

21 LOCAL AGENCIES

Submission 4045 (Eric Sahakian, Acton Agua Dulce Unified School District, September 6, 2022)

Palmdale - Burbank - RECORD #4045 DETAIL

Status : Completed
Record Date : 9/6/2022
Interest As : Local Agency
First Name : Eric
Last Name : Sahakian

Stakeholder Comments/Issues :

4045-7621

Good afternoon, Ms. DiCamillo and Mr. Stanich
I trust this message finds you well.
I am in receipt of a letter dated August 26th from the CA High-Speed Rail Authority regarding the HSR project. The letter does indicate that two of our school sites within the district are within one-fourth mile of the proposed HSR project.
Thank you for providing the option to meet and further consult with the Authority representatives regarding the potential impact of the HSR project on our schools.
We would like to exercise our right to meet.
I look forward to hearing from you.
Thank you.
Best,
Eric Sahakian, Ed.D. - AADUSD Superintendent

--

Eric Sahakian, Ed.D.

Superintendent

Acton-Agua Dulce Unified School District

www.aadusd.k12.ca.us

(661) 269-0750 Ext. 102

"Empowering Today's Learners to Thrive in Tomorrow's World"

"Truth is like the sun. You can shut it out for a time, but it ain't goin' away"- Elvis Presley

Response to Submission 4045 (Eric Sahakian, Acton Agua Dulce Unified School District, September 6, 2022)

4045-7621

The commenter expressed appreciation for notification efforts that occurred on behalf of the California HSR System and requested consultation with the Authority. In response to this comment, the Authority contacted the commenter and provided information about an upcoming Stakeholder Working Group. The commenter attended the Stakeholder Working Group held by Authority staff in Acton on September 12, 2022.

Submission 4046 (Henry Fung, Los Angeles County Department of Public Works, September 6, 2022)

Palmdale - Burbank - RECORD #4046 DETAIL

Status : Completed
Record Date : 9/6/2022
Interest As : Local Agency
First Name : Henry
Last Name : Fung

Stakeholder Comments/Issues :

4046-7620

Hi, my name is Henry Fong Im looking for a copy of the technical reports. I can be reached at [REDACTED]. If you could send a CD as well, that would be appreciated for the tech corporates. Thank you.

Response to Submission 4046 (Henry Fung, Los Angeles County Department of Public Works, September 6, 2022)

4046-7620

Refer to Standard Response PB-Response-GEN-7: Access to Technical Reports.

The commenter requested a copy of the technical reports associated with the Draft EIR/EIS. The Authority responded to the commenter's request. Please refer to Standard Response PB-Response-GEN-7: Access to Technical Reports. Persons requesting Technical Reports via notice to the Authority were provided electronic version of the specific reports being requested. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4053 (Danica Nguyen, South Coast Air Quality Management District, September 7, 2022)

Palmdale - Burbank - RECORD #4053 DETAIL

Status : Delimited
Record Date : 9/7/2022
Interest As : Local Agency
First Name : Danica
Last Name : Nguyen
Attachments : PB_4053_Nguyen_Email_Original.pdf (39 kb)
LAC220901-10 DEIR California High Speed Rail System Project - Palmdale to Burbank Project Section.pdf (215 kb)
South Coast AQMD Staff's Comments - Draft EIR_EIS CHSR Project - Palmdale to Burbank Project Section.pdf (305 kb)
South Coast AQMD Staff's Comments - Draft EIR_EIS CHSR Project - Palmdale to Burbank Project Section.pdf (305 kb)

Stakeholder Comments/Issues :

Dear Mr. Stanich,

South Coast AQMD staff received the Draft Environmental Impact Report (Draft EIR) for the Proposed CA High-Speed Rail Authority Palmdale to Burbank Project Section Project (South Coast AQMD Control Number: LAC220901-10). Staff is currently in the process of reviewing the Draft EIR. The public commenting period is from 09/02/2022 – 11/01/2022.

Upon reviewing the files provided as part of the public review period, I was able to access the Draft EIR and Appendices through the City's website.

Please provide all technical documents related to air quality, health risk, and GHG analyses, electronic versions of all emission calculation files, and air quality modeling and health risk assessment files (complete files, not summaries) that were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following:

- CalEEMod Input Files (.csv files);
- EMFAC output files (not PDF files);
- All emission calculation spreadsheet file(s) (not PDF files) used to calculate the Project's emission sources (i.e., truck operations);
- AERMOD Input and Output files, including AERMOD View file(s) (.isc);
- Any HARP Input and Output files and/or cancer risk calculation files (excel file(s); not PDF) used to calculate cancer risk and chronic and acute hazards from the Project;
- Any files related to post-processing done outside AERMOD to calculate pollutant-specific concentrations (if applicable).

You may send the files mentioned above via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff by COB on Tuesday, 09/13/22. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

If you have any questions regarding this request, please don't hesitate to contact me.

Regards,

Danica Nguyen
Air Quality Specialist, CEQA-IGR
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

Submission 4053 (Danica Nguyen, South Coast Air Quality Management District, September 7, 2022) - Continued



4053-10539

Serge Stanich

November 30, 2022

SENT VIA E-MAIL:
Palmdale_Burbank@hsr.ca.gov
Serge.Stanich@hsr.ca.gov

November 30, 2022

Serge Stanich, Director of Environmental Services
California High-Speed Rail Authority
355 S Grand Avenue, Suite 2050
Los Angeles, CA 90071

Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the California High-Speed Rail Project – Palmdale to Burbank Project Section August 2022 (Proposed Project) (SCH No.: 2014071074)

4053-10539

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The California High-Speed Rail System Authority (Authority) is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. The following comments include recommended revisions to CEQA regional construction air quality analysis, health risk assessment (HRA), ambient air quality, impact avoidance and minimization features (IAMFs), additional air quality mitigation measures, and information about South Coast AQMD permits that the Lead Agency should include in the Final EIR/EIS.

South Coast AQMD Staff's Summary of Project Information in the Draft EIR/EIS

Based on the Draft EIR/EIS, the Authority proposes to develop the High-Speed Rail (HSR) system, which is an important transportation strategy. The HSR provides service for intercity travel in California on electrically powered, high-speed railroad tracks of more than 800 miles.¹ The Proposed Project is one of the project sections in the HSR system and spans approximately 31-38 miles between the city of Palmdale and Burbank, including a station in the city of Burbank near the Hollywood Burbank Airport.² The Proposed Project evaluates six Build Alternatives in the Draft EIR/EIS.³ Construction of the Proposed Project will occur over nine years from 2020-2029.⁴ It is anticipated that operations will begin in 2029.

South Coast AQMD Staff's Comments on the Draft EIR

CEQA Regional Construction Air Quality Analysis

In the Draft EIR/EIS, the Authority discusses that all six Build Alternatives would involve the use, storage, transport, and disposal of hazardous materials and wastes, such as wasted materials and contaminated soil or groundwater.⁵ Additionally, excavation and tunneling would generate

¹ Draft EIR/EIS, Summary Section, Page S-1.

² *Ibid.*

³ *Ibid.*, Summary Section, Page S-2.

⁴ *Ibid.*, Section 3.3, Page 3.3-28.

⁵ *Ibid.*, Section 3.10, Page 3.10-21.

different quantities of potentially hazardous spoil materials, such that Refined SR14 and SR14A have 9.2 million cubic yards (mcy), E1 and E1A have 3.0 mcy, and E2 and E2A have 3.8 mcy of hazardous spoil.⁶ However, the Authority does not explain how this amount was developed in the Draft EIR/EIS. Furthermore, the Authority identifies the number of high-priority Potential Environmental Concerns (PEC) sites with known and/or suspected contamination during construction.⁷ The maximum number of high-priority PEC sites is 26 among all six Build Alternatives.⁸ It is unclear if the removal of hazardous spoil materials for those 26 sites is in addition to or included in the above million cubic yards of hazardous spoil materials and should be clarified in the Final EIR/EIS. The Authority identifies potential disposal sites for spoil materials within 25 miles one-way for the Palmdale to Burbank Section, which are Vulcan Mine, Boulevard Mine, and CalMat Mine in the Air Quality and Global Climate Change Technical Report.⁹ It is assumed that spoils would be hauled by trucks with an 18-cubic yard capacity.¹⁰ However, the number of hauling trucks during these activities and how the associated hauling trucks' emissions were calculated are not discussed in detail.

In the Public Utilities and Energy Section of the Draft EIR/EIS, the Authority also identifies five off-site disposal landfill facilities for solid waste collections: Antelope Valley Recycling and Disposal Facility in the City of Palmdale, Sunshine Canyon Landfill in the community of Sylmar, Burbank Landfill in the City of Burbank, Lancaster Landfill in the Los Angeles County, and Mojave Rosamond Landfill in the Kern County,¹¹ which are less than 20 miles away from the Proposed Project site (one-way) for most of the off-site landfills. As mentioned, the Proposed Project will require the removal of spoil materials. Depending on the type of spoil materials, those might not be accepted at any of the listed off-site disposal landfills. It may need to be disposed of at a permitted hazardous disposal facility outside Los Angeles County with a one-way trip length that is likely longer than 20 miles, which is the default trip length in the CalEEMod. Therefore, South Coast AQMD staff recommends that the Authority identifies the permitted hazardous disposal facility that the Proposed Project will use to dispose of hazardous materials, the number of hauling truck trips during the activities, re-calculate the Proposed Project's construction emissions from haul truck trips based on the appropriate one-way trip length and disclose it in the Final EIR/EIS. If the revision is not included in the Final EIR/EIS, the Authority should provide reasons supported by substantial evidence in the record to explain why it is not included.

Recommended Revisions to the Health Risk Assessment (HRA)

HRA Analysis Results

In the Draft EIR/EIS, the Authority discusses cancer and noncancer maximum health risk from the Proposed Project's construction, with the detailed analysis and results provided in the Air Quality and Global Climate Change Technical Report.¹² The HRA analyzes six discrete cases chosen for the worst-case scenario along the Build Alternatives alignments.¹³ However, South Coast AQMD

⁶ *Ibid.*, Section 3.10, Page 3.10-22.

⁷ *Ibid.*, Section 3.10, Page 3.10-32.

⁸ *Ibid.*, Section 3.10, Page 3.10-32.

⁹ Air Quality and Global Climate Change Technical Report, Page 2-41,42.

¹⁰ Air Quality and Global Climate Change Technical Report, Page 2-42.

¹¹ *Draft EIR/EIS*, Section 3.6, Page 3.6-56.

¹² *Ibid.*, Section 3.3 Page 3.3-106.

¹³ *Ibid.*

Submission 4053 (Danica Nguyen, South Coast Air Quality Management District, September 7, 2022) - Continued

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found that the cancer risks stated in the Draft EIR/EIS results differ from the Air Quality Technical Report. According to the Draft EIR/EIS, the maximum cancer risk is 9 in a million, as shown in Table 3.3-31 in the Draft EIR/EIS.¹⁴ The Authority concludes that the Proposed Project construction would not exceed applicable thresholds for cancer risk¹⁵ compared to the South Coast AQMD Air Quality CEQA Significance Thresholds¹⁶ for toxic air contaminants and therefore does not require any mitigation. In contrast, Table 13 in the Air Quality and Global Climate Change Technical Report shows the maximum cancer risk associated with the Proposed Project's construction is 41 in a million,¹⁷ which exceeds the South Coast AQMD Air Quality CEQA Significance Thresholds for toxic air contaminants. Therefore, South Coast AQMD staff recommends that the Authority review and revise the HRA analysis in the Draft EIR/EIS and the Air Quality and Global Climate Change Technical Report with consistent results and include them in the Final EIR/EIS. In the event that the cancer risks exceed the South Coast AQMD Air Quality CEQA Significance Thresholds for toxic air contaminants, the Authority should include additional air quality mitigation measures in the Air Quality Section of the Final EIR/EIS to commit to evaluating the potential impacts to reduce the cancer risk prior to any construction activities. If the additional air quality mitigation measures are not included in the Final EIR/EIS, the Authority should provide reasons supported by substantial evidence in the record to explain why the additional air quality mitigation measures are not necessary.

Additional HRA Analysis

From the time when the Draft EIR/EIS was prepared till the current review day in November 2022, it is possible that new sensitive land uses were sited in proximity to the Proposed Project. These could be projects, including residential units, schools, etc. As a result, the number of sensitive receptors used in the analysis for the Proposed Project Build Alternatives alignments and the estimated maximum cancer risks from all the receptors could be underestimated. Based on the HRA technical files, the HRA analysis was prepared in October 2020 and possibly did not include sensitive receptors from the approved and foreseeable projects between late 2020 and the present. Although the Authority lists planned, submitted, in progress, and approved projects based on the City (e.g., City of Burbank) in Appendix 3.19-A: Cumulative Project List,¹⁸ South Coast AQMD staff recommends that the Authority checks with the planning divisions of the City and County (e.g., City of Burbank,¹⁹ City of Palmdale,²⁰ etc.) to determine if any recently approved or foreseeable future projects that might have sensitive receptors located nearby the Proposed Project, and if so, re-evaluate the HRA analysis with the additional potential sensitive receptors along the Proposed Project, determine the cancer risks, and include the information in the Final EIR/EIS. Moreover, the Authority should also have these currently approved and foreseeable future projects, which have not been discussed in the Cumulative Analysis Section, under the cumulative impacts analysis, pursuant to the CEQA Guidelines Section 15130.²¹ If the revision is not included in the

¹⁴ *Ibid.*

¹⁵ *Ibid.*

¹⁶ South Coast AQMD Air Quality Significance Thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scqmd-air-quality-significance-thresholds.pdf>.

¹⁷ *Ibid.* Air Quality Technical Report (Authority 2020), Page C-31.

¹⁸ *Ibid.* Appendix 3.19-A: Cumulative Project List.

¹⁹ City of Burbank. Access at: <https://www.burbankca.gov/web/community-development/active-projects>.

²⁰ City of Palmdale. Access at: <https://cityofpalmdale.org/277/Environmental-Documents>.

²¹ 2022 CEQA Statute & Guidelines. Access at: https://www.califaep.org/docs/2022_CEQA_Statute_and_Guidelines.pdf.

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Final EIR/EIS, the Authority should provide reasons supported by substantial evidence in the record to explain why it is not included.

Recommended Revisions to the Ambient Air Quality

Under Air Quality Section in the Draft EIR/EIS, the Authority discusses the existing air quality conditions by monitoring data collected in the region, as shown in Table 3.3-8. The Authority summarizes the ambient monitoring results at three stations, Lancaster, Santa Clarita, and Reseda, for three years between 2017-2019.²² South Coast AQMD staff recommends that the Authority revise the section and use the most current updated data for the historical monitoring data, as provided via South Coast AQMD website,²³ and include the revision in the Final EIR/EIS. If not, the Authority should provide reasons supported by substantial evidence in the record to explain why those years were selected in the analysis.

Recommended Revisions to Existing Impact Avoidance and Minimization Features (IAMFs)

Based on an estimated construction timeframe, the Authority will require the use of off-road Tier 4 construction equipment and an average fleet mix of on-road haul trucks that meet or exceed the model year 2010 engine standard, according to the proposed Air Quality AQ-IAMF#4 and AQ-IAMF#5,²⁴ along with the Transportation TR-IAMF#7 that requires the use of construction truck routes away from sensitive receptors.²⁵ However, it is possible that the construction could be delayed beyond these timeframes. Therefore, to achieve additional emission reductions to the maximum extent feasible, South Coast AQMD staff recommends that the Authority strengthen the existing IAMFs in the Final EIR/EIS. According to the California Air Resources Board (CARB) Strategies for Reducing Emissions from Off-Road Construction Equipment, the implementation of off-road Tier 5 starting in 2027/2028 and the Governor's Executive order in September 2020 requires CARB to develop and propose a full transition to Zero Emissions (ZE) by 2035, wherever feasible.²⁶ The Authority should seek opportunities to require using zero-emissions (ZE) off-road construction equipment and ZE or near-zero emissions (NZE) material delivery and soil import/export haul trucks during construction. The Authority should also require truck routes to be clearly marked with trailblazer signs. Since the Proposed Project will result in significant and unavoidable construction air quality impacts, particularly for NOx and CO, to further reduce construction emissions and their impacts on nearby sensitive receptors, South Coast AQMD staff recommends that the Authority strengthen the existing measures AQ-IAMF#4, AQ-IAMF#5, and TR-IAMF#7 in the Final EIR/EIS given the lengthy timeline of the project and advancements in cleaner equipment over time.

²² *Ibid.* Section 3.3, Page 3.3-44.

²³ South Coast AQMD Historical Air Quality Data. Access at: <http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year>.

²⁴ *Ibid.* Section 3.3, Page 3.3-21.

²⁵ *Ibid.* Section 3.2, Page 3.2-14.

²⁶ Presentation can be found at:

<http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmd-presentations-01-27-21.pdf>.

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Submission 4053 (Danica Nguyen, South Coast Air Quality Management District, September 7, 2022) - Continued

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AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment

South Coast AQMD staff's recommended revisions to AQ-IAMF#4 are in strikethrough and underlined as follows.

- All heavy-duty off-road construction diesel equipment used during the construction phase will meet Tier 4 Final engine or newer requirements, including ZE off-road construction equipment. Include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any construction activities. A copy of each unit's certified tier or model year specification shall be available upon request at the time of mobilization of each applicable equipment unit. Require periodic reporting and provision of written construction documents by construction contractor(s) to ensure compliance and conduct regular inspections to the maximum extent feasible to ensure compliance.

AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment

South Coast AQMD staff's recommended revisions to AQ-IAMF#5 are in strikethrough and underlined as follows.

- Prior to the issuance of construction contracts, the Authority would incorporate the following material hauling truck fleet mix requirements into the contract specifications:

At a minimum, all on-road trucks used to haul construction materials, including fill, ballast, rail ties, and steel, would consist of an average fleet mix of equipment model year 2010 or newer haul trucks that meet California Air Resources Board's (CARB) 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions, but no less than the average fleet mix for the current calendar year as set forth in the CARB's EMFAC 2014 database. [...] Alternatively, require using ZE or NZE material delivery and soil import/export haul trucks during construction.

TR-IAMF#7: Construction Truck Routes

South Coast AQMD staff's recommended revisions to TR-IAMF#7 are in strikethrough and underlined as follows.

- The Contractor shall deliver all construction-related equipment and materials on the appropriate truck routes and shall prohibit heavy-construction vehicles from using alternative routes to get to the site. Truck routes would be established away from schools, daycare centers, and residences or along routes with the least impact if the Authority determines those areas are unavoidable. This measure shall be addressed in the CTP. The Authority should also require that truck routes are clearly marked with trailblazer signs so that trucks will not enter areas where sensitive receptors are present.

