiCamillo provided Palmdale to Burbank Environmental Process.

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
34	Pacoima Beautiful Briefing	Virtual (Zoom)	Pacoima	2/14/2022	15	<p>Key Themes Delivered:</p> <ul style="list-style-type: none"> ▪ L. DiCamillo gave an overview of the current project status, including statewide overview and environmental process. ▪ L. DiCamillo provided a funding update. ▪ L. DiCamillo reviewed surrounding project sections: Bakersfield to Palmdale and Burbank to Los Angeles project section overview and approval of Burbank Airport Station. ▪ R. Simon provided the Palmdale-Burbank project section overview and schedule. ▪ R. Simon provided San Fernando Valley Grade Separation update. ▪ G. Arellano discussed the outreach to-date. ▪ L. DiCamillo provided Palmdale to Burbank Environmental Process.
35	Stakeholder Working Group – Southern Section	Virtual (Zoom)	Pacoima	9/20/2022	21	<p>Key Themes from Attendees:</p> <ul style="list-style-type: none"> ▪ Truck traffic/hauling/spoils removal ▪ Truck pollution ▪ Site cleanup site data ▪ Source of electricity for project ▪ Forest service permitting/special use authorization for water access ▪ Avion Burbank Project in EIR/EIS ▪ Water source/water resources/water use/monitoring wells ▪ Tunneling/tunnel liners ▪ Safe pedestrian access to train lines ▪ Existing conditions documented in EIR/EIS ▪ Data for interactive map layers ▪ Length of EIR/EIS and extension of comment period ▪ Access to public comments ▪ Request/availability of technical reports

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
36	Virtual Open House (Spanish)	Virtual (Zoom)	Project Section: Palmdale to Burbank	10/6/2022	69	Key Themes from Attendees: <ul style="list-style-type: none"> ▪ Gas lines near Van Nuys Blvd ▪ Interactive Map ▪ Potential concrete batch locations ▪ Potential aquifer issues ▪ Train electrification vs non-electric locomotives ▪ Water source/water resources/water use ▪ Data for interactive map layers ▪ Train route notification ▪ Tunnel paths/exits ▪ Partial property acquisitions ▪ Years until completion of Phase 1
37	In-Person Information Session – Southern Section	Pacoima	Pacoima	10/12/2022	22	Key Themes from Team: <ul style="list-style-type: none"> ▪ Alternatives and the reasons for choosing SR14A as the Preferred Alternative ▪ Overview of the environmental documents and reviewed the design considerations to avoid and minimize impacts ▪ Summary of the impacts and the interactive property impacts map ▪ Information about the Draft EIR/EIS release, project schedule, public meetings and next steps, Meethrsocal.org Demo
38	Pacoima Beautiful – Turn on the Sun	Pacoima	Pacoima	10/22/2022	16	Key Themes from Team: <ul style="list-style-type: none"> ▪ Alternatives and the reasons for choosing SR14A as the Preferred Alternative ▪ Overview of the environmental documents and reviewed the design considerations to avoid and minimize impacts ▪ Summary of the impacts and the interactive property impacts map ▪ Information about the Draft EIR/EIS release, project schedule, public meetings and next steps, Meethrsocal.org Demo

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
39	Virtual Public Hearing	Virtual (Zoom)	Project Section: Palmdale to Burbank	10/18/2022	76	<p>Key Themes from Attendees:</p> <ul style="list-style-type: none"> ▪ Residential impacts ▪ Effects to schools within and near the project footprint ▪ Specific impacts to Vazquez High School ▪ Project cost ▪ Concerns with the high-speed rail project being an inadequate use of budget ▪ Neighborhood impacts in Sylmar ▪ No benefit to communities in the San Fernando Valley area ▪ No stops in San Fernando Valley affects community growth ▪ Impacts and no benefits to the Black and Brown communities in the San Fernando Valley area ▪ Toxic soil at Spreading Ground could cause pollution in the community ▪ Burbank Airport Station configuration and impacts to existing properties at location ▪ Congestion at Burbank Station ▪ Exit tunnel impacts ▪ Lack of water supply in the northern section ▪ Coordination with EJ communities to discuss potential impacts ▪ Community accessibility to trains ▪ Lack of benefits to all communities that will be affected ▪ Lack of in-person meeting efforts in affected areas after regular business hours ▪ Accessible train prices for benefit of the affected community ▪ 40Effects on property value due to potential property acquisition ▪ Effects to current proposed projects in the area