Additional Recommended Air Quality Mitigation Measures

Construction-Related Air Quality Mitigations Measures

In the Draft EIR/EIS, the Authority proposes under Air Quality Mitigation Measures AQ-MM#1²⁷ to purchase emissions credits from South Coast AQMD to offset the Proposed Project's construction emissions. South Coast AQMD staff looks forward to further discussions with the Authority on the approach and mechanism to demonstrate that General Conformity requirements have been met. CEQA requires that the Lead Agency considers mitigation measures to minimize significant adverse impacts (CEQA Guidelines Section 15126.4) and that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. The Authority can and should require additional air quality mitigation measures to generate direct reductions of emissions from regional pollutants before purchasing offset emission credits. The Authority can and should incorporate emissions reductions outside the area of the Proposed Project by requiring the use of cleaner construction equipment and heavy-duty haul trucks that will be used for material delivery trucks and soil import/export. Specifically, the Authority can and should require the use of ZE or NZE trucks, such as trucks with natural gas engines that meet the CARB's adopted optional NOx emission standard of 0.02 grams per brake horsepower-hour (g/bhp-hr).

On November 17, 2022, CARB approved amendments to the In-Use Off-Road Diesel-Fueled Fleet Regulations²⁸ to further reduce emissions from the off-road sector. The off-road vehicles signed to the amendments are used in construction, industrial operations, and other industries. The amendment phases-in will start in 2024 and through the end of 2036, which includes changes to enhance enforceability and encourage the adoption of ZE technologies. It is recommended that the Authority review the amendments and other CARB regulations applicable to the Proposed Project and include the information in the Final EIR/EIS.

Technology is transforming the transportation sector at a rapid pace. ZE construction equipment and cleaner trucks, such as ZE or NZE trucks that meet the newly approved CARB standard or optional low NOx standard, will become increasingly more feasible and commercially available as technology advances. If using ZE or NZE construction equipment and heavy-duty haul trucks as a mitigation measure to reduce the Proposed Project's construction air quality impacts is not feasible today, they could become feasible in a reasonable period of time during the Proposed Project's nine-year construction period, which may be extended into the future (CEQA Guidelines Section 15364). Therefore, it is recommended that the Authority develop a process with performance standards to use and/or accelerate the deployment of the lowest emission technologies and the utilization of ZE or NZE construction equipment and heavy-duty haul trucks (CEQA Guidelines Section 15126.4(a)). The Authority can and should develop the performance standards as follows or any other comparable standards in the Final EIR/EIS.

- Develop a minimum amount of ZE or NZE construction equipment and heavy-duty haul trucks that the Proposed Project must use during each year of construction to ensure

²⁷ *Ibid.*, Section 3.3 Page 3.3-130

²⁸ CARB Approves Amendment to the In-Use Off-Road Diesel-Fueled Fleets Regulations. Access at: <https://ww2.arb.ca.gov/news/carb-approves-amendments-road-regulation-further-reduce-emissions>.

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adequate progress. Include this requirement in the Proposed Project's construction bid documents.

- Establish a construction contractor(s)/truck operator(s) selection policy that prefers construction contractor(s)/truck operator(s) who can supply ZE or NZE construction equipment and heavy-duty haul trucks. Include this policy in the Request for Proposal for selecting construction contractor(s)/truck operator(s).
- Develop a target-focused and performance-based process and timeline to review the feasibility of implementing the use of ZE or NZE construction equipment and heavy-duty haul trucks during construction. Include this process and timeline in the Construction Management Plan.
- Develop a project-specific process and criteria for periodically assessing progress in implementing the use of ZE or NZE construction equipment and heavy-duty haul trucks during construction. Include the assessment process and criteria in the Construction Management Plan.

Implementation of the Proposed Project contributes to Basin-wide NOx emissions. Requiring the use of ZE or NZE construction equipment and heavy-duty haul trucks supports South Coast AQMD's efforts to attain state and federal air quality standards as outlined in the 2016 Air Quality Management Plan (AQMP), specifically an additional 45 percent reduction in NOx emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment.^{29,30} Requiring the use of ZE or NZE construction equipment and heavy-duty haul trucks also fulfills the Lead Agency's legal obligation to mitigate the Proposed Project's significant construction air quality impacts and complies with CEQA's requirements for mitigation measures.

Operation-Related Air Quality Mitigation Measures

Require at least six percent of the Proposed Project's 3,000 surface parking spaces at the Burbank Airport Station³¹ to provide electric vehicle (EV) charging stations, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles to plug-in. The Authority should quantify emissions from generating additional electricity for the EV charging stations and combine them with emissions from energy consumption for the electrified trains to analyze the Proposed Project's operational air quality impacts in the Final EIR/EIS. The Authority should also evaluate and identify sufficient power available for passenger vehicles and supportive infrastructures (e.g., EV charging stations) in Section 3.6, Public Utilities and Energy, of the Final EIR/EIS, where appropriate.

- Consider implementing Smart Parking systems to reduce vehicle idling time in parking facilities.

²⁹ South Coast AQMD, March 3, 2017. *2016 Air Quality Management Plan*. Accessed at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.

³⁰ Appendix I: *Health Effects of the 2016 AQMP*. Access at: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-i.pdf>.

³¹ *Ibid*. Summary Section. Page S-27.

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- Collaborate with local and regional agencies and transportation providers to develop incentive programs or other methods to increase ridership.

South Coast AQMD Permits and Responsible Agency

In the Draft EIR/EIS, the Authority will require the use of concrete batch plants, conduct gas monitoring and collection, and abandon active oil and gas wells within 200 feet of the proposed rail tracks. The Final EIR/EIS should discuss how the Proposed Project will comply with South Coast AQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil³² and Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants.³³ The Authority should consult with South Coast AQMD's Engineering and Permitting staff to determine if any permits from South Coast AQMD will be required. If permits from South Coast AQMD are required, the Authority should identify South Coast AQMD as a Responsible Agency in the Final EIR/EIS. Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions on permits. For more general information on permits, please visit South Coast AQMD's webpage at: <http://www.aqmd.gov/home/permits>.

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, when the Lead Agency's position is at variance with recommendations raised in the comments, the issues raised in the comments should be addressed in detail, giving reasons why specific comments and suggestions are not accepted. There should be good faith and reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision-makers and to the public who are interested in the Proposed Project.

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang

Program Supervisor, CEQA-IGR

Planning, Rule Development & Implementation

ND:MK:MM:SW:DN
LAC220901-10
Control Number

³² South Coast AQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. Access at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf>.

³³ South Coast AQMD Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants. Access at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf>.

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Submission 4053 (Danica Nguyen, South Coast Air Quality Management District, September 7, 2022) - Continued

From: [Laura Hernandez](#)
To: [Noemi Luna](#); [Paulo Lopez](#)
Cc: [Matthew Maldonado](#)
Subject: FW: South Coast AQMD Staff's Comments on the Draft EIR/EIS for the California High-Speed Rail System Project - Palmdale to Burbank Project Section
Date: Friday, December 2, 2022 12:10:35 PM
Attachments: [LAC220901-10 DEIR California High Speed Rail System Project - Palmdale to Burbank Project Section.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

FYI- Email 8 FWD from Serge

Laura Hernandez (*she/her/ella*)
Project Manager
 Cell: (626) 637-7803 | Email: lhernandez@mbimedia.com



MBI Media
Phone: (626) 967-1510
Fax: (626) 967-1718
www.mbimedia.com



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Vacation: 12/22/22 to 1/2/23

From: Stanich, Serge@HSR <Serge.Stanich@hsr.ca.gov>
Sent: Friday, December 2, 2022 10:00 AM
To: DiCamillo, LaDonna@HSR <LaDonna.DiCamillo@hsr.ca.gov>; Simon, Rick(PB)HSR <Rick.Simon@hsr.ca.gov>; Masson, Peter@HSR <Peter.Masson@hsr.ca.gov>; Scott Steinwert <s.steinwert@circlepoint.com>; Laura Hernandez <lhernandez@mbimedia.com>; Elisabeth Rosenson <ERosenson@arellanoassociates.com>; Rothenberg, Scott@HSR <Scott.Rothenberg@hsr.ca.gov>; Tadross, Edward <Edward.Tadross@wsp.com>
Cc: Wu, Minming@HSR <Minming.Wu@hsr.ca.gov>; Smith, Michael@HSR <Michael.Smith@hsr.ca.gov>
Subject: FW: South Coast AQMD Staff's Comments on the Draft EIR/EIS for the California High-Speed Rail System Project - Palmdale to Burbank Project Section

FYI

From: Danica Nguyen <dnguyen1@aqmd.gov>

Sent: Wednesday, November 30, 2022 4:03 PM
To: HSR palmdale_burbank@HSR <palmdale_burbank@hsr.ca.gov>; Stanich, Serge@HSR <Serge.Stanich@hsr.ca.gov>
Cc: Sam Wang <swang1@aqmd.gov>
Subject: South Coast AQMD Staff's Comments on the Draft EIR/EIS for the California High-Speed Rail System Project - Palmdale to Burbank Project Section

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

Dear Mr. Stanich,

Attached are South Coast AQMD staff's comments on the Draft Environmental Impact Report/Environmental Impacts Statement (Draft EIR/EIS) for the California High-Speed Rail System Project - Palmdale to Burbank Project Section (SCH Number: 2014071074) ([South Coast AQMD Control Number: LAC220901-10](#)). Please contact me if you have any questions regarding these comments.

Regards,

Danica Nguyen
 Air Quality Specialist, CEQA-IGR
 Planning, Rule Development & Implementation
 South Coast Air Quality Management District
 21865 Copley Drive, Diamond Bar, CA 91765
 Phone: (909) 396-3531
 E-mail: dnguyen1@aqmd.gov
 Please note South Coast AQMD is closed on Mondays.

Response to Submission 4053 (Danica Nguyen, South Coast Air Quality Management District, September 7, 2022)

4053-10539

This comment is a duplicate of an existing submission. See responses to submission PB-4388. No comment response required.

Submission 4113 (Wendy Thum, Sun Valley Area Neighborhood Council, September 21, 2022)

Palmdale - Burbank - RECORD #4113 DETAIL

Status : Ready for Delimiting
Record Date : 9/21/2022
Interest As : Business and/or Organization
First Name : Wendy
Last Name : Thum

Stakeholder Comments/Issues :

Dear CHSRA Board:

Vote taken Sept. 13, 2022:

9 - Yes 0 - No 2 - Absent 0 - Ineligible 0 - Recused

4113-8540

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 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.

Regards,

Sun Valley Area Neighborhood Council

cc:

Mayor Eric Garcetti: mayor.helpdesk@lacity.org (cc: Michelle Vergara: michelle.vergara@lacity.org)
City Council President Nury Martinez: councilmember.martinez@lacity.org , (cc: Alexis Wesson: alexis.wesson@lacity.org , Max Podemski: max.podemski@lacity.org)
Councilmember Paul Krekorian: councilmember.krekorian@lacity.org, (cc: Diana Gonzalez, diana.x.gonzalez@lacity.org , Sahag Yedalian : sahad.yedalian@lacity.org)
Supervisor Kathryn Barger: (cc: Jason Maruca: jmaruca@bos.lacounty.gov)
Assembly Member Luz Rivas: (cc: Salvador Manriquez: salvador.manriquez@asm.ca.gov)
State Senator, Anthony Portantino: senator.portantino@senate.ca.gov (cc: Talin Mangioglu: Talin.Mangioglu@sen.ca.gov)
State Senator, Robert Hertzberg: senator.hertzberg@senate.ca.gov
U.S. Congressman Tony Cárdenas: (cc: Lilia Monterrosa: lilia.monterrosa@mail.house.gov)
US Congressman Adam Schiff: (cc: Teresa Lamb: teresa.lamb@mail.house.gov)
Genoveva Arellano: garellano@arellanoassociates.com

Response to Submission 4113 (Wendy Thum, Sun Valley Area Neighborhood Council, September 21, 2022)

4113-8540

Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS.

The commenter requested to extend the public comment period. The commenter's request has been noted. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, which provides general information regarding the public comment period and the extension of the public comment period. The Draft EIR/EIS was originally made available for review and comment for a 60-day public review beginning on September 2, 2022. In response to agency and stakeholder requests, the Authority extended the comment period by 30 days. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4120 (Chris Buonomo, City of Burbank, September 22, 2022)

Palmdale - Burbank - RECORD #4120 DETAIL

Status : Ready for Delimiting
Record Date : 9/22/2022
Interest As : Local Agency
First Name : Chris
Last Name : Buonomo

Stakeholder Comments/Issues :

Hi Chris,

Thank you for your patience. Below, please find responses to your questions in blue.

Note that there are two typos in the text of the FEIR – “including” should be “included” and “above” should be “about.”

Best Regards,

Elisabeth Rosenson
Deputy Project Manager
P • 909-627-2974
C • 310-990-8022
E • erosenson@arellanoassociates.com

From: Buonomo, Christopher <CBuonomo@burbankca.gov>
Sent: Thursday, September 15, 2022 3:37 PM
To: Simon, Rick(PB)HSR <rick.simon@hsr.ca.gov>
Cc: Elisabeth Rosenson <ERosenson@ArellanoAssociates.com>
Subject: RE: Palmdale to Burbank DEIR question

Thank you, Rick. I'm sure you're getting a lot of other questions/inquiries this week. Much appreciated.

CHRIS BUONOMO, AICP
ASSOCIATE PLANNER, TRANSPORTATION DIVISION
COMMUNITY DEVELOPMENT DEPARTMENT
818-238-5251 | BURBANKCA.GOV
Working together for a safe, beautiful and thriving community.

From: Simon, Rick(PB)HSR <Rick.Simon@hsr.ca.gov>
Sent: Thursday, September 15, 2022 3:34 PM
To: Buonomo, Christopher <CBuonomo@burbankca.gov>
Cc: erosenson@arellanoassociates.com
Subject: Re: Palmdale to Burbank DEIR question

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

Chris,

I just wanted to follow up so you don't think we are ignoring you. I want to make sure I give you accurate information and I need to confirm a couple things first.

I can confirm that the station area design has not changed from what was presented in the Burbank to Los Angeles document.

I will try to get you answers to your other questions tomorrow.

Thanks,
Rick

Rick Simon
HSR Project Manager
Palmdale to Burbank section
(909) 202-2098

From: Buonomo, Christopher <CBuonomo@burbankca.gov>
Sent: Wednesday, September 14, 2022 1:26 PM
To: Simon, Rick(PB)HSR <Rick.Simon@hsr.ca.gov>
Cc: erosenson@arellanoassociates.com <erosenson@arellanoassociates.com>
Subject: Palmdale to Burbank DEIR question

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Hi Rick,

I work with David Kriske at the City of Burbank, and he thought you might be able to answer a question I have on the current DEIR review.

4120-7488

1. Please confirm that none of the Palmdale to Burbank track segment actually reaches into the City of Burbank. It looks like the pink section on this map encompasses more area than depicted as the station area on the Alignment Plans and just want to be sure that is the correct assumption.

As identified in Chapter 2, on page 2-81, and Figure 2-45, the Burbank Airport Station is included in the alternatives description in the Palmdale to Burbank Draft EIR/EIS. Accordingly, the Palmdale to Burbank Draft EIR/EIS includes HSR track within the City of Burbank connecting to the station. As the Draft EIR/EIS explains here:

Submission 4120 (Chris Buonomo, City of Burbank, September 22, 2022) - Continued

The Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section, and included in the alternatives description in this chapter, was also evaluated as part of the Burbank to Los Angeles Project Section. Figure 2-45 ... depicts the 'overlap area' including in both Palmdale to Burbank and Burbank to Los Angeles Project Sections. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 2, 2021, and the Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. The Board's approval of the Burbank to Los Angeles Project Section Preferred Alternative extends to the southern edge of San Fernando Boulevard (between Lockheed Drive and Hollywood Way). The information and analysis within this Draft Palmdale to Burbank EIR/EIS above the Burbank Airport Station overlap area should be understood as information and for reference only. For the most updated information about the Burbank Airport Station, please refer to the Burbank to Los Angeles Final EIR/EIS, available on the Authority's website. (See Chapter 2, p 2-81).

The pink overlap area depicted in Chapter 2, Figure 2-45, is the same station area footprint as in the Volume II Footprint Mapbook and the Volume III alignment plans in the Palmdale to Burbank Draft EIR/EIS. (Compare Figure 2-45 with Vol. II, Appendix 3.1-A, Map 39 on pdf page 108 of 126, Vol. III, PEPD Record Set REV01 Burbank Station Area Plans, Burbank Station Detailed Site Plan on pdf page 4 of 12.) See also here.

4120-7489 | 2. The City of Burbank submitted a comment letter regarding Burbank Station in July 2020 as part of the Burbank to LA segment. Please confirm that the station area design has not been amended after that comment period closed and that the comments provided in the letter are still applicable.

The Burbank Station design has not changed since publication of the station design in the Burbank to Los Angeles Project Section Final EIR/EIS. However, the city is free to submit those comments again on the Palmdale to Burbank Draft EIR/EIS.

4120-7489 | Just want to make sure I do not assume wrong regarding the overlap area and then miss the opportunity for us to provide comment.

Feel free to give me a call if you'd like me to clarify anything. Thanks.

CHRIS BUONOMO, AICP
ASSOCIATE PLANNER, TRANSPORTATION DIVISION
COMMUNITY DEVELOPMENT DEPARTMENT
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Response to Submission 4120 (Chris Buonomo, City of Burbank, September 22, 2022)

4120-7488

The commenter asks if the project would reach the City of Burbank and asks for clarification on its boundaries within the City. All Build Alternatives would reach within the City of Burbank with a station near the Burbank Airport. Draft EIR/EIS Figure 2-45 depicts the Burbank Airport Station overlap area in pink, and this overlap area is included in both the Palmdale to Burbank and Burbank to Los Angeles EIR/EISs. Burbank Airport straddles the boundary between the cities of Burbank and Los Angeles, and as shown in Draft EIR/EIS Figure 2-45 the Burbank Airport Station overlap area would do the same. The HSR alignment would enter the Station overlap area in the City of Los Angeles, crossing into the City of Burbank before reaching any platforms at the station. The alignment would continue through the station overlap area, and into the remainder of the approved Burbank to Los Angeles Project Section Preferred Alternative, as shown in green on Figure 2-45. The pink depiction on this map covers the entirety of the station overlap area and not just the station itself. As explained in Draft EIR/EIS section 2.5.2.2, the Authority previously approved the Burbank to Los Angeles Project Preferred Alternative in January of 2022, including to the southern edge of San Fernando Boulevard (between Lockheed Drive and Hollywood Way). The Authority is not proposing any changes to these prior approvals. The Final EIR/EIS includes minor clarifications to the text and to Figure 2-45, renumbered as Figure 2-46 and revised to clarify that the Burbank Station overlap area is within the Burbank Subsection.

4120-7489

The commenter requested information regarding the Burbank Airport Station design. The Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section, was evaluated as part of the Burbank to Los Angeles Project Section. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. The station design depicted in the Palmdale to Burbank Draft EIR/EIS in Figures 2-54 and 2-55 is consistent with the station design of the approved Burbank to Los Angeles Project Section Preferred Alternative, including at Burbank to Los Angeles Project Final EIR/EIS in Figures 2-29 and 2-30. In the Palmdale to Burbank Project Section Final EIR/EIS, Figure 2-45 has been re-numbered to 2-46 and revised to clarify that the Burbank Station overlap area is within the Burbank Subsection.

Submission 4124 (Daliza Jeffrey, September 26, 2022)

Palmdale - Burbank - RECORD #4124 DETAIL

Status : Unread
Record Date : 9/26/2022
Interest As : Local Agency
First Name : Daliza
Last Name : Jeffrey

Stakeholder Comments/Issues :

4124-7505

Good Morning,

I am requesting a zip file of the Palmdale to Burbank Project Section Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Volumes 1-3.

Thank you,

[cid:image001.png@01D8D18D.6323E3C0]

Response to Submission 4124 (Daliza Jeffrey, September 26, 2022)

4124-7505

Refer to Standard Response PB-Response-GEN-7: Access to Technical Reports.

The commenter requested delivery of a zip file of the project EIR/EIS Volumes 1 to 3. Volumes 1 through 3 of the Draft EIR/EIS were made available on the Authority website and were made available via hard copy at multiple repository locations during the public review period. A Palmdale to Burbank Project Section outreach team member corresponded with the commenter on September 26, 2022, and offered to send a USB drive, and commenter noted while the call was appreciated, the commenter declined to receive a USB drive, instead opting to download the files individually from the website.

Please refer to Standard Response PB-Response-GEN-7: Access to Technical Reports.

Submission 4133 (Daniel Keyribaryan, Los Angeles County Public Works, September 29, 2022)

Palmdale - Burbank - RECORD #4133 DETAIL

Status : Ready for Delimiting
Record Date : 9/29/2022
Interest As : Local Agency
First Name : Daniel
Last Name : Keyribaryan

Stakeholder Comments/Issues :

Good afternoon Daniel,

Thank you for reaching out.

I believe this information is available on the website here: <https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/palmdale-to-burbank-environmental-documents/>

If you scroll down to Volume 3, there is this link: https://hsr.ca.gov/wp-content/uploads/2022/08/01_P2K_PEPD_RECORD_SET_Rev02_Track_Alignment_Plans-a11y.pdf

Hopefully that is what you're looking for, but if not let me know and we'll get you taken care of.

Have a good day,

jaime

From: Daniel Keyribaryan <DKeyribaryan@dpw.lacounty.gov>
Sent: Wednesday, September 28, 2022 2:56 PM
To: Coffee, Jaime@HSR <Jaime.Coffee@hsr.ca.gov>
Cc: Diana Ibarra <DIBARRA@dpw.lacounty.gov>; Prabesh Sharma <PSharma@dpw.lacounty.gov>; Toan Duong <TDUONG@dpw.lacounty.gov>; Linda Tacconelli <LTACCONE@dpw.lacounty.gov>
Subject: California High Speed Rail Project

4133-7509

Jaime,

Public Works is reviewing the DEIR for the California High Speed Rail Project but we need more information to move forward before we can provide our comments. Our reviewer is requesting the track alignment plans.

Could you provide us information regarding those details?

Thanks,
Daniel Keyribaryan, EIT
Civil Engineering Assistant
Los Angeles County Public Works
Office: (626) 458-4915

Response to Submission 4133 (Daniel Keyribaryan, Los Angeles County Public Works, September 29, 2022)

4133-7509

The commenter requested the track alignment plans associated with the HSR project. The track alignment plans were included in Volume 3 of the EIR/EIS on the Authority's website and was made available via hard copy at multiple repository locations during the public review period. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4138 (Jui Ing Chien, Los Angeles County Department of Parks & Recreation, September 30, 2022)

Palmdale - Burbank - RECORD #4138 DETAIL

Status : Action Pending
Record Date : 9/30/2022
Interest As : Local Agency
First Name : Jui
Last Name : Ing Chien

Stakeholder Comments/Issues :

Hello,

4138-8682

My name is Jui Ing Chien, I'm a park planner with the Los Angeles County Department of Parks and Recreation. We are reviewing the Palmdale to Burbank Project Section Draft EIR/EIS and would like to request GIS shapefiles for the section in order to analyze its impact on our trails.

I would appreciate it if you could provide the files or let me know where to download them.

Thank you,
Jui Ing

[cid:11f4793d-5331-4493-a38f-b4e515545b5a]

Response to Submission 4138 (Jui Ing Chien, Los Angeles County Department of Parks & Recreation, September 30, 2022)

4138-8682

The commenter requested GIS shapefiles for the Palmdale to Burbank Project Section. A member of the project team contacted the commenter to provide the requested materials. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4199 (Juan Padilla, LA County Fire Department, October 18, 2022)

Palmdale - Burbank - RECORD #4199 DETAIL

Status : Action Pending
Record Date : 10/18/2022
Interest As : Local Agency
First Name : Juan
Last Name : Padilla
Attachments : 2022-0628-P-B_DEIRS_NOA_English.pdf (782 kb)

Stakeholder Comments/Issues :

Good afternoon,

4199-7719

The LA County Fire Department would like the opportunity to review and provide comments to the Draft EIR/EIS for the California High-Speed Rail - Palmdale to Burbank Project Section. For this, we need you to create an account, with email address provided, in our Electronic Plan Check process called EPIC-LA. Below are important links to complete the registration process and apply for the EIR plan type (no fees will be applied).

EPIC-LA URL

https://epicla.lacounty.gov/energov_prod/SelfService/#/home

Step-by-step instructions

<https://www.youtube.com/watch?v=S76X5fjBrUk>

Please use the following information

[cid:image001.png@01D8E30E.1B26BB00]

Once the registration process is complete, you can apply to the following plan type Fire - Environmental Review (EIR) - City Requests and upload the attached information document. If you encounter any difficulty, do not hesitate to reach out to me.

Thank you,

Juan C. Padilla
 Supervising Fire Prevention Engineering Assistant
 Los Angeles County Fire Department
 Fire Prevention Division
 Land Development Unit
 (323) 890-4243



PUBLIC NOTICE

NOTICE OF AVAILABILITY / NOTICE OF PUBLIC HEARING

California High-Speed Rail – Palmdale to Burbank Project Section

DRAFT ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT

The California High-Speed Rail Authority (Authority) announces the availability of the *Palmdale to Burbank Project Section Draft Environmental Impact Report/Environmental Impact Statement* (EIR/EIS). The Draft EIR/EIS has been prepared and is being made available pursuant to both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The Palmdale to Burbank Project Section Draft EIR/EIS and associated documents will be available to the public on September 02, 2022.

The Palmdale to Burbank Project Section Draft EIR/EIS is available online in PDF at the Authority's website (www.hsr.ca.gov) or you can request an electronic copy by calling (800) 630 1039.

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. Code 327 and a Memorandum of Understanding (MOU) dated July 23, 2019, and executed by the Federal Railroad Administration (FRA) and the State of California. Under that MOU, the Authority is the project's lead agency under NEPA. Prior to the July 23, 2019 MOU, the FRA was the federal lead agency. The Authority is also the lead agency under CEQA.

Meeting facilities are accessible to persons with disabilities or who need assistance to participate. For translation services, or special needs, please call (866) 300-3044.

www.hsr.ca.gov | palmdale_burbank@hsr.ca.gov | (800) 630-1039

Submission 4199 (Juan Padilla, LA County Fire Department, October 18, 2022) - Continued

Page 2 of 7

PROPOSED PROJECT AND LOCATION

A Statewide Program (Tier 1) EIR/EIS was completed in November 2005 as the first phase of a tiered environmental review process for the proposed California High-Speed Rail (HSR) System planned to provide a reliable high-speed electric-powered rail system that links the major metropolitan areas of the state and that delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network and to relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources.

The Authority has prepared a project-level (Tier 2) Draft EIR/EIS that further examines the Palmdale to Burbank Project Section. This approximately 31-38 mile project section would provide HSR service between the Palmdale Station and the Burbank Airport Station. The Draft EIR/EIS provides information regarding both the Palmdale Station and the Burbank Airport Station in various sections throughout Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures. Both of these stations were approved by the Authority Board of Directors as part of other project sections. The Palmdale Station was approved by the Authority Board of Directors as part of the Bakersfield to Palmdale Project Section in August 2021, while the Burbank Airport Station was approved as part of the Burbank to Los Angeles Project Section in January 2022. *In light of these prior approvals, commenters are encouraged to focus their comments on the Central Subsection of the Palmdale to Burbank Project Section as shown in Figure 1.*

This Draft EIR/EIS evaluates the impacts and benefits of a No Project Alternative and six Build Alternatives (Figure 1) connecting the two approved stations. The Authority's Preferred Alternative under NEPA, which serves as the proposed project for CEQA, is the SR14A Build Alternative. The Preferred Alternative would follow an alignment that heads southwest from the city of Palmdale through the Angeles National Forest, including the San Gabriel Mountains National Monument, and then continues into the San Fernando Valley where it would connect with the approved HSR station at the Hollywood Burbank Airport.

ANTICIPATED IMPACTS

Significant pre-mitigation environmental effects resulting from the Palmdale to Burbank Build Alternatives are anticipated in the following resource areas: transportation (construction impacts); air quality and global climate change (construction impacts); noise and vibration (construction and operation impacts); electromagnetic fields and electromagnetic interference (construction and operation impacts); public utilities and energy (construction); biological and aquatic resources (construction and operation

impacts); hydrology and water resources (construction impacts); geology, soils, seismicity, and paleontological resources (construction impacts); hazardous materials and wastes (construction and operation impacts); safety and security (operation impacts); socioeconomic and communities (construction and operation impacts); station planning, land use, and development (construction impacts); agricultural lands (construction impacts); parks, recreation, and open space (construction impacts); aesthetics and visual quality (construction impacts); and cultural resources (construction impacts).

HAZARDOUS WASTE SITES

There are three sites identified on hazardous waste lists enumerated under Section 65962.5 of the California Government Code (Cortese List) that occur in proximity to the project. These sites are Crane Company (3000 Winona Avenue, Burbank, 91504), Holochem, Inc. (13546 Desmond Street, Pacoima, 91331), and Lubrication Company of America (12500 Lang Station Road, Santa Clarita, 91351).

PUBLIC REVIEW PERIOD

The Authority is making this Draft EIR/EIS available in accordance with CEQA and NEPA for a minimum 45-day public review and comment period. During the comment period, written comments may be submitted in the following ways:

- By mail to Attn: "Palmdale to Burbank Draft EIR/EIS Comment", California High-Speed Rail Authority, 355 S. Grand Avenue, Suite 2050 Los Angeles, CA 90071;
- Through the Authority's website (www.hsr.ca.gov);
- By email to Palmdale_Burbank@hsr.ca.gov with the subject line "Palmdale to Burbank Draft EIR/EIS Comment";
- Verbal comment on the direct phone line for the Palmdale to Burbank Project Section at (800) 630-1039; and
- Oral testimony at the online Public Hearing to be held on October 18, 2022, from 3:00 to 8:00 p.m.

The comment period begins on September 02, 2022, and ends on November 01, 2022. Comments must be received electronically or postmarked on or before 5:00 p.m. PDT November 01, 2022.

After the public review period, the Authority will prepare a Final EIR/EIS, which will include responses to comments received during the comment period. The Authority may in its discretion opt to issue a single document that consists of the Final Environmental Impact Statement and Record of Decision pursuant to 49 U.S.C. 304a(b) and 23 U.S.C. 139(n)(2). In evaluating whether to issue a combined Final Environmental Impact Statement/Record of Decision, the Authority will consider whether statutory criteria or practicability considerations preclude issuance of such a combined document.

Meeting facilities are accessible to persons with disabilities or who need assistance to participate. For translation services, or special needs, please call (800) 630-1

Meeting facilities are accessible to persons with disabilities or who need assistance to participate. For translation services, or special needs, please call (800) 630-1039.

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www.hsr.ca.gov | palmdale_burbank@hsr.ca.gov | (800) 630-1039

Submission 4199 (Juan Padilla, LA County Fire Department, October 18, 2022) - Continued

OPEN HOUSE AND PUBLIC HEARING

The Authority invites you to attend the online Open House and the online Public Hearing listed below to obtain more information about the Draft EIR/EIS and the six Build Alternatives. The online Public Hearing will include a short Open House portion and presentation regarding the Draft EIR/EIS comment process, then an online Public Hearing during which members of the public can formally submit an oral comment on the Draft EIR/EIS. Due to public health and safety concerns regarding the COVID-19 pandemic, the public Open House meeting and Public Hearing will be held online and via telephone.

Intérpretes de español estarán en las reuniones. Other language requests and requests for reasonable accommodations must be submitted 72 hours in advance of the scheduled meeting date. Please contact (800) 630-1039 or the California Relay Service at 711 to request interpreters. A court reporter, who is fluent in Spanish, will be available at the Public Hearing to record oral comments in English and Spanish.

Below is a list of the online Open House meeting and online Public Hearing dates:

Online Open House
<p>October 6, 2022, 5:00 7:30 p.m. Online Public Open House Meeting Online and via Telephone</p> <p>Thursday, October 6, 2022 English presentation: 5:00 6:30 p.m. Spanish presentation: 6:30 7:30 p.m.</p>

Online Public Hearing
<p>October 18, 2022, 3:00 8:00 p.m. Online Public Hearing Online and via Telephone Tuesday, October 18, 2022, from 3:00 8:00 p.m.</p>

Please check the Authority website (www.hsr.ca.gov) for more information, including up-to-date information on the planned Open House and Public Hearing and how to access them.

Meeting facilities are accessible to persons with disabilities or who need assistance to participate. For translation services, or special needs, please call (800) 630-1

www.hsr.ca.gov | palmdale_burbank@hsr.ca.gov | (800) 630-1039

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Printed and/or electronic copies of the Draft EIR/EIS will be available at the following repository locations during facility operating hours. Open days/hours may be reduced in compliance with COVID-19 public health and safety directives.

Repository Locations	
Los Angeles County Library, Acton/Agua Dulce Library	33792 Crown Valley Road, Acton, CA 93510
Los Angeles County Library, San Fernando Library	217 North Maclay Avenue, San Fernando, CA 91340
Los Angeles Public Library, Lake View Terrace Branch Library	12002 Osborn Street, Lake View Terrace, CA 91342
Los Angeles Public Library, Pacoima Branch Library	13605 Van Nuys Boulevard, Pacoima, CA 91331
Los Angeles Public Library, Sun Valley Branch Library	7935 Vineland Avenue, Sun Valley, CA 91352
Los Angeles Public Library, Sylmar Branch Library	14561 Polk Street, Sylmar, CA 91342
Los Angeles Public Library, Sunland-Tujunga Branch Library	7771 Foothill Boulevard, Tujunga, CA 91042
Palmdale City Library	700 East Palmdale Boulevard, Palmdale, CA 93550
Santa Clarita Public Library, Canyon Country Jo Anne Darcy Library	18601 Soledad Canyon Road, Santa Clarita, CA 91351
Burbank Public Library, Northwest Branch Library	3323 West Victory Boulevard, Burbank, CA 91505

Printed and/or electronic copies of the Draft EIR/EIS and Tier 1 documents are also available for review during business hours at the Authority's Headquarters at 770 L Street, Suite 620 MS-1, Sacramento, CA and by appointment at the Authority's Southern California Regional Office at 355 S. Grand Avenue, Suite 2050, Los Angeles, CA. To make an appointment to view the documents at the Southern California Regional Office, please call 800-630-1039.

The Bakersfield to Palmdale Project Section Final EIR/EIS (2021) and the Burbank to Los Angeles Final EIR/EIS (2022) may be reviewed on the Authority's website at www.hsr.ca.gov and are also available for review at the Authority's offices as specified above. Authority offices may have reduced open days/hours, due to COVID-19 public health and safety directives. Please consult www.hsr.ca.gov for up-to-date information.

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Submission 4199 (Juan Padilla, LA County Fire Department, October 18, 2022) - Continued

The Authority does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.

If you need help translating or interpreting this letter, Arabic, Armenian, and Spanish speaking staff are available to help you. Call (800) 630-1039 if you wish to request this service.

إذا كنت بحاجة إلى ترجمة هذا الكتيب تحريريًا أو شفويًا، فتمة موظفون يتحدثون اللغة العربية/التركية/الاسبانية لمساعدتك. يرجى الاتصال على الرقم

(800) 630-1039.

Եթե այս նամակի գրավոր կամ բանավոր թարգմանության համար օգնության կարիք ունեք, կան հայերեն/արաբերեն/սպաներեն խոսակցող և լսողական զննող Զեզ: Խնդրում ենք զանգահարել (800) 630-1039 համարով:

Si necesita ayuda traduciendo o interpretando esta carta, hay personal disponible que habla español para ayudarle. Llame al (800) 630-1039 si desea solicitar este servicio.

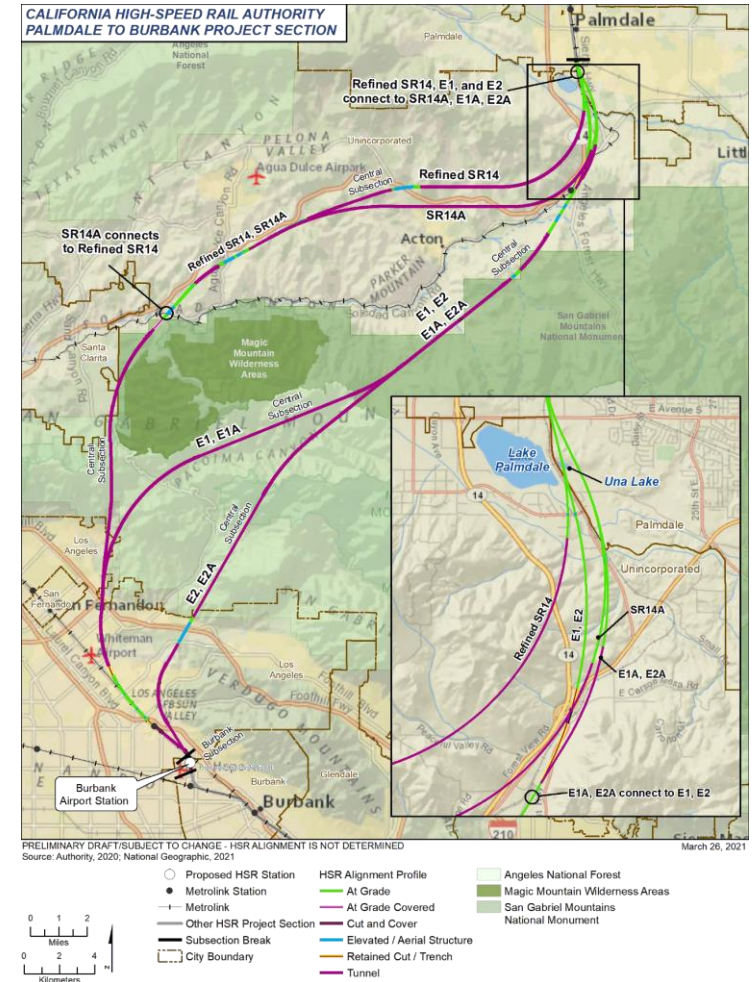


Figure 1 Palmdale to Burbank Project Section

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Response to Submission 4199 (Juan Padilla, LA County Fire Department, October 18, 2022)

4199-7719

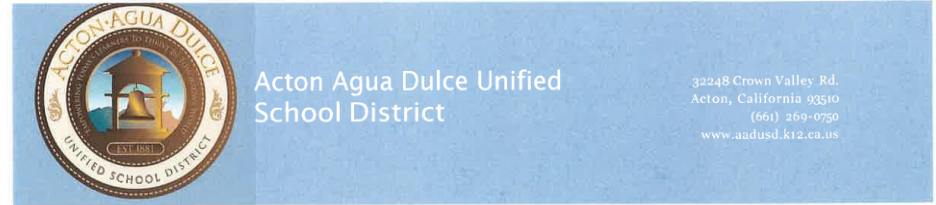
The commenter requested an electronic copy of the Draft EIR/EIS using their Electronic Plan Check process called EPIC-LA. A member of the project team contacted the commenter and provided the requested materials. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4203 (Eric Sahakian, Acton-Agua Dulce Unified School District, October 18, 2022)

Palmdale - Burbank - RECORD #4203 DETAIL	
Status :	Delimited
Record Date :	10/20/2022
Interest As :	Local Agency
First Name :	Eric
Last Name :	Sahakian
Attachments :	PB-4203 E Sahakian_ Acton Agua Dulce Email and Submission Letter.pdf (156 kb) PB_4203_E_Sahakian_Email_Original.pdf (66 kb)

Stakeholder Comments/Issues :

See attached letter



October 18, 2022

California High-Speed Rail Authority

Palmdale to Burbank Project Section

EIR/EIS Comment

355 S. Grand Ave., Suite 250

Los Angeles, CA 90071

Re: Public Comments of the Acton-Agua Dulce Unified School District

Dear Sirs:

4203-8687

The governing board of the Acton-Agua Dulce Unified School District is very concerned about the environmental impact of the construction of the Palmdale to Burbank project. The school district is particularly concerned about proposed route 14A, which would negatively impact the health and safety of students and staff at High Desert Middle School and Vasquez High School.