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
						<ul style="list-style-type: none"> ▪ Traffic congestion due to all the transportation already in the area ▪ Concerns about responses to public comments ▪ Availability of notification and project materials in Spanish
40	Pacoima and Sun Valley In-Person Community Meeting	Pacoima	Pacoima and Sun Valley	11/6/2023	28	<p>The event was hosted by the Authority in Pacoima, and included representatives from the Acton Town Council, the City of Los Angeles, the Kagel Canyon Civic Association, and the Sun Valley Area Neighborhood Council. Topics discussed at this event included:</p> <ul style="list-style-type: none"> ▪ Air pollution during construction ▪ Business displacement ▪ Coordination with other projects in the area (Pacoima Dam) ▪ Spoils removal locations ▪ Interactive map/property acquisitions ▪ Water issues: sources, usage, aquifer issues/contamination ▪ Potential concrete batch locations ▪ Tunnel portals ▪ Construction phasing

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
41	Pacoima and Sun Valley Virtual Community Meeting	Virtual (Zoom)	Pacoima and Sun Valley	11/7/2023	27	<p>The event was hosted by the Authority online, and included representatives from the City of Burbank, Los Angeles’s 6th City Council District, Los Angeles’s 7th Council District, the Foothill Trails District Neighborhood Council, South Coast Wildlands (SC Wildlands), and the Office of Assemblywoman Luz Rivas. Topics discussed at this event included:</p> <ul style="list-style-type: none"> ▪ Business impacts/relocation ▪ Construction timeline ▪ Data for interactive map layers ▪ Environmental justice/equity ▪ Interactive map/property acquisition ▪ Pacoima Dam impact ▪ Residential property impacts ▪ Safety ▪ Tunnel portals
42	Pacoima Beautiful Briefing (Spanish)	Virtual (Zoom)	Pacoima	11/18/2022	12	<p>Key Themes from Attendees:</p> <ul style="list-style-type: none"> ▪ Employment Opportunities ▪ Air Quality Concerns ▪ Radiation Questions ▪ Resource for the community to contact during construction period ▪ Concerns over cracks in Sylmar

#	Organization	Location	Community Area	Date	Attendees	Topics Discussed with Attendees
43	Meeting with Councilmember Imelda Padilla	Sun Valley	Sun Valley	11/27/2023	4	The briefing included representatives from the Office of Councilmember Padilla. Topics discussed at this event included: <ul style="list-style-type: none"> ▪ Opportunities for redevelopment/landscaping near tunnel portal ▪ Configuration of Penrose/Olinda ▪ Business impacts (particularly along Little San Fernando Rd) ▪ Relocation plan collaboration ▪ Impacts to Sun Valley Metrolink Station/partnership with Metrolink ▪ Engagement with CBOs ▪ Utilization of local artists
44	Sun Valley Area Neighborhood Council Planning and Land Use (PLUM) Committee	Sun Valley	Sun Valley	11/30/2023	7	The meeting was hosted by the Sun Valley Area Neighborhood Council PLUM Committee and staff from the Office of Councilmember Padilla was also in attendance. Topics discussed at this event included: <ul style="list-style-type: none"> ▪ Grade-separations/impacts to Metrolink ▪ Impacts to Little San Fernando Rd ▪ List of affected businesses ▪ Impacts to businesses/notification/ compensation ▪ Construction impacts/reporting ▪ Impacts on local schools ▪ Construction equipment/air quality/monitoring ▪ Tunnel spoil disposal ▪ Impacts to bike path ▪ Grade separation construction phasing

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45	Pacoima Beautiful Community Inspectors (All Spanish)	Pacoima	Pacoima	12/8/2023	23	<p>This event was a presentation at the community organization’s weekly meeting. The presentation and meeting were both conducted in Spanish and focused on the overall HSR program and the Palmdale to Burbank Project Section status, and ended with questions and answers. Topics expressed by attendees at the event included:</p> <ul style="list-style-type: none"> ▪ Concern for street vendors ▪ Construction and notification fatigue ▪ Health concerns/disproportionate impacts on this community ▪ Communication with schools (esp. Alliance MIT Middle School) ▪ Interest in regular briefings ▪ Proactive outreach (e.g. flyer)
46	Pacoima Neighborhood Council	Pacoima	Pacoima	1/17/2024	24	<p>The Authority made a brief presentation focused on the IAMFs during the public comment period at the Pacoima Neighborhood Council meeting. Board members received a hard copy of the presentation, as well as the IAMF feedback form. Due to the time constraints, there were no questions asked or other comments made. The final slide with full project information was highlighted at the end of the presentation. Board members and community members were encouraged to view the website for the flyover video, to access in-depth information about the project, and specific contact information. Key materials (including the project fact sheets and IAMF feedback form) were also left out on the tables for attendees to take if interested.</p>