4203-8688

Route 14A would establish a work site just east of Vasquez High School. The dirt and dust created by the excavation of tunnels near this area and the prevailing winds in the air will cause dust and other pollutants to blow into the campus of the high school and middle school, posing a health and safety risk to students and staff. Also, the vibrations from the underground excavation will disrupt the operation of the middle school and high school.

4203-8689

The Acton-Agua Dulce Unified School District urges the California High-Speed Rail Authority to adopt mitigation measures that will minimize the disruptions to the educational operations of the middle school and high school. The school district also urges the California High-Speed Rail Authority to adopt mitigation measures to minimize the impact on traffic during the beginning and end of the school day.

Sincerely,

Eric Sahakian
Superintendent

CC: Tim Jorgensen, Board President

005305.00078
38856415.1

Response to Submission 4203 (Eric Sahakian, Acton-Agua Dulce Unified School District, October 18, 2022)

4203-8687

Refer to Standard Response PB-Response-SOCIO-3: Health and Safety of Children.

Please refer to the Response to Comment #7777, which addresses an identical comment made on behalf of the Acton-Agua Dulce Unified School District.

4203-8688

Please refer to the Responses to Comments #7777 and 7778, which address identical comments made on behalf of the Acton-Agua Dulce Unified School District.

4203-8689

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

This comment is a duplicate of Submission PB-4241. See response to Submission PB-4241. Specifically, please refer to Response to Comment #7799 and Response to Comment #7780.

Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022)

Palmdale - Burbank - RECORD #4236 DETAIL

Status : No Action Required
Record Date : 11/2/2022
Interest As : Local Agency
First Name : Chris
Last Name : Buonomo
Attachments : PB-4236_C_Buonomo_City of Burbank - Email.pdf (254 kb)

Stakeholder Comments/Issues :

From: Buonomo, Christopher <CBuonomo@burbankca.gov>
Sent: Friday, October 14, 2022 10:42 AM
To: Genoveva Arellano <garellano@arellanoassociates.com>
Cc: LaDonna DiCamillo (ladonna.dicamillo@hsr.ca.gov) <ladonna.dicamillo@hsr.ca.gov>; Simon, Rick(PB)HSR <rick.simon@hsr.ca.gov>
Subject: FW: Palmdale to Burbank DEIR question

Hi Genoveva,

I reached out to Elisabeth Rosenson previously but saw that she is currently out of the office and has listed you as the contact for high speed rail.

I have additional questions from some colleagues and wanted to see if you would be able to provide answers in the next few weeks. Or, if it is more appropriate to include these questions in the comment letter, I will be glad to do so. Thank you.

1. The project will increase traffic loading on Burbank roadways. What are the specific projected impacts to Burbank's roadway infrastructure?
2. The project will result in substantial impacts to City services. Including an increased demand for infrastructure maintenance and potentially create the need for additional staffing or facilities. What will the projected impact be to Burbank's infrastructure maintenance be?
3. Waste disposal may be significantly affected by the project. What will the projected impact be to Burbank's waste disposal staffing, infrastructure and programs be, including the impact this has on State mandated programs?
4. This project will include the addition of right-of-way infrastructure such as, bike lanes, intersection improvements and pedestrian friendly infrastructure. What projected impacts do these new improvements have on Burbank's infrastructure? What socio-economic impacts will the maintenance of this new infrastructure have on Burbank's residents and its departments?
5. The City of Burbank maintains a separate storm water system. What is the impact on Burbank's storm water system? Is there consideration for designs to allow for the retention and infiltration of storm water on-site? What storm water infrastructure upgrades will be necessary to reduce the impacts of the project.

6. What will the additional roadway maintenance costs be as a result of the project?
 1. What are the mitigating factors to offset these increased costs?
7. What are the projected impacts to City services and their maintenance costs as a result of the project?
 1. What are the mitigating factors to offset these increased costs?
8. What are the projected impacts to the regional and City's waste capacity?
9. What are the projected additional waste disposal costs as a result of the project?
 1. What are the mitigating factors to offset these increased costs?
10. What will the impact be to maintenance costs as a result of these new improvements?
 1. What are the mitigating factors to offset these increased costs?

Thank you,

CHRIS BUONOMO, AICP
ASSOCIATE PLANNER, TRANSPORTATION DIVISION
COMMUNITY DEVELOPMENT DEPARTMENT
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Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022) - Continued

Noemi Luna

From: Genoveva Arellano <garellano@arellanoassociates.com>
Sent: Wednesday, November 2, 2022 4:25 PM
To: Noemi Luna
Cc: Laura Hernandez
Subject: FW: Palmdale to Burbank DEIR question

4236-7788

Hi Noemi,

Please include this email correspondence from City of Burbank Community Development Department into CommentSense and close.

Thanks!



Genoveva L. Arellano
 Principal
 Arellano Associates

P • 909.627.2974
 E • GArellano@arellanoassociates.com

4236-7789

From: Genoveva Arellano
Sent: Wednesday, November 2, 2022 4:24 PM
To: 'Buonomo, Christopher' <CBuonomo@burbankca.gov>
Cc: LaDonna DiCamillo (ladonna.dicamillo@hsr.ca.gov) <ladonna.dicamillo@hsr.ca.gov>; Simon, Rick(PB)HSR <rick.simon@hsr.ca.gov>
Subject: RE: Palmdale to Burbank DEIR question

4236-7790

Hello Chris,

Thanks again for your email originally sent to Elisabeth Rosenson. I have taken up your questions with the Project Team, and am happy to provide you with the responses here.

As the Authority has previously stated, the Burbank Station was approved as part of the Burbank to Los Angeles Project Section in January 2022. However, consistent with our practice on other project sections, we have also included the Burbank Station for context and information as part of the Palmdale to Burbank Project Section and will accept comments on the entirety of the project. Below we have provided locations within the Environmental document where the primary summary and analysis is provided. Please feel free to submit comments on the Palmdale to Burbank Draft EIR/EIS if you have further questions or comments regarding these topics.

4236-7791

Responses provided in *green italics*.

4236-7787

1. The project will increase traffic loading on Burbank roadways. What are the specific projected impacts to Burbank's roadway infrastructure?

See Chapter 3.2, Transportation, includes analysis of traffic on Burbank roadways in Section 3.2.6.3, Palmdale to Burbank Project Section Build Alternatives. This analysis includes the comparison of existing conditions (2015)

to existing conditions plus construction conditions for each Build Alternative. For further reference of 2040 Plus Project Conditions Roadway Segment Analysis see Table 3.2-38, Table 3.2-39 in Chapter 3.2. The following intersections in the City of Burbank were analyzed in Chapter 3.2: SR 170 SB Ramps at Victory Boulevard, Sunland Boulevard at San Fernando Road, Hollywood Way at I-5 SB Ramps, Hollywood Way at Cohasset Street East, and Hollywood Way at Thornton Avenue.

2. The project will result in substantial impacts to City services. Including an increased demand for infrastructure maintenance and potentially create the need for additional staffing or facilities. What will the projected impact be to Burbank's infrastructure maintenance be?

See Chapter 3.6, Public Utilities and Energy, includes discussion of potential impacts of increased demands for various public utilities within the study area. Please refer to Chapter 6, Costs and Operations, for discussion regarding costs related to building, operating, and maintaining the project section. The estimated long-term costs include both train operations and infrastructure maintenance. For further cost breakdowns, please refer to Appendix 6-B, Capital Cost Estimate Report.

3. Waste disposal may be significantly affected by the project. What will the projected impact be to Burbank's waste disposal staffing, infrastructure and programs be, including the impact this has on State mandated programs?

See Chapter 3.6, Public Utilities and Energy, includes analysis of the project's effects on waste management including consistency with state, regional and local plans and policies regarding waste management. Chapter 3.6 also includes calculations of waste produced during construction and operation of the project as well as solid waste facilities that would likely be used by the project. Chapter 3.6 also provides an impact analysis of the effects of solid waste generated from construction (Impact PUE#5).

4. This project will include the addition of right-of-way infrastructure such as, bike lanes, intersection improvements and pedestrian friendly infrastructure. What projected impacts do these new improvements have on Burbank's infrastructure? What socio-economic impacts will the maintenance of this new infrastructure have on Burbank's residents and its departments?

See Chapter 3.2, Transportation, includes analysis of additional right-of-way infrastructure. Chapter 3.2 also provides analysis of the effects on non-motorized modes of transportation within the Burbank Station Area (Impact TRA#12). The project would provide adequate roadway overcrossings and undercrossings to facilitate pedestrian, bicycle, and vehicular circulation. For further details regarding the socioeconomic impacts pedestrian infrastructure see Section 3.12.6.3, Build Alternatives (Impact SOCIO#2).

5. The City of Burbank maintains a separate storm water system. What is the impact on Burbank's storm water system? Is there consideration for designs to allow for the retention and infiltration of storm water on-site? What storm water infrastructure upgrades will be necessary to reduce the impacts of the project.

For discussion of stormwater management systems, refer to Section 3.6.5.7, Stormwater Facilities and Infrastructure, in Chapter 3.6, Public Utilities and Energy. Chapter 3.6 also provides an impact analysis of the effects to stormwater infrastructure generated from construction (Impact PUE#4). Implementation of HYD-IAMF#1 requires on-site stormwater management facilities to capture runoff from pollutant-generating surfaces. HYD-IAMF#1 would reduce the amount of construction-area wastewater discharged to stormwater

Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022) - Continued

management systems, which would reduce impacts on the capacity of existing stormwater management system facilities managed by the City.

4236-7792 | 6. What will the additional roadway maintenance costs be as a result of the project?

1. What are the mitigating factors to offset these increased costs?

Please refer to Chapter 6, Costs and Operations, for discussion regarding costs related to building, operating, and maintain the project section. The estimated long-term costs include both train operations and infrastructure maintenance. For further cost breakdowns of roadway modifications, please refer to Appendix 6-B, Capital Cost Estimate Report.

4236-7793 | 7. What are the projected impacts to City services and their maintenance costs as a result of the project?

- a. What are the mitigating factors to offset these increased costs?

Methodology for assessing projected impacts to services and maintenance can be found in Chapter 3.6, Public Utilities and Energy.

4236-7794 | 8. What are the projected impacts to the regional and City's waste capacity?

See Chapter 3.6, Public Utilities and Energy, includes analysis of the project's effects on waste management including consistency with state, regional and local plans and policies regarding waste management. Chapter 3.6 also includes calculations of waste produced during construction and operation of the project as well as solid waste facilities that would likely be used by the project. Chapter 3.6 also provides an impact analysis of the effects of solid waste generated from construction (Impact PUE#5).

4236-7795 | 9. What are the projected additional waste disposal costs as a result of the project?

- a. What are the mitigating factors to offset these increased costs?

Additional waste costs are included in Category 40 within Appendix 6-B, Capital Cost Estimate Report.

4236-7796 | 10. What will the impact be to maintenance costs as a result of these new improvements?

- a. What are the mitigating factors to offset these increased costs?

Please refer to Chapter 6, Costs and Operations, for discussion regarding costs related to building, operating, and maintain the project section. The estimated long-term costs include both train operations and infrastructure maintenance. For further cost breakdowns of roadway modifications, please refer to Appendix 6-B, Capital Cost Estimate Report.



P • 909.627.2974
E • GArellano@arellanoassociates.com

From: Buonomo, Christopher <CBuonomo@burbankca.gov>
Sent: Friday, October 14, 2022 10:42 AM
To: Genoveva Arellano <garellano@arellanoassociates.com>
Cc: LaDonna DiCamillo <ladonna.dicamillo@hsr.ca.gov> <ladonna.dicamillo@hsr.ca.gov>; Simon, Rick(PB)HSR <rick_simon@hsr.ca.gov>
Subject: FW: Palmdale to Burbank DEIR question

Hi Genoveva,

I reached out to Elisabeth Rosenson previously but saw that she is currently out of the office and has listed you as the contact for high speed rail.

I have additional questions from some colleagues and wanted to see if you would be able to provide answers in the next few weeks. Or, if it is more appropriate to include these questions in the comment letter, I will be glad to do so. Thank you.

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 - a. What are the mitigating factors to offset these increased costs?
8. What are the projected impacts to the regional and City's waste capacity?
9. What are the projected additional waste disposal costs as a result of the project?

Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022) - Continued

- a. What are the mitigating factors to offset these increased costs?
10. What will the impact be to maintenance costs as a result of these new improvements?
- a. What are the mitigating factors to offset these increased costs?

Thank you,



CHRIS BUONOMO, AICP
 ASSOCIATE PLANNER, TRANSPORTATION DIVISION
 COMMUNITY DEVELOPMENT DEPARTMENT
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From: Elisabeth Rosenson <ERosenson@ArellanoAssociates.com>
Sent: Thursday, September 22, 2022 4:20 PM
To: Buonomo, Christopher <CBuonomo@burbankca.gov>; Simon, Rick(PB)HSR <rick.simon@hsr.ca.gov>
Cc: LaDonna DiCamillo (ladonna.dicamillo@hsr.ca.gov) <ladonna.dicamillo@hsr.ca.gov>
Subject: RE: Palmdale to Burbank DEIR question

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Hi Chris,
 Thank you for your patience. Below, please find responses to your questions in blue.

Note that there are two typos in the text of the FEIR – “including” should be “included” and “above” should be “about.”

Best Regards,

Elisabeth Rosenson
 Deputy Project Manager
 P • 909-627-2974
 C • 310-990-8022
 E • erosenson@arellanoassociates.com

From: Buonomo, Christopher <CBuonomo@burbankca.gov>
Sent: Thursday, September 15, 2022 3:37 PM
To: Simon, Rick(PB)HSR <rick.simon@hsr.ca.gov>
Cc: Elisabeth Rosenson <ERosenson@ArellanoAssociates.com>
Subject: RE: Palmdale to Burbank DEIR question

Thank you, Rick. I’m sure you’re getting a lot of other questions/inquiries this week. Much appreciated.



CHRIS BUONOMO, AICP
 ASSOCIATE PLANNER, TRANSPORTATION DIVISION
 COMMUNITY DEVELOPMENT DEPARTMENT
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From: Simon, Rick(PB)HSR <Rick.Simon@hsr.ca.gov>
Sent: Thursday, September 15, 2022 3:34 PM
To: Buonomo, Christopher <CBuonomo@burbankca.gov>
Cc: erosenson@arellanoassociates.com
Subject: Re: Palmdale to Burbank DEIR question

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Chris,

I just wanted to follow up so you don't think we are ignoring you. I want to make sure I give you accurate information and I need to confirm a couple things first.

I can confirm that the station area design has not changed from what was presented in the Burbank to Los Angeles document.

I will try to get you answers to your other questions tomorrow.

Thanks,
Rick

Rick Simon
 HSR Project Manager
 Palmdale to Burbank section
 (909) 202-2098

From: Buonomo, Christopher <CBuonomo@burbankca.gov>
Sent: Wednesday, September 14, 2022 1:26 PM
To: Simon, Rick(PB)HSR <Rick.Simon@hsr.ca.gov>
Cc: erosenson@arellanoassociates.com <erosenson@arellanoassociates.com>
Subject: Palmdale to Burbank DEIR question

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

Hi Rick,

I work with David Kriske at the City of Burbank, and he thought you might be able to answer a question I have on the current DEIR review.

1. Please confirm that none of the Palmdale to Burbank track segment actually reaches into the City of Burbank. It looks like the pink section on this map encompasses more area than depicted as the station area on the Alignment Plans and just want to be sure that is the correct assumption.

As identified in Chapter 2, on page 2-81, and Figure 2-45, the Burbank Airport Station is included in the alternatives description in the Palmdale to Burbank Draft EIR/EIS. Accordingly, the Palmdale to Burbank Draft

Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022) - Continued

EIR/EIS includes HSR track within the City of Burbank connecting to the station. As the Draft EIR/EIS explains [here](#):

The Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section, and included in the alternatives description in this chapter, was also evaluated as part of the Burbank to Los Angeles Project Section. Figure 2-45 ... depicts the 'overlap area' including in both Palmdale to Burbank and Burbank to Los Angeles Project Sections. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 2, 2021, and the Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. The Board's approval of the Burbank to Los Angeles Project Section Preferred Alternative extends to the southern edge of San Fernando Boulevard (between Lockheed Drive and Hollywood Way). The information and analysis within this Draft Palmdale to Burbank EIR/EIS above the Burbank Airport Station overlap area should be understood as information and for reference only. For the most updated information about the Burbank Airport Station, please refer to the Burbank to Los Angeles Final EIR/EIS, available on the Authority's website. (See Chapter 2, p 2-81).

The pink overlap area depicted in Chapter 2, Figure 2-45, is the same station area footprint as in the Volume II Footprint Mapbook and the Volume III alignment plans in the Palmdale to Burbank Draft EIR/EIS. (Compare Figure 2-45 with Vol. II, Appendix 3.1-A, Map 39 on pdf page 108 of 126, Vol. III, PEPD Record Set REV01 Burbank Station Area Plans, Burbank Station Detailed Site Plan on pdf page 4 of 12.) See also [here](#).

4236-7798

- 2. The City of Burbank submitted a comment letter regarding Burbank Station in July 2020 as part of the Burbank to LA segment. Please confirm that the station area design has not been amended after that comment period closed and that the comments provided in the letter are still applicable.

The Burbank Station design has not changed since publication of the station design in the Burbank to Los Angeles Project Section Final EIR/EIS. However, the city is free to submit those comments again on the Palmdale to Burbank Draft EIR/EIS.

Just want to make sure I do not assume wrong regarding the overlap area and then miss the opportunity for us to provide comment.

Feel free to give me a call if you'd like me to clarify anything. Thanks.



CHRIS BUONOMO, AICP
ASSOCIATE PLANNER, TRANSPORTATION DIVISION
COMMUNITY DEVELOPMENT DEPARTMENT
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Response to Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022)

4236-7787

The commenter suggests that the project will increase traffic in Burbank, and wants to know about specific impacts. Section 3.2.6.3 of the Draft EIR/EIS presents the evaluation of project-related impacts to local roadways and intersections within Burbank. Table 3.2-38 and Table 3.2-39 present the specific roadway segments and intersections, respectively, that would operate with unacceptable conditions with the project. As discussed in Section 3.2.7 Mitigation Measures, measures to improve the roadway and intersection operations have been proposed.

4236-7788

Refer to Standard Response PB-Response-PUE-2: Impacts to Existing Utilities/Infrastructure.

The commenter states that the Palmdale to Burbank Project Section would result in substantial impacts to City of Burbank services, including an increased demand for infrastructure maintenance, and would potentially create the need for additional staffing or facilities. The commenter also inquired about project impact to Burbank's infrastructure maintenance. As required by CEQA and NEPA, the Authority considered the potential impacts on public services, such as police and fire services, as well as utilities, inclusive of those in the City of Burbank. Regarding increased staffing for City services, the Authority did consider potential impacts on local emergency services, such as police and fire services. The Authority identified S&S-MM#1 in Section 3.11, Safety and Security, of the Draft EIR/EIS, which requires the Authority to monitor local fire, rescue, and emergency service provider responses to incidents at stations during the first 3 years of operation and maintenance, and to provide a fair share of cost of service for 5 years. Although fair share cost of service funds may be used to fund capital improvements, the Build Alternatives would not induce construction of new emergency service facilities.

For additional information about potential impacts on these public services, please refer to Impact S&S#3 in Section 3.11, Safety and Security of the Draft EIR/EIS (Section 3.11.4.2). Regarding potential increases in maintenance of local infrastructure, the Authority considered these potential impacts, as they relate to reduced access, in Impact PUE#7 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS. As described in Section 3.6.5, Affected Environment of the Draft EIR/EIS, with the inclusion of standard casing and maintenance access requirements of utilities located underneath the HSR right-of-way, impacts associated with reduced access to existing utility lines would be less than significant. Furthermore, please refer to the County and Municipal General Plans and Community Plans in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS. Regional and local jurisdictions in the Palmdale to Burbank Project Section have adopted plans, goals, policies, and ordinances related to public utilities and energy. Table 3.6-1 in the Draft EIR/EIS includes City of Burbank General Plan 2035, which outlines the available supply sources and infrastructural needs of the City and outlines the basic strategies through which each utility is provided and maintained

Response to Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022) - Continued

4236-7788

(page 3.6-9 of Section 3.6, Public Utilities and Energy of the Draft EIR/EIS). The Authority reviewed goals and policies listed in Table 3.6-1 and confirmed that it is compliant with the City of Burbank General Plan of 2035. See also Standard Response PB-Response-PUE-2: Impacts to Existing Utilities/Infrastructure for concerns regarding potential impacts to existing utilities/infrastructure.

4236-7789

The commenter asks about the impact on waste disposal due to the HSR Palmdale to Burbank Project Section. The Draft EIR/EIS discusses this topic under Impact PUE#5, which concludes that solid waste generated by the construction of the Build Alternatives would comply with federal, State, and local regulatory standards and the project would implement construction recycling and diversion requirements (see Draft EIR/EIS, page 3.6-79). In addition, the Authority's 2016 sustainability policy specifies that all (100 percent of) steel and concrete be recycled, and a minimum 75 percent of construction waste be diverted from landfills (see Draft EIR/EIS, p. 3.6-79), thus further reducing the amount of solid waste deposited in landfills. Notwithstanding, landfills within the Palmdale to Burbank Project Section have sufficient capacity to accommodate the entire amount of construction waste (see Draft EIR/EIS, Table 3.6-22). As such, the Palmdale to Burbank Project Section would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. In this regard, the project would not have any significant impact on the City of Burbank waste disposal staffing, infrastructure, or programs. The EIR/EIS discusses the effects of project operations on the generation of solid waste under Impact PUE#10. Annual solid waste estimates due to project operations are based on full buildout of the Palmdale to Burbank Project Section in 2040. Operation activities that would generate solid waste include passenger/employee refuse disposal at the Burbank Airport Station and materials used for HSR maintenance. Maintenance of the HSR trackway would generate small amounts of waste. Table 3.6-25 in the Draft EIR/EIS shows the estimated operation waste from the Build Alternatives and the remaining landfill capacity. As shown in Table 3.6-25, there is sufficient capacity at the respective landfills to accommodate solid waste generated by operations of the Burbank Airport Station for all the Build Alternatives. Under the Resource Conservation and Recovery Act and AB 939 (described in Section 3.6.2), affected county or municipal solid waste disposal facilities are required to plan for nonhazardous solid waste facility expansions from all anticipated sources. The anticipated disposal of nonhazardous solid wastes to landfills due to operations would not alone trigger the need for new or expanded facilities beyond dates that disposal capacities are currently projected to be reached. The Palmdale to Burbank Project Section solid waste generation from operation would be consistent with the Resource Conservation and Recovery Act and AB 939, in that the County and relevant municipalities would not require new or expanded solid waste disposal facilities to serve the Palmdale to Burbank Project

Response to Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022) - Continued

4236-7789

Section. Landfills within the Palmdale to Burbank Project Section expanded utility RSA have sufficient capacity to accommodate anticipated volumes of operation waste generated by the Burbank Airport Station. The Palmdale to Burbank Project Section would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, the impact from waste generation during operations would be less than significant under CEQA for the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives and no mitigation is required.

4236-7790

The commenter requests additional information regarding project impacts on existing infrastructure in Burbank, as well as the socioeconomic impact to Burbank's residents and departments.

Secondary environmental effects of the project, including the right-of-way infrastructure noted by the commenter, is discussed in Section 3.2, Transportation (Section 3.2.6.3). Specific to the City of Burbank, the Draft EIR/EIS acknowledges that new transportation elements would occur along existing roads and streets within the Palmdale to Burbank Project Section. As described under Impact TRA#18 in the Draft EIR/EIS, project construction would impact local streets and infrastructure, the project would reconstruct or replace these facilities and, in some areas, would provide improvements consistent with agreements with local agencies, such as installing a bicycle lane on a local road. These types of improvements would not substantially increase the maintenance burden of the local agency as the reconstructed or improved infrastructure would not be substantially different. In some cases, this may result in reduced maintenance costs as the infrastructure being constructed would often replace older infrastructure with new facilities.

Socioeconomic impacts of the project are discussed in Section 3.21.6 in Section 3.12, Socioeconomics and Communities, of this Final EIR/EIS. Specifically, Impact SOCIO#12 and Impact SOCIO#15 describe the long-term effects from the project on property and sales tax revenues, and the potential for physical deterioration from the project. Within the City of Burbank, it is estimated that the project would result in a loss of approximately 0.10 percent of annual property tax revenue for the City (approximately \$44,000 2016 dollars/year). The financial analysis of the California system, described in the 2018 Business Plan (Authority 2018, page 96), demonstrates that ridership and revenues would cover the cost of operating the system, meaning that no operational subsidy would be required. Additionally, as discussed in Impact SOCIO#9, physical deterioration on infrastructure is not anticipated from project implementation.

The Palmdale to Burbank Project Section would not substantially impact existing infrastructure in Burbank as any impacted facilities would be reconstructed or replaced. The expected loss of 0.10 percent annual property tax would not constitute a significant loss in annual revenue and operations and maintenance of the project would be paid

Response to Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022) - Continued

4236-7790

through ticket sales so as not to increase socio-economic burdens on Burbank residents.

4236-7791

The commenter asks about the project's impact on the City of Burbank's stormwater system. The commenter also asks about consideration for designs to allow for the retention and infiltration of stormwater on-site and if water infrastructure upgrades will be necessary to reduce the impacts of the project. For discussion of stormwater management systems, please refer to Section 3.6.5.7, Stormwater Facilities and Infrastructure in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS. Section 3.6 also provides an impact analysis of the effects to stormwater infrastructure generated from construction (Impact PUE#4). Implementation of HYD-IAMF#1 requires on-site stormwater management facilities to capture runoff from pollutant-generating surfaces. HYD-IAMF#1 would reduce the amount of construction-area wastewater discharged to the City's stormwater management systems. Because the HSR facilities would divert some wastewater that otherwise would have used the City's stormwater management systems, the HSR Palmdale to Burbank Project Section would reduce impacts on the capacity of existing stormwater management system facilities managed by the City.

Page 3.8-47 in Section 3.8 of the Draft EIR/EIS further clarifies how the project design would not substantially alter the storm drainage system in the City of Burbank. The project is being constructed in areas that are predominantly covered by impervious surfaces (pavement, buildings, etc.). As such, the amount of stormwater runoff resulting from project operation would be similar to existing conditions. As a matter of clarification, only a minimal portion of the Palmdale to Burbank Project Section is located within the Burbank Station Area and was analyzed in the approved Burbank to Los Angeles Project Section Final EIR/EIS. The area of concern is developed within existing industrial and commercial uses. The project would be required to include appropriate drainage facilities and would tie into the City's drainage systems. The Burbank Station Area is currently developed and would be replaced with HSR station facilities, and it would not result in additional stormwater runoff and therefore would not require modification to City of Burbank drainage facilities outside the project area.

4236-7792

The commenter asks what the additional roadway maintenance costs will be as a result of the project and what the mitigating factors to offset these increased costs are.

Section 3.2.4.2 in Section 3.2, Transportation of the Draft EIR/EIS includes a discussion of TR-IAMF#1: Protection of Public Roadways during Construction. This Impact Avoidance and Minimization Feature (IAMF) describes the Authority's commitment to returning public roadways to the equivalent of their original pre-project construction structural condition, or better. Implementation of this feature will occur prior to the commencement of construction activities and requires the contractor to conduct a photographic survey documenting the condition of the public roadways along truck routes providing access to the project site. The photographic survey shall be submitted for approval to the agency responsible for road maintenance, such as the City of Burbank. The Authority and the contractor shall then become responsible for the repair of structural damage to public roadways caused by HSR project construction or construction access, returning damaged sections to the equivalent of their original pre-project construction structural condition, or better.

In addition, Mitigation Measure TR-MM#11: In-Lieu Traffic Improvements, described in Section 3.2.7.4, Non-motorized Modes of Transportation, in the Draft EIR/EIS, states that for the Build Alternatives, the Authority will enter into cooperative agreements with HSR station host cities and partner transportation providers to implement transportation improvements in lieu of general roadway traffic improvements to address identified traffic impacts. In-lieu improvements will be negotiated with the City of Palmdale and the City of Burbank and partner transportation providers and will include, but will not be limited to, the following types of improvements:

In addition, Mitigation Measure TR-MM#11: In-Lieu Traffic Improvements, described in Section 3.2.7.4, Non-motorized Modes of Transportation, in the Draft EIR/EIS, states that for the Build Alternatives, the Authority will enter into cooperative agreements with HSR station host cities and partner transportation providers to implement transportation improvements in lieu of general roadway traffic improvements to address identified traffic impacts. In-lieu improvements will be negotiated with the City of Palmdale and the City of Burbank and partner transportation providers and may include, but will not be limited to, the following types of improvements:

Response to Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022) - Continued

4236-7792

- Pedestrian facilities;
- Bicycle facilities;
- On- and off-street bus transit facilities;
- Public transit bus rolling stock;
- On- or off-street vehicle pick-up/drop-off; and
- Support for ongoing bus, streetcar, or urban rail service.

Because it is difficult to estimate whether the City of Burbank will encounter substantial additional roadway maintenance costs, the Authority utilizes memoranda of understanding and cooperative agreements to establish its working relationships with local government entities along the HSR alignment in each project section as it moves forward with project implementation. The task orders executed with local government agencies specify the terms and precise standards to relocate or protect in place existing impacted facilities or utilities, and provide the obligations on the parties for engineering design, construction, costs, invoicing procedures, and coordination.

4236-7793

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-PUE-2: Impacts to Existing Utilities/Infrastructure.

The commenter inquires about projected impacts on City services and maintenance costs and also inquires about mitigation factors to offset the increased costs. In general, the Authority would assume responsibility for any costs involved in the construction and operation of expanded infrastructure associated with the proposed project and would proactively coordinate all such work with providers, including the City of Burbank. Specifically, the project will comply with the provisions of S&S-MM#1, which requires the Authority to monitor the response of local fire, rescue, and other emergency service providers to incidents. As part of the mitigation measure, the Authority will enter a cost-sharing agreement with these providers to fund the Authority's fair share of emergency service needs created by the Palmdale to Burbank Project Section ensuring that services are made available. Implementation of S&S-MM#1 will ensure emergency service providers maintain acceptable emergency response times, service ratios, and acceptable performance objectives and no new emergency service facilities will be required.

Please also refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, which discusses ways to mitigate potential cost overruns, and PB-Response-PUE-2: Impacts to Existing Utilities/Infrastructure, which discusses the impacts on existing city services. This comment does not address the sufficiency of the draft EIR/EIS nor does it suggest edits to the document. As a result, no change has been made to the document in response to this comment.

Response to Submission 4236 (Chris Buonomo, City of Burbank, October 14, 2022) - Continued

4236-7794

Commenter is concerned about the Project's impact on waste disposal. The EIR/EIS discusses this topic under Impact PUE#5 of the draft EIR/EIS, which concludes that solid waste generated by the construction of the Build Alternatives would comply with federal, State, and local regulatory standards and the project would implement construction recycling requirements. Furthermore, landfills within the Palmdale to Burbank Project Section have sufficient capacity to accommodate the construction waste, even if waste is not ultimately recycled to the extent recommended under the Authority's policy. Therefore, the Palmdale to Burbank Project Section would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

4236-7795

The commenter is concerned about the Project's impact on the City of Burbank's waste disposal costs. The Draft EIR/EIS assessed effects from solid waste generation during construction and project operations under Impact PUE#5 and Impact PUE#10, respectively, and concluded that there would be sufficient landfill capacity to accommodate the solid waste generated by the project. The Authority would pay any necessary fees to local solid waste service providers or landfills for the disposal of the solid waste generated during construction and operation; it is anticipated that these fees would cover any increased costs associated with the provision of these services.

4236-7796

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter asks about projected impacts on City services and maintenance costs and also asks about factors to offset the increased costs. Section 6.3, Operating and Maintenance Costs, of the EIR/EIS describes O&M cost forecasts for the Palmdale to Burbank Project Section Build Alternatives. Please refer to Table 6-2 on page 6-6 and Table 6-3 on page 6-7 for detailed cost projections.

In addition, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, which discusses ways to mitigate potential cost overruns, and PB-Response-PUE-2: Impacts to Existing Utilities/Infrastructure, which discusses the impacts on existing city services.

4236-7797

The commenter is asking for confirmation that none of the track segment of the Palmdale to Burbank Project Section reaches into the City of Burbank. The Central Subsection, as described on page 2-26 in Chapter 2, Alternatives of the Draft EIR/EIS, stops short and does not enter the City of Burbank. However, the portion of the Burbank Station subsection south of Cohasset Street is located within the City of Burbank. The portion of the Burbank Station Subsection within the City of Burbank accounts for approximately 0.47 miles of the overall project section length from Palmdale to Burbank. The portion of the project located within the City of Burbank was evaluated as part of the Burbank to Los Angeles Project Section EIR/EIS and was approved as part of the Burbank to Los Angeles Project Section on January 20, 2022. Figure 2-46 in Chapter 2, Alternatives of the Final EIR/EIS for the Palmdale to Burbank Project Section depicts the 'overlap area' of which the portion south of Cohasset Street is located within the City of Burbank. Please note that Figure 2-45 in the Draft EIR/EIS has been re-numbered to Figure 2-46 in the Final EIR/EIS. In addition, Figure 2-46 has been revised to clarify that the Burbank Station overlap area is within the Burbank Subsection.

4236-7798

The commenter requests confirmation that no changes have been made the Burbank Airport Station design since July 2020.

No changes have been made to the design of the Burbank Airport Station following Authority Board certification of the Burbank to Los Angeles Final EIR/EIS, approval of the project, and publication of the Record of Decision. The Burbank Airport Station is included in the Palmdale to Burbank Project Section EIR/EIS for information and reference purposes only as it is a part of the Burbank to LA project section.

Submission 4239 (Danica Nguyen, South Coast Air Quality Management District, November 3, 2022)

Palmdale - Burbank - RECORD #4239 DETAIL

Status : No Action Required
Record Date : 11/3/2022
Interest As : Local Agency
First Name : Danica
Last Name : Nguyen

Stakeholder Comments/Issues :

From: Danica Nguyen <dnguyen1@aqmd.gov>
 Sent: Wednesday, September 7, 2022 10:24 AM
 To: Stanich, Serge@HSR <Serge.Stanich@hsr.ca.gov>
 Cc: Sam Wang <swang1@aqmd.gov>
 Subject: Technical Data Request: CA High-Speed Rail Authority Palmdale to Burbank Project Section Project

Dear Mr. Stanich,

4239-7782

South Coast AQMD staff received the Draft Environmental Impact Report (Draft EIR) for the Proposed CA High-Speed Rail Authority Palmdale to Burbank Project Section Project (South Coast AQMD Control Number: LAC220901-10). Staff is currently in the process of reviewing the Draft EIR. The public commenting period is from 09/02/2022 – 11/01/2022.

Upon reviewing the files provided as part of the public review period, I was able to access the Draft EIR and Appendices through the City's website.

Please provide all technical documents related to air quality, health risk, and GHG analyses, electronic versions of all emission calculation files, and air quality modeling and health risk assessment files (complete files, not summaries) that were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following:

- CalEEMod Input Files (.csv files);
- EMFAC output files (not PDF files);
- All emission calculation spreadsheet file(s) (not PDF files) used to calculate the Project's emission sources (i.e., truck operations);
- AERMOD Input and Output files, including AERMOD View file(s) (.isc);
- Any HARP Input and Output files and/or cancer risk calculation files (excel file(s); not PDF) used to calculate cancer risk and chronic and acute hazards from the Project;
- Any files related to post-processing done outside AERMOD to calculate pollutant-specific concentrations (if applicable).

You may send the files mentioned above via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff by COB on Tuesday, 09/13/22. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

If you have any questions regarding this request, please don't hesitate to contact me.

Regards,

Danica Nguyen
 Air Quality Specialist, CEQA-IGR
 Planning, Rule Development & Implementation
 South Coast Air Quality Management District
 21865 Copley Drive, Diamond Bar, CA 91765
 Phone: (909) 396-3531
 E-mail: dnguyen1@aqmd.gov
 Please note South Coast AQMD is closed on Mondays.

From: Danica Nguyen <dnguyen1@aqmd.gov>
 Sent: Thursday, October 27, 2022 7:21 AM
 To: Nicole Leber <n.leber@circlepoint.com>
 Cc: Scott Steinwert <s.steinwert@circlepoint.com>; Masson, Peter@HSR <Peter.Masson@hsr.ca.gov>; Simon, Rick(PB)HSR <Rick.Simon@hsr.ca.gov>; Elisabeth Rosenson <ERosenson@ArellanoAssociates.com>; garellano@arellanoassociates.com; Stanich, Serge(PB)@HSR <Serge.Stanich@hsr.ca.gov>; Lay, Keith <Keith.Lay@icf.com>; 'Juan Lema (juan.lema@senerusa.com)' <juan.lema@senerusa.com>; Chang, Mark@HSR <Mark.Chang@hsr.ca.gov>; LaDonna.DiCamillo@hsr.ca.gov; Sam Wang <swang1@aqmd.gov>
 Subject: RE: Technical Data Request: CA High-Speed Rail Authority Palmdale to Burbank Project Section Project

Hi Nicole,

I hope you are doing well.

4239-7783

Please send over the Hazardous Materials and Wastes Technical Report when you have a chance. Thank you!

Regards,

Danica Nguyen

 From: Danica Nguyen <dnguyen1@aqmd.gov>
 Sent: Thursday, September 22, 2022 2:10 PM
 To: Nicole Leber <n.leber@circlepoint.com>
 Cc: Scott Steinwert <s.steinwert@circlepoint.com>; Masson, Peter@HSR <Peter.Masson@hsr.ca.gov>; Simon, Rick(PB)HSR <Rick.Simon@hsr.ca.gov>; Elisabeth Rosenson <ERosenson@ArellanoAssociates.com>; garellano@arellanoassociates.com; Stanich, Serge(PB)@HSR <Serge.Stanich@hsr.ca.gov>; Masson, Peter@HSR <Peter.Masson@hsr.ca.gov>; Lay, Keith <Keith.Lay@icf.com>; 'Juan Lema (juan.lema@senerusa.com)' <juan.lema@senerusa.com>

Submission 4239 (Danica Nguyen, South Coast Air Quality Management District, November 3, 2022) - Continued

<juan.lema@senerusa.com>; Chang, Mark@HSR <Mark.Chang@hsr.ca.gov>;
LaDonna.DiCamillo@hsr.ca.gov; Sam Wang <swang1@aqmd.gov>
Subject: RE: Technical Data Request: CA High-Speed Rail Authority Palmdale to Burbank Project Section
Project

Hello Nicole,

4239-7784

Thank you for sending over the files. I was able to access and download them all.

Regards,

Danica Nguyen

Response to Submission 4239 (Danica Nguyen, South Coast Air Quality Management District, November 3, 2022)

4239-7782

The commenter confirmed receipt of the Draft EIR/EIS and requested additional associated technical reports. A member of the project team responded to the commenter and provided the requested materials.

4239-7783

Refer to Standard Response PB-Response-GEN-7: Access to Technical Reports.

The commenter requested the Hazardous Materials and Wastes Technical Report. The commenter's request has been noted and a member of the project team provided the requested report. Refer to Standard Response PB-Response-GEN-7: Access to Technical Reports for instructions on how to access technical reports.

4239-7784

The commenter noted that previously requested files were received, and the commenter was able to access and download them all. The comment is noted. All requested files were received by the commenter.

Submission 4241 (Eric Sahakian, Acton Agua Dulce Unified School District, October 18, 2022)

Palmdale - Burbank - RECORD #4241 DETAIL	
Status :	Delimited
Record Date :	11/8/2022
Interest As :	Local Agency
First Name :	Eric
Last Name :	Sahakian
Attachments :	PB_4241_Eric Sahakian_ Public Hearing-Original.pdf (90 kb)

4241-7780
 Superintendent of the Acton Agua Dulce Unified School District, and our governing school board. Thank you so much for your time once again.

Stakeholder Comments/Issues :

·THE PUBLIC SPEAKER:· Good afternoon. · Canyou hear me okay?

MS. ARELLANO:· Yes, we sure can.

Welcome THE PUBLIC SPEAKER:· Wonderful.

First and foremost, I want to thank the Authority for their time and expertise on October 8th for the public meeting in Acton.· Thank you once again.

MS. ARELLANO:· Absolutely.

4241-7777

THE PUBLIC SPEAKER:· So Eric Sahakian, Superintendent Acton Agua Dulce Unified School District, thank you again for the time. The governing board of the Acton Agua Dulce Unified School District is very concerned about the environmental impact of the construction of the Palmdale to Burbank project.

The school district is particularly concerned about the proposed Route 14A, which will negatively impact the health and safety of students and staff at High Desert Middle School and Vasquez High School. Route 14A would establish a work site just east of Vasquez High School.· The dirt and dust created by the excavation of tunnels near this area and the prevailing winds in the area will cause dust and other pollutants to blow into the campus of the high school and middle school, posing a potential health and safety risk to students as well as to our staff.· Also, the

4241-7778

vibrations from the underground excavation will disrupt the operation of the middle school and high school.

4241-7779

The Acton Agua Dulce Unified School District urges the California High-Speed Rail Authority ·to adopt mitigating measures that will minimize the disruptions to the educational operations of the middle school as well as the high school mentioned.

4241-7780

The school district also urges the Authority to adopt mitigating measures to minimize the impact on traffic during the beginning as well as pickup at the end of the school day.

Those are our comments on behalf of myself,

Submission 4241 (Eric Sahakian, Acton Agua Dulce Unified School District, October 18, 2022) - Continued

1 business train because it will take too long, and it's
2 not a pleasure train because it's too expensive for more
3 than one person to ride.
4 So you have to ask what is it? What is the
5 purpose of this train? I think there are much better
6 transportation solutions than this train, especially when
7 the year -- now estimated to roll out which is 2033, we
8 have hybrids and electric vehicles.
9 If you truly want to support clean
10 transportation, I think we need to spend the money on
11 charging stations instead. I'm done. I yield.
12 MS. ARELLANO: Thank you very much, Cindy,
13 with time to spare. We appreciate your comments. If you
14 have any additional comments, please feel free to submit
15 those in writing. But, again, today, we thank for your
16 oral comment.
17 Next, we have Eric Sahakian. Eric, if you
18 can go ahead and unmute yourself, and you can turn on the
19 camera if you'd like. Go right ahead.
20 THE PUBLIC SPEAKER: Good afternoon. Can
21 you hear me okay?
22 MS. ARELLANO: Yes, we sure can.
23 Welcome --
24 THE PUBLIC SPEAKER: Wonderful.
25 First and foremost, I want to thank the

1 Authority for their time and expertise on October 8th for
2 the public meeting in Acton. Thank you once again.
3 MS. ARELLANO: Absolutely.
4 THE PUBLIC SPEAKER: So Eric Sahakian,
5 Superintendent Acton Agua Dulce Unified School District,
6 thank you again for the time.
7 The governing board of the Acton Agua Dulce
8 Unified School District is very concerned about the
9 environmental impact of the construction of the Palmdale
10 to Burbank project.
11 The school district is particularly
12 concerned about the proposed Route 14A, which will
13 negatively impact the health and safety of students and
14 staff at High Desert Middle School and Vasquez High
15 School.
16 Route 14A would establish a work site just
17 east of Vasquez High School. The dirt and dust created
18 by the excavation of tunnels near this area and the
19 prevailing winds in the area will cause dust and other
20 pollutants to blow into the campus of the high school and
21 middle school, posing a potential health and safety risk
22 to students as well as to our staff. Also, the
23 vibrations from the underground excavation will disrupt
24 the operation of the middle school and high school.
25 The Acton Agua Dulce Unified School

Submission 4241 (Eric Sahakian, Acton Agua Dulce Unified School District, October 18, 2022) - Continued

1 District urges the California High-Speed Rail Authority
2 to adopt mitigating measures that will minimize the
3 disruptions to the educational operations of the middle
4 school as well as the high school mentioned.

5 The school district also urges the
6 Authority to adopt mitigating measures to minimize the
7 impact on traffic during the beginning as well as pickup
8 at the end of the school day.

9 Those are our comments on behalf of myself,
10 Superintendent of the Acton Agua Dulce Unified School
11 District, and our governing school board. Thank you so
12 much for your time once again.

13 MS. ARELLANO: Excellent. Thank you, Eric,
14 in representing the district. We appreciate your
15 participation today and your comments.

16 Next, I see one additional person with
17 their hand raised. Again, I would like to remind the
18 audience, if you would like to make your formal, oral
19 public comment, please raise hand on your screen. That
20 button is down at the bottom of your screen or by
21 pressing star 9 if you're joining us by phone.

22 Thank you. And next we have speaking is
23 David Schwegel. David, please go ahead and unmute
24 yourself and introduce yourself. You can turn on camera
25 if you'd like.

Response to Submission 4241 (Eric Sahakian, Acton Agua Dulce Unified School District, October 18, 2022)

4241-7777

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-SOCIO-3: Health and Safety of Children.

The commenter asserts that the project will cause localized construction air emission impacts, specifically those associated with fugitive dust. Impact AQ#2 and Impact AQ#4, in Section 3.3, Air Quality and Global Climate Change, of the Draft EIR/EIS, describe regional air quality impacts during project construction, and the health risk assessment for construction-period emissions from the project, respectively.

As required by AQ-IAMF#1 (Fugitive Dust Emissions), the contractor will prepare a fugitive dust control plan for each distinct construction segment during construction. The plan will include schedules and frequencies for pre-water and re-water the site to maintain sufficient soil moisture content. The contractor will maintain dust control records and designate a South Coast Air Quality Management District (SCAQMD)-certified dust control supervisor. See pages 3.3-15 and 3.3-17 in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS. Among other measures, AQ-IAMF#1 will require the contractor to cover vehicle loads, clean trucks before exiting the construction site, limiting vehicle travel speed, suspending dust-generating activities in high-winds, and stabilizing disturbed areas and storage piles. AQ-IAMF#1 has been revised in the Final EIR/EIS to require that before finalizing the dust control plan, the contractor will a draft of the plan to Los Angeles Unified School District, Acton-Agua Dulce Unified School District, and any other potentially affected public school districts upon their request, for their review and comment.

In addition, AQ-IAMF#2 through AQ-IAMF#5 will be implemented as part of the project design during construction to minimize construction-period criteria pollutant emissions. As described in Section 3.3.4.2, in Section 3.3, Air Quality and Global Climate Change, these IAMFs will require the contractor to: use super-compliant or clean air paints that have a lower volatile organic compounds (VOCs) content than that required by the air districts (AQ-IAMF#2: Selection of Coatings); utilize renewable diesel fuel to minimize and control exhaust emissions from all heavy-duty diesel-fueled construction diesel equipment and on road diesel trucks (AQ-IAMF#3: Renewable Diesel); require all heavy-duty equipment used during the construction phase to meet Tier 4 engine requirements (AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction

4241-7777

Equipment), and; incorporate the material-hauling truck fleet mix requirements into the contract specifications including that all on-road trucks used for hauling during construction will be model year 2010 or newer (AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment). Furthermore, AQ-IAMF#6 (Reduce the Potential Impact of Concrete Batch Plants) will require the contractor to provide the Authority with a technical memorandum documenting consistency with the Authority's concrete batch plant siting criteria and utilization of typical control measures to reduce fugitive dust and emissions. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features, in Volume II of the Draft EIR/EIS, for detailed descriptions of project IAMFs that will be incorporated into the project design. Implementation of the above IAMFs would minimize and/or avoid fugitive dust generated during project construction, and associated effects on sensitive receptors including High Desert Middle School and Vasquez High School.

The Draft EIR/EIS identified High Desert Middle School and Vasquez High School as sensitive receptors for the SR14A Build Alternative (Table 3.3-11). Figure 3.3-3 in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS, presents the Areas Selected for Health Risk Analysis (HRA) during project construction. The evaluation provided in Impact AQ#4 in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS, found that under a worst-case scenario for construction near High Desert Middle School and Vasquez High School (Case 2), localized project construction emissions would not exceed any ambient air quality standard for toxic air contaminants (TACs) which may cause cancer, and chronic or acute non-cancer health risks from construction emissions, nor fugitive dust, (specifically PM10 and PM2.5); therefore, the project would not expose student and staff to unsafe TAC nor fugitive dust concentrations (see Table 3.3-31, Table 3.3-35, and Table 3.3-36).

NO2 concentration exceedances would occur at locations associated with Case 7, and PM10 concentration exceedances would only occur at locations associated with Case 5, Case 6, and Case 7, as stated Impact AQ#5 of the Draft EIR/EIS. As shown on Figure 3.3-3, Case 5, Case 6, and Case 7 are located in the San Fernando Valley area, and these locations are not in the proximity of Vasquez High School nor High Desert Middle School. Furthermore, the HRA conducted for project construction takes into account the various phases of construction and the exposure of sensitive receptors, including High

Response to Submission 4241 (Eric Sahakian, Acton Agua Dulce Unified School District, October 18, 2022) - Continued

4241-7777

Desert Middle School and Vasquez High School, over the full course of project construction. Projected health risks are below applicable thresholds. For more details on the project's HRA, see pages 3.3-105 to 3.3-106 of the Draft EIR/EIS. Please also refer to Appendix F of the Palmdale to Burbank Project Section: Air Quality Technical Report, which includes a detailed analysis of existing credible scientific evidence related to evaluating impacts from induced winds from California HSR System trains. Specifically, the appended analysis evaluates the potential for generating fugitive dust emissions from HSR-induced winds (Electronic versions of the technical reports are available through submitting a request on the Authority's Public Records Act portal at: <https://hsr-ca.nextrequest.com/>).

4241-7778

Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter expresses concerns related to disruptions to the operation of the middle school and high school because of vibration from underground excavation. The Authority understands that the commenter is referring to Vasquez High School and High Desert Middle School.

Detailed screening distances for the assessment of vibration impacts during construction are included in Tables 3.4-3 and 3.4-28 in the Draft EIR/EIS (see also Table 3.4-10). 230 feet is the farthest distance from the area of construction, under any condition, where it was determined that construction vibration may potentially cause an impact. Vasquez High School is more than 700 feet from the SR14A tunnel, which is well outside these screening distances, as shown in Table 3.4-28 in the Draft EIR/EIS. In addition, High Desert Middle School is more than 500 feet from the SR14A tunnel, again well outside these screening distances, as shown in Table 3.4-28. Because these schools are well outside the screening distance, there would be no vibration annoyance effects during excavation or any other construction activity.

4241-7779

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-2: Noise Mitigation and selection of Proposed Sounds Barriers, PB-Response-N&V-5: Impacts of Spoils Hauling (Noise).

The Draft EIR/EIS identified High Desert Middle School and Vasquez High School, indicated in the comment, as sensitive receptors for the SR14A Build Alternative (Table 3.3-11). Figure 3.3-3 in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS, presents the Areas Selected for Health Risk Analysis (HRA) during project construction. The evaluation provided in Impact AQ#4 in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS, found that under a worst-case scenario for construction near High Desert Middle School and Vasquez High School (Case 2), localized project construction emissions would not exceed any ambient air quality standard for toxic air contaminants (TACs) which may cause cancer, and acute or chronic non-cancer health risks from construction emissions, nor fugitive dust, (specifically PM10 and PM2.5); therefore, the project would not expose student and staff to unsafe TAC or fugitive dust concentrations (see Impact AQ#4, and Table 3.3-31, Table 3.3-35, and Table 3.3-36, in Section 3.3, Air Quality and Global Climate Change, of the Draft EIR/EIS). As described in Impact AQ#4 and shown in Table 3.3-31, project construction would not exceed applicable thresholds for cancer risk and for chronic and acute noncancer health impacts. As such this impact would be less than significant under CEQA. Therefore, mitigation is not required or warranted. Details of the health risk analysis and results are provided in the Palmdale to Burbank Project Section: Air Quality Technical Report (Electronic versions of the technical reports are available through submitting a request on the Public Records Act portal at: <https://hsr-ca.nextrequest.com/>).

NO2 concentration exceedances would occur at locations associated with Case 7, and PM10 concentration exceedances would occur at locations associated with Case 5, Case 6, and Case 7, as stated Impact AQ#5 of the Draft EIR/EIS. As shown on Figure 3.3-3, Case 5, Case 6, and Case 7 are located in the San Fernando Valley area, and these locations are not in the proximity of Vasquez High School or High Desert Middle School. Furthermore, the HRA conducted for project construction takes into account the various phases of construction and the exposure of sensitive receptors, including High Desert Middle School and Vasquez High School, over the full course of project

Response to Submission 4241 (Eric Sahakian, Acton Agua Dulce Unified School District, October 18, 2022) - Continued

4241-7779

construction. Projected health risks are below applicable thresholds. For more details on the project's HRA, see pages 3.3-105 to 3.3-106 of the Draft EIR/EIS.

AQ-IAMF#1 through AQ-IAMF#6 will be implemented as part of the project, and would require the use of lowest-emitting construction equipment technology and adopt best management practices to minimize construction-period emissions. As described in Section 3.3.4.2, in Section 3.3, Air Quality and Global Climate Change, these IAMFs will require the contractor to: employ measures to minimize and control fugitive dust emissions, through preparation and implementation of a fugitive dust control plan that will be prepared for approval by each air district prior to construction (AQ-IAMF#1: Fugitive Dust Emissions); use super-compliant or clean air paints that have a lower volatile organic compounds (VOCs) content than that required by the air districts (AQ-IAMF#2: Selection of Coatings); utilize renewable diesel fuel to minimize and control exhaust emissions from all heavy-duty diesel-fueled construction diesel equipment and on road diesel trucks (AQ-IAMF#3: Renewable Diesel); require all heavy-duty equipment used during the construction phase to meet Tier 4 engine requirements (AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment); and incorporate the material-hauling truck fleet mix requirements into the contract specifications including that all on-road trucks used for hauling during construction will be model year 2010 or newer (AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment), and; provide the Authority with a technical memorandum documenting consistency with the Authority's concrete batch plant siting criteria and utilization of typical control measures to reduce fugitive dust and emissions (AQ-IAMF#6: Reduce the Potential Impact of Concrete Batch Plants). Implementation of the above IAMFs will minimize and/or avoid localized air quality effects on sensitive receptors including High Desert Middle School and Vasquez High School. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features, in Volume II of the Draft EIR/EIS, for detailed descriptions of project IAMFs that will be incorporated into the project design. Mitigation measures are also in place to further reduce any impacts (see Draft EIR/EIS, Section 3.3.7).

Regarding noise effects from project construction, as described in Impact N&V#1, in Section 3.4, Noise and Vibration, of the Draft EIR/EIS, tunnel construction would not result in noise impacts at the surface because the depths of the tunnels would be

4241-7779

several hundred feet beneath the surface (please refer to Section 2.5.3, in Chapter 2, Alternatives of the Draft EIR/EIS, for a detailed description of project features, including the depths of tunnel alignment). The SR14A Build Alternative alignment would traverse through tunnel in proximity to Vasquez High School and High Desert Middle School as depicted in Figure 3.4-18 of the Draft EIR/EIS. Some portions of the Build Alternative alignments would include surface construction activities (e.g., portals and construction of adits). Construction activities would generate noise at the screening distances listed in Table 3.4-24; screening distances in which construction noise would be generated would occur at a maximum of 555 feet. The nearest surface facility associated with the SR14A Build Alternative is intermediate window IWA, located approximately 0.5 mile west of High Desert Middle School and 0.5-mile east of Vasquez High School (please refer to Figure 2-58 in Chapter 2 Alternatives of this Draft EIR/EIS, which depicts the locations of surface facilities for the SR14A Build Alternative in the community of Acton). Therefore, no construction noise impacts would occur to Vasquez High School and High Desert Middle School, and no additional mitigation is necessary.

Regarding vibration effects from project construction, as described in Impact N&V#3 in Section 3.4, Noise and Vibration of the Draft EIR/EIS, Mitigation Measure N&V-MM#2 will require the contractor, prior to construction activity, to create a vibration technical memorandum stipulating vibration-reduction methods for pile driving. Damage is not expected to result from construction if pile-driving activities occur more than 50 feet from buildings or if alternative methods such as push piling or auger piling are used. The Authority makes this conclusion in the Draft EIR/EIS, based on the principles provided in FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment (FRA 2012). Table 10-5 in this manual lists source vibration levels for different vibration equipment and identifies that the typical level for pile driving is 0.6 PPV at 25 feet. Using the equation on Page 10-13 of the FRA Manual, the Authority calculated that vibration at 50 feet would be 0.2 PPV. Table 3.4-8 in Section 3.4, Noise and Vibration of the Draft EIR/EIS lists a criterion of 0.2 PPV for Category 3 buildings, and greater for Category 1 and 2. Based on this, the distance of 50 feet was used as a guide for potential for minor cosmetic damage from pile driving. Alternative forms of piling create substantially less vibration (almost negligible) and are typically used, depending on soil conditions. As depicted in Table 3.3-11 in Section 3.3, Air Quality and Global Climate Change, High Desert Middle School and Vasquez High School would be located approximately 435

Response to Submission 4241 (Eric Sahakian, Acton Agua Dulce Unified School District, October 18, 2022) - Continued

4241-7779

feet and 735 feet to the project tunnel alignment right-of-way, respectively. As such, impacts resulting from sensitive receiver annoyance and building damage to High Desert Middle School and Vasquez High School would not occur, and no additional mitigation is necessary.

Regarding noise effects from project operations, as described in Impact N&V#6, in Section 3.4, Noise and Vibration of the Draft EIR/EIS and based on the results of noise impact assessment for the Palmdale to Burbank Project Section: Noise and Vibration Technical Report, operational noise for the SR14A Build Alternative, before mitigation, no noise impacts were identified on institutional uses (e.g., schools, libraries, theaters, and churches) for the SR14A Build Alternative (please refer to Figure 3.4-21 through Figure 3.4-23, in Section 3.4, Noise and Vibration, of the Draft EIR/EIS, which depicts the locations of moderate and severe operational noise impacts from the SR14A Build Alternative). Therefore, operational noise for the SR14A Build Alternative would not result in significant noise impacts at the High Desert Middle School or Vasquez High School.

Although the comment discusses construction impacts, regarding vibration effects from project operations, as discussed in Impact N&V#8, in Section 3.4, Noise and Vibration of the Draft EIR/EIS (Table 3.4-37 and Table 3.4-38) the SR14A Build Alternative would not exceed vibration and ground-borne impact criteria at High Desert Middle School or Vasquez High School. Furthermore, implementation of Mitigation Measure N&V-MM#7 will require development of site-specific vibration reduction measures, including stiffening floors in vibration-sensitive buildings, creating buffer zones, and modifying HSR vehicles. This measure would further reduce any potential vibration and ground-borne noise levels.

4241-7780

The commenter noted that mitigation measures should be implemented to minimize traffic impacts at the start and end of school days. As discussed in Appendix 2-E and Section 3.2.4.2 of the Draft EIR/EIS, IAMFs were developed to address transit, pedestrian, and bicycle access during construction (see TR-IAMF#4, TR-IAMF#5, TR-IAMF#11, and TR-IAMF#12). In particular, TR-IAMF#12 identifies the Authority's commitment to ensuring pedestrian and bicycle safety throughout construction. The environmental analysis considers these IAMFs to be part of the project design. In addition, TR-MM#12, described in Section 3.2.7, identifies the requirement of a transportation CMP that would include, among other topics, scheduling a majority of construction-related travel during off-peak hours, developing alternative routes to reduce the number of trucks on sensitive facilities, and developing and implementing an outreach program. The types of measures that could be applied to address school-related activities include restricting hours for construction activities to avoid drop-off and pick-up times of schools, stationing flaggers at intersections, upgrading drop-off and pick-up locations and procedures, erecting temporary fencing, and conducting outreach and education.

High Desert Middle School is located on Antelope Woods Road, to the east of Crown Valley Road, and Vasquez High School is located on Red Rover Mine Road between Escondido Canyon Road and Sierra Highway. Based on a review of the preliminary haul routes, it is not anticipated that construction spoils trucks would use the sections of Red Rover Mine Road and Antelope Woods Road adjacent to the school sites. In addition, Vasquez High School is generally in session between 7:40 AM and 2:44 PM, whereas High Desert Middle School is generally in session between 8:00 AM and 2:20 PM. To minimize impacts to traffic on roadways, TR-IAMF#6 limits construction materials deliveries between 7:00 AM and 9:00 AM, and between 4:00 PM and 6:00 PM on weekdays. It also limits the number of workers arriving and departing between 7:00 AM and 8:30 AM and between 4:30 PM and 6:00 PM. TR-IAMF#6 leaves some flexibility for the Authority to alter these time frames if that would decrease traffic impacts. TR-IAMF#6 would, therefore, reduce interference between construction activities and drop-off/pick-up activities at these schools. These temporal restrictions on construction traffic will be incorporated into the Construction Transportation Plan (CTP) required by TR-IAMF#2. TR-IAMF#2 has been revised in the Final EIR/EIS to require that, before finalizing the CTP, the contractor will submit a draft of the plan to Los Angeles Unified

Response to Submission 4241 (Eric Sahakian, Acton Agua Dulce Unified School District, October 18, 2022) - Continued

4241-7780

School District, Acton-Agua Dulce Unified School District, and any other potentially affected public school districts upon their request, for their review and comment. The IAMFs and Mitigation Measures identified in the Final EIR/EIS would minimize and otherwise address the impacts of project construction traffic on these two schools.

Submission 4246 (Ken Pfalzgraf, Acton Agua Dulce School Unified, October 18, 2022)

Palmdale - Burbank - RECORD #4246 DETAIL

Status : No Action Required
Record Date : 11/8/2022
Interest As : Local Agency
First Name : Ken
Last Name : Pfalzgraf

Stakeholder Comments/Issues :

4246-7770

Hello. I'm Ken
Pfalzgraf, Board Member Acton Agua Dulce School Unified
District. I sustain the comments made by our
Superintendent, Eric Sahakian. Thank you.

Response to Submission 4246 (Ken Pfalzgraf, Acton Agua Dulce School Unified, October 18, 2022)

4246-7770

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-SOCIO-3: Health and Safety of Children.

The commenter states that they sustain the comments made by the Superintendent of Acton Agua Dulce Unified School District. A response to the comments from the Superintendent of Acton Agua Dulce Unified School District can be found in Responses to Comment #7777, 7778, 7779, and 7780.

Submission 4257 (Veronica Zaragoza, LA County Library, Support Services, November 8, 2022)

Palmdale - Burbank - RECORD #4528 DETAIL

Status : Delimited
Record Date : 12/14/2022
Interest As : Local Agency
First Name : Veronica
Last Name : Zaragoza

Stakeholder Comments/Issues :

4257-8691

Good afternoon,

Can our department still submit comments for the Palmdale to Burbank Project Section Draft EIR/EIS? We apologize for the missed deadline of December 1st and really appreciate your consideration.

Thank you.

[LA County Library logo]<<https://lacountylibrary.org/>>
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 P: 562.940.8455
 E: vzaragoza@library.lacounty.gov<<mailto:vzaragoza@library.lacounty.gov>>
[LACountyLibrary.org??<https://lacountylibrary.org/>](https://lacountylibrary.org/)

Please note, our office is closed on Fridays.???

Palmdale - Burbank - RECORD #4528 DETAIL

Response to Submission 4257 (Veronica Zaragoza, LA County Library, Support Services, November 8, 2022)

4257-8691

The commenter inquires if the Acton Agua Dulce Library will be relocated or removed. In response, none of the Build Alternatives would require the Acton Agua Dulce Library be relocated or removed as a result of implementing the Palmdale to Burbank HSR project.

Submission 4281 (Veronica Zaragoza, LA County Library, October 26, 2022)

Palmdale - Burbank - RECORD #4281 DETAIL

Status : Action Pending
Record Date : 10/26/2022
Interest As : Local Agency
First Name : Veronica
Last Name : Zaragoza

Stakeholder Comments/Issues :

4281-8690

Will the Palmdale to Burbank project require the removal or relocation of the Acton Agua Dulce Library? The webmap does not indicate a parcel acquisition and Section 3.12 mentions the displacement of a DPSS facility but does not mention the Acton Agua Dulce Library. Thank you for your attention.

Response to Submission 4281 (Veronica Zaragoza, LA County Library, October 26, 2022)

4281-8690

The commenter inquires if the Acton Agua Dulce Library will be relocated or removed as a result of the Project. In response, none of the Build Alternatives require the Acton Agua Dulce Library to be relocated or removed in implementing the Palmdale to Burbank HSR project.

Submission 4284 (Perla Garcia, LACo Fire Department Forestry Division, November 17, 2022)

Palmdale - Burbank - RECORD #4284 DETAIL

Status : Unread
 Record Date : 11/17/2022
 Interest As : Local Agency
 First Name : Perla
 Last Name : Garcia
 Attachments : Copy of FFER202212098.pdf (97 kb)

Stakeholder Comments/Issues :

Good afternoon,

Please see attached.

Thank you.

Perla Garcia
 LACo Fire Department
 Forestry Division
 323-890-4330
 [New Fire and Forestry Logo]



**COUNTY OF LOS ANGELES
 FIRE DEPARTMENT**

1320 NORTH EASTERN AVENUE
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FIFTH DISTRICT

November 17, 2022

Palmdale to Burbank Project Section Draft EIR/EIS Comment
 Southern California Regional Office
 355 S. Grand Avenue, Suite 2050
 Los Angeles, CA 90071

To whom it may concern:

THE DRAFT EIR, "PALMDALE TO BURBANK PROJECT SECTION" PROPOSES A HIGH-SPEED RAIL SYSTEM THAT LINKS THE MAJOR METROPOLITAN AREAS OF THE STATE AND DELIVERS CONSISTENT PREDICTABLE TRAVEL TIMES, CITY OF PALMDALE, FFER202212098

The Draft EIR reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

4284-7800

The following are their comments:

PLANNING DIVISION:

We have no comments.

4284-7801

For any questions regarding this response, please contact Ed Lamas, Planning Analyst, at (323) 881-2404 or Eduardo.Lamas@fire.lacounty.gov

LAND DEVELOPMENT UNIT:

4284-7802

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

Parts of project are located within the area described by the Fire Department as a Fire Hazard Severity Zone. A "Fuel Modification Plan" shall be submitted to the Fuel Modification for review by the Fuel Modification Unit prior to the issuance of building permits. Please

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

- | | | | | | | |
|--------------|-------------|------------------|----------------------|----------------------|-----------------------|------------------|
| AGOURA HILLS | CARSON | EL MONTE | INGLEWOOD | LAWNDALE | PICO RIVERA | SIGNAL HILL |
| ARTESIA | CERRITOS | GARDENA | IRVINDALE | LOMITA | POMONA | SOUTH EL MONTE |
| AZUSA | CLAREMONT | GLENDALE | LA CANADA-FLINTRIDGE | LYNNWOOD | RANCHO PALOS VERDES | SOUTH GATE |
| BALDWIN PARK | COMMERCE | HAWAIIAN GARDENS | LA HABRA | MALIBU | ROLLING HILLS | TEMPLE CITY |
| BELL | COVINA | HAWTHORNE | LA MIRADA | MAYWOOD | ROLLING HILLS ESTATES | VERNON |
| BELL GARDENS | CUDAHY | HERMOSA BEACH | LA PUENTE | NORWALK | ROSEMEAD | WALNUT |
| BELLFLOWER | DIAMOND BAR | HIDDEN HILLS | LAKEWOOD | PALMDALE | SAN DIMAS | WEST HOLLYWOOD |
| BRADBURY | DUARTE | HUNTINGTON PARK | LANCASTER | PALOS VERDES ESTATES | SANTA CLARITA | WESTLAKE VILLAGE |
| CALABASAS | | INDUSTRY | | PARAMOUNT | | WHITTIER |

April 2024

Submission 4284 (Perla Garcia, LACo Fire Department Forestry Division, November 17, 2022) - Continued

4284-7802 Palmdale to Burbank Project Section Draft EIR/EIS Comment
November 17, 2022
Page 2

contact the Department's Fuel Modification Unit for details. The Fuel Modification Plan Review Unit is located at 605 North Angeleno Avenue in the City of Azusa CA 91702-2904. They may be reached at (626) 969-5205 or visit <https://www.fire.lacounty.gov/forestry-division/forestry-fuel-modification/>

4284-7803 For any questions regarding this response, please contact Wally Collins at (323) 890-4342 or Wally.Collins@fire.lacounty.gov

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, brush clearance, vegetation management, fuel modification for Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

4284-7804 For any questions regarding this response, please contact Forestry Assistant, Nicholas Alegria at (818) 890-5719.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time

Please contact HHMD Hazardous Materials Specialist III, Jennifer Levenson at (323) 890-4114 or Jennifer.Levenson@fire.lacounty.gov if you have any questions.

Very truly yours,



RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:pg

Response to Submission 4284 (Perla Garcia, LACo Fire Department Forestry Division, November 17, 2022)

4284-7800

The commenter representing the planning division states that they have no comments and provides their contact information. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

4284-7801

The commenter notes the HSR Palmdale to Burbank Project Section must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. Where the project would require modification of local infrastructure, such modifications would be done in compliance with the standards and requirements of the applicable public agency. For more details, please refer to Section 3.11.2, Laws, Regulations, and Orders, in the Draft EIR/EIS Section 3.11, Safety and Security, which includes a reference to NFPA 130, "Safety Standard for Fixed Guideway Transit and Passenger Rail Systems" specifying the latest fire protection and life safety requirements for underground, surface, and elevated fixed guideway transit and passenger rail systems. The Authority uses industry standard practices for addressing local government and utility company facilities and utilities. The Authority generally ensures that overall local government/utility company facilities and utilities function in a materially equivalent manner as prior to the relocations, modifications, or impact. The Authority also generally ensures that the design of the relocations or modifications of facilities and utilities meets the local government entity's or utility company's (as applicable) published (or, if not published, established) design standards in place (usually at the time of agreement execution or the time of final design). The Authority's response is subject to the Authority's evaluation of whether the relocations or modifications will result in beneficial results for the community or some level of cost sharing.

4284-7802

Refer to Standard Response PB-Response-S&S-1: Wildfire.

The commenter indicated that submittal of a Fuel Modification Plan for the project is required prior to issuance of building permits (Los Angeles County Fire Department) due to the project's location within a Fire Hazard Severity Zone. Prior to construction, the Authority will coordinate with the County of Los Angeles Fire Department and other local and regional emergency service providers to establish an efficient and coordinated response protocol, systems, and procedures across the multiple agencies (including developing and implementing the System Safety Program Plan (SSPP), Security and Emergency Preparedness Plan (SEPP) and Safety and Security Management Plan (SSMP) for the project) in accordance with SS-IAMF#2. This would include a Fuel Modification Plan if determined to be necessary by the Authority in consultation with LA County Fire. The Authority appreciates the comment and is committed to continued coordination with local and regional emergency service providers and compliance with their requirements for the project.

Please also refer to Standard Response PB-Response-S&S-1: Wildfire, which includes further information on the potential for wildfire effects from construction and operation of the project.

Response to Submission 4284 (Perla Garcia, LACo Fire Department Forestry Division, November 17, 2022) - Continued

4284-7803

The commenter described statutory responsibilities for the Los Angeles Fire Department, Forestry Division, which include erosion control, watershed management, rare and endangered species, brush clearance, vegetation and fuels management, archaeological and cultural resources, and the County Tree Ordinance. The commenter urged that the EIR/EIS address these subject areas. Impacts related to erosion control are addressed in Section 3.9, Geology, Soil, Seismicity, and Paleontological Resources of the Final EIR/EIS.

Impacts related to watershed management are addressed in Section 3.10, Hydrology and Water Resources of the Final EIR/EIS. Impacts related to vegetation management and adherence to tree ordinances are addressed in Section 3.7, Biological and Aquatic Resources of the Final EIR/EIS. Impacts related to fire hazard safety zones are addressed in Section 3.11, Safety and Security of the Final EIR/EIS. Impacts to archeological and cultural resources are addressed in Section 3.17, Cultural Resources of the Final EIR/EIS.

4284-7804

Thank you for your comment. The Authority acknowledges that the Health and Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the HSR Palmdale to Burbank Project Section at this time.

Submission 4312 (Joshua Svensson, Los Angeles County Public Works - Waterworks Division, November 21, 2022)

Palmdale - Burbank - RECORD #4312 DETAIL

Status : Ready for Delimiting
Record Date : 11/21/2022
Interest As : Local Agency
First Name : Joshua
Last Name : Svensson
Attachments : High Speed Rail EIS _ EIR Comments - Palmdale-Burbank.pdf (143 kb)

Stakeholder Comments/Issues :

Please see attached PDF which contains comments from LA County Public Works - Waterworks Division.

Submission 4312 (Joshua Svensson, Los Angeles County Public Works - Waterworks Division, November 21, 2022) - Continued

Joshua Svensson

From: Joshua Svensson
Sent: Monday, November 21, 2022 4:08 PM
To: Joshua Svensson
Subject: High Speed Rail EIS / EIR Comments - Palmdale to Burbank Section

4312-7883 |

1. Correct the below errors in [Table 3.6-10](#)

Water Agency	Agency Activity					Sources of Water Supply	Service Area (Square Mile)	Average Daily Demand (mgd)	Maximum Day Demand (mgd)	Average Annual Demand (ac-ft/yr)	Applicable Subsections
	Retail Domestic Potable Water	Wholesale Water	Water Treatment	Recycled Water	Groundwater Management						
Los Angeles County Waterworks District 37, Acton	X	N/A	X N/A	X N/A	X	<ul style="list-style-type: none"> ▪ Metropolitan Water District ▪ Los Angeles Aqueduct ▪ Central Basin 	473 23	N/A	N/A	659,000 2,200	Central Subsection (all six Build Alternatives)
Los Angeles County Waterworks District 40, Lancaster	X	N/A	N/A	X	X	<ul style="list-style-type: none"> ▪ Antelope Valley-East Kern Water Agency ▪ Antelope Valley Basin ▪ Colorado River Aqueduct 	660 88	N/A	N/A	2,402 46,000	Maintenance Facility (all six Build Alternatives)

4312-7884 |

2. Table [3.6-11](#) incorrectly lists Los Angeles County Waterworks Districts (LACWD) as receiving MWD water. Although Districts 29 (Malibu) and Marina Del Rey do receive MWD water, neither of these systems will be involved in the Palmdale – Burbank HSR. We recommend deleting the third row of this table (the second entry for the LACWD).

4312-7885 |

3. Table 3.6-11 lists Los Angeles County Waterworks Districts as a most likely water distributor for construction water. Impacts to the Districts distribution system have not been analyzed or addressed in the Draft EIR. LACWD will likely not be able to meet construction

Submission 4312 (Joshua Svensson, Los Angeles County Public Works - Waterworks Division, November 21, 2022) - Continued

water demand of ~1,000 AFY for 5 years. This is found to be a “Significant Impact” on [page 3.6-77](#) and determining alternate water supplies will require proactive collaboration between LACWD, AVEK, and the HSRA. LACWD requests the water supply analysis for the selected Build Alternative be submitted for review to determine impacts to LACWD.

- 4312-7886 | 4. Following the water supply analysis, coordination with LACWD will be needed to determine required water system improvements.
- 4312-7887 | 5. LACWD requests that the Authority submit design plans for engineering review of proposed watermain relocations. Designs should be to LACWD standards, provide alternative right-of-way if required, and minimize service interruptions.

Josh SVENSSON, P.E.
Senior Civil Engineer
LA County Public Works
Waterworks Division

Response to Submission 4312 (Joshua Svensson, Los Angeles County Public Works - Waterworks Division, November 21, 2022)

4312-7883

Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

The commenter suggests edits to Table 3.6-10 in Section 3.6 of the Draft EIR/EIS, related to the Los Angeles County Waterworks Districts 37 and 40. The changes requested by the commenter have been incorporated in the Final EIR/EIS. Revisions made to Table 3.6-10 in Section 3.6, Public Utilities and Energy of the Final EIR/EIS are related to the activities, service area size, and average annual demand for each of these districts. These changes do not affect the analysis of environmental impacts presented in the Draft EIR/EIS.

Please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage for further information regarding water supply, possible sources of water for construction and service providers. Los Angeles County Waterworks Districts may be a water provider to the project as some construction sites requiring water are located within their service areas. If Los Angeles County Waterworks Districts are a service provider for construction water to the project, it is envisioned the project would be responsible for constructing any necessary improvements such as water conveyance pipelines between the districts' existing facilities and the designated construction site(s).

4312-7884

The commenter suggests edits to Table 3.6-11 in Section 3.6 of the Draft EIR/EIS. The changes requested by the commenter have been incorporated into Table 3.6-11 in Section 3.6 of the Final EIR/EIS. As noted in Response to Comment #7883, in Impact PUE#3 the construction period water analysis assumes water will be supplied by AVEK and Burbank Power and Water. As such the removal of LACWD from Table 3.6-11 does not change any impact analysis or conclusions in the Final EIR/EIS.

4312-7885

Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

The commenter requests that the water supply analysis for the selected alternative be submitted to LACWD. Please note that PUE-MM#1, as revised in the Final EIR/EIS, includes the following: "Based on the results of this water supply analysis, the Authority would coordinate with relevant water agencies to determine which water suppliers have availability and if allocations for additional water supply are needed for construction." The Authority will continue coordinating with relevant agencies as requested by the commenter and the Authority will make available the water supply assessment to the LACWD. In addition, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which provides additional information about water supplies for the project, including in the scenario of dry and multiple dry years.

4312-7886

Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage. The commenter states that following the water supply analysis, coordination with LACWD would be needed to identify required water system improvements. Please note that PUE-MM#1, as revised in the Final EIR/EIS, includes the following: "Based on the results of this water supply analysis, the Authority would coordinate with relevant water agencies to determine which water suppliers have availability and if allocations for additional water supply are needed for construction." Upon completion of the water supply analysis required under PUE-MM#1 (Water Supply Analysis for Construction; see Section 3.6.7 of the Draft EIR/EIS), the Authority would work with each water provider to determine if allocations for additional water supply are needed for construction and the Authority will make available the water supply assessment to the LACWD. In addition, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which provides additional information about water supplies for the project, including in the scenario of dry and multiple dry years.

Response to Submission 4312 (Joshua Svensson, Los Angeles County Public Works - Waterworks Division, November 21, 2022) - Continued

4312-7887

The commenter requested that the Authority submit design plans for engineering review of proposed water main relocations. Design plans for water main relocations will be developed during the detailed design phase and submitted to LACWD for review.

Section 18.3, Construction Permits, in the Draft EIR/EIS Appendix 2-D provides a list of permits, approvals, consultations, and agreements that may need to be in place prior to construction. License agreements with LADWP including encroachment, maintenance, operations and season restriction permits are listed in Table 18-1. Additionally, PUE-IAMF#4 describes the Authority's commitment to minimize or avoid utility service interruptions during construction. Prior to construction, the contractor shall prepare a technical memorandum documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions.

Submission 4330 (Vicky Delgado, City of Santa Clarita, November 29, 2022)

Palmdale - Burbank - RECORD #4330 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Local Agency
First Name : Vicky
Last Name : Delgado
Attachments : Letter - Palmdale to Burbank Draft EIR Comment Letter.pdf (951 kb)

Stakeholder Comments/Issues :

Good afternoon,

Please see the attached letter for your review.

Thank you,

Vicky Delgado
 Administrative Assistant
 City Manager's Office
 City of Santa Clarita
 23920 Valencia Blvd.
 Santa Clarita, CA 91355

Phone: (661) 255-4395
 Email: vdelgado@santa-clarita.com<<mailto:vdelgado@santa-clarita.com>>
 Web: www.santa-clarita.com<<http://www.santa-clarita.com/>>
 [City of Santa Clarita]



City of
SANTA CLARITA

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www.santa-clarita.com

November 22, 2022

Laurene Weste
Mayor

Mr. Brian P. Kelly, Chief Executive Officer
 California High-Speed Rail Authority
 770 L Street, Suite 620
 Sacramento, CA 95814

Jason Gibbs
Mayor Pro Tem

Dear Mr. Kelly:

SUBJECT: Palmdale to Burbank Draft EIR Comment Letter

4330-8683

Marsha McLean
Councilmember

On behalf of the City of Santa Clarita (City), I am writing to share our comments and concerns with regard to the draft Environmental Impact Report (EIR) for the Palmdale to Burbank segment of the California High-Speed Rail Project (Project).

Bill Miranda
Councilmember

On July 14, 2015, the Santa Clarita City Council adopted a position to only support a fully underground alignment within the Palmdale to Burbank segment. The City has been closely involved with the review of the proposed Palmdale to Burbank alignments, specifically, as it relates to ensuring that potential negative impacts felt by the community are given careful consideration by the California High-Speed Rail Authority (Authority) and are included in any environmental impact reports.

Cameron Smyth
Councilmember

With that said, the following are supplemental comments to the City Council's adopted position and are in direct response to the draft EIR.

4330-8684

Earlier this year, the City acquired 208 acres of open space, known as Bee Canyon, located east of State Route 14 (SR-14) and north of Soledad Canyon Road. As the SR-14A Build Alternative proposes to bifurcate Bee Canyon, at-grade, we respectfully request that the EIR include mitigation measures on the potential impacts the construction and operation of the Project could have on recreational uses and wildlife corridors within this open space. Additionally, we respectfully request that the Authority take into serious consideration these potential impacts to Bee Canyon in its decision on an alignment within this segment.

4330-8685

Furthermore, east of Bee Canyon is Soledad Canyon, in which the City owns the surface rights to the property. The Bureau of Land Management, which owns the mineral rights to Soledad Canyon, awarded two 10 year mining contracts to CEMEX Inc. to aggregate 56 million tons of sand gravel within 490 acres of Soledad Canyon. At



Submission 4330 (Vicky Delgado, City of Santa Clarita, November 29, 2022) - Continued

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Page 3

4330-8685

this time, CEMEX Inc. is still in the process of obtaining its necessary permits to start the proposed mining project.

The City has strongly opposed this proposed large-scale mining project for over two decades, citing significant concerns with regard to the potential environmental and quality of life impacts the proposed mining project would have to the City and surrounding communities.

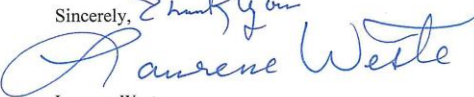
At capacity, the proposed mining project will have excavation activities 17 hours per day, six days per week. Processing is scheduled to take place 16 hours a day and shipping activities are expected to take place 24 hours a day. Even more concerning, blasting will occur at least twice a week for the first 10 years of the proposed mining project and four times a week during the subsequent 10 years. Moreover, concrete batch plant and ready-mix shipping will occur up to seven days a week, 24 hours a day. Ultimately, this proposed mining project will add up to 1,200 truck trips to our already-congested freeways.

With that said, we respectfully request that the EIR include the potential impacts the nearby proposed large-scale mining project at Soledad Canyon could have on the construction and operation of the SR-14A Build Alternative and that the Authority seriously consider the consequences this may have to the viability of the Authority's Preferred Alternative.

4330-8686

Additionally, just north of Bee Canyon, the SR-14A Build Alternative proposes to be at-grade or elevated for a stretch through Agua Dulce Canyon Road. We respectfully request that the Authority take into serious consideration the impacts this stretch will have on the movement of wildlife habitats living in or moving through this area.

Thank you for your consideration of our comments. Should you or your staff require any further information regarding our comments included in this letter, please contact Masis Hagobian, Intergovernmental Relations Officer, at (661) 286-4057 or mhagobian@santa-clarita.com.

Sincerely, *Thank you*

Laurene Weste
Mayor

LW:MH:vd
S:\MS\Masis\Letters\CAHSRA - DRAFT EIR 11.22.22

cc: Members of the City Council
Senator Scott Wilk
Assemblywoman Suzette Valladares
Supervisor Kathryn Barger

Kenneth W. Striplin, City Manager
Leadership Team
Masis Hagobian, Intergovernmental Relations Officer
Arthur Sohikian, NCTC Executive Director
John Bwarie, SFVCOG Executive Director
Joe A. Gonsalves & Son

Response to Submission 4330 (Vicky Delgado, City of Santa Clarita, November 29, 2022)

4330-8683

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.

The commenter states that the City of Santa Clarita only supports an alignment that runs fully underground within the Palmdale to Burbank Project Section and notes its involvement with review of proposed alignments. The commenter acknowledges coordination efforts with Authority and the commenter's preference is acknowledged. As discussed in Chapter 2, Alternatives of the Draft EIR/EIS, the Refined SR14 and SR14A Build Alternative would traverse the City of Santa Clarita via underground tunnel, at-grade, and via elevated/aerial structure. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process for discussion of how the Build Alternative alignments were evaluated and deemed the most environmentally feasible for consideration. Additionally, refer to Chapter 8, Preferred Alternative and Station Sites of this Draft EIR/EIS for discussion of why the Authority identified the SR14A Build Alternative as the preferred alternative.

4330-8684

Refer to Standard Response PB-Response-BIO-1: Impacts in Bee Canyon, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors.

The commenter expresses concern for the impact of the project on open space that was recently acquired by the City of Santa Clarita at Bee Canyon. The commenter requests that the Project include mitigation measures for construction and operations to reduce potential impacts to recreational uses and wildlife corridors within this open space.

In response to this comment and after an evaluation of Lang Station Open Space as designated by the City of Santa Clarita, the Authority has added Lang Station Open Space at Bee Canyon to Section 3.15 and Chapter 4 of this Final EIR/EIS, so as to include an analysis of the impact of the project on this resource. The Lang Station Open Space at Bee Canyon would be subject to mitigation measures PR-MM#1 through PR-MM#9 identified in the Draft EIR/EIS to reduce potential impacts in open space areas, including Bee Canyon. These measures would reduce impacts to parks, recreation, and open space, including Bee Canyon by maintaining access to parks and open space through construction and operation, and maintaining the character of parks and open space through construction and operation.

In addition, please see PB-Response-BIO-1: Impacts in Bee Canyon, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, and PB-Response-BIO-3: Wildlife Movement Corridors. These standard responses provide information on how the EIR/EIS evaluated impacts to biological resources and wildlife movement in this area.

Response to Submission 4330 (Vicky Delgado, City of Santa Clarita, November 29, 2022) - Continued

4330-8685

The commenter notes concerns with the CEMEX Soledad Canyon mining project and requests that it be considered in the Palmdale to Burbank Project Section EIR/EIS.

The Authority has reviewed the status of CEMEX, Inc.'s proposed Soledad Canyon mining project. CEMEX's holds contracts that would allow for the mining of 56-million tons of sand and gravel from Soledad Canyon. These contracts have been the subject of litigation over the last 25 years. In 2015 the BLM issued a letter to CEMEX noting the following "BLM no longer believes that the old environmental analysis and record will be sufficient to support CEMEX in its efforts to obtain the remaining permits and authorizations" and that their contracts had been cancelled. In 2021 a U.S. District Court of Washington, D.C. overturned the BLM's decision, but did not make it clear as to the next steps and how and if the project would move forward. In May 2022, the U.S. District Court reinstated the BLM contracts that would allow mining production. Nevertheless, the mining project is running into other obstacles. In 2023, the State Water Resources Control Board decided to require new notice and comment for the mining project. In 2024, CEMEX sued the State Water Resources Control Board. Thus, there continues to be substantial local opposition to the project moving forward and substantial permitting and environmental reviews remain to be completed and obtained. Given the long-standing controversy, uncertainty, and lack of permitting for the project, the Authority did not consider the project reasonably foreseeable at the time of preparation of its EIR/EIS and has not included it in its cumulative analysis.

4330-8686

Refer to Standard Response PB-Response-BIO-3: Wildlife Movement Corridors.

The commenter expresses concerns related to wildlife connectivity and crossing opportunities north of Bee Canyon at Agua Dulce Canyon Road and requests that the Authority give serious consideration to the impacts to wildlife movement in this area. The commenter requests the Authority consider impacts of the at-grade or elevated segments have on wildlife movement through Agua Dulce Canyon Road for SR14A Build Alternative. Wildlife can cross the alignment under elevated viaducts. The Wildlife Crossing Assessment (WCA) includes a robust analysis of wildlife connectivity and movement. Electronic copies of the WCA and other technical reports are available through submitting a request on the Authority's online portal (available at: <https://hsr-ca.nextrequest.com/>). As shown in Table 2-13 in the supplemental WCA, the length of the viaduct across Agua Dulce Canyon Road for the SR14A Build Alternative is 0.42 miles long where wildlife can cross underneath the HSR alignment. This 0.42-mile-long viaduct also aligns with the SR 14 freeway crossing at Agua Dulce Canyon Road. The at-grade portions on either side of the viaduct do not exceed the recommended crossing interval distances of 0.31 mile. In addition, please see generally the detailed response to comment provided in response to the California Department of Fish and Wildlife, Response to Comment 4512-10544.

Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022)

Palmdale - Burbank - RECORD #4346 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Local Agency
First Name : Christopher
Last Name : Buonomo
Attachments : DEIR DEIS Comment Letter_Palmdale to Burbank_CITY OF BURBANK.pdf (186 kb)

Stakeholder Comments/Issues :

Dear Members of the Authority,

The City of Burbank has reviewed the Authority's Project Level Draft Environmental Impact Report / Environmental Impact Statement (DEIR/DEIS) for the Palmdale to Burbank segment of the California High Speed Train System. The City would like to submit the attached comments to be incorporated into the final environmental documents that the Authority will provide in the coming months. Thank you.

4346-10511

Best,

[cid:image003.jpg@01D9041D.355FE520]CHRIS BUONOMO, AICP
 ASSOCIATE PLANNER, TRANSPORTATION DIVISION
 COMMUNITY DEVELOPMENT DEPARTMENT
 818-238-5251 | BURBANKCA.GOV
 Working together for a safe, beautiful and thriving community.

November 29, 2022

California High Speed Rail Authority
 Attn: Palmdale to Burbank Draft EIR/EIS Comment
 355 S. Grand Avenue, Suite 2050
 Los Angeles, CA 90071

RE: City of Burbank Comments on Draft Environmental Impact Report / Draft Environmental Impact Statement for the California High Speed Rail System – Palmdale to Burbank Section

Dear Members of the Authority,

The City of Burbank thanks you for allowing the opportunity to provide additional comments for the Authority's Project Level Draft Environmental Impact Report / Environmental Impact Statement (DEIR/DEIS) for the Palmdale to Burbank segment of the California High Speed Train System. As the City of Burbank is located along the proposed corridor and would have a station located within the city, we are committed to ensuring that the proposed project is constructed in a manner that meets state and regional transportation objectives while ensuring that the interests of Burbank's residents and businesses are protected from environmental impacts caused by its construction and operation. As you know, the City of Burbank has held extensive, ongoing communication with the Authority as this project has progressed from the Program EIR/EIS phase, two NOP periods in 2007 and 2014, participation in several Alternatives Analyses, and through review of the Draft Environmental Impact Report / Environmental Impact Statement.

The City of Burbank also provided extensive comment for the Project Level Final Environmental Impact Report / Environmental Impact Statement (FEIR/FEIS) for the Burbank to Los Angeles segment on November 29, 2022. The City understands that the Burbank Station area is considered an overlap area, as noted on p. 2-83 of the DEIR/DEIS. In communication during the review period, Authority staff confirmed that the comments provided for the Burbank to Los Angeles FEIR/FEIS had not been incorporated into the Palmdale to Burbank section DEIR/DEIS. Therefore, given that these comments have not been addressed, comments specific to the Burbank Station area will be carried over and included in this comment letter.

The City of Burbank would like to submit the following additional comments to be incorporated into the final environmental documents that the Authority will provide in the coming months:

Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022) - Continued

4346-10512

Applicable comments from the Burbank to Los Angeles FEIR/FEIS comments letter (November 29, 2022)

Proposed Project Further Divides Established Neighborhoods, Impacts TOD Opportunities, and Does not Consider Conventional Rail Improvements that Help Restore Divided Neighborhoods

The City's comment letter identified several project features that will further divide neighborhoods and preclude existing and future TOD opportunities. The FEIR/FEIS response to these City comments reiterated several features or IAMFs that are included to reduce or eliminate these land use impacts.

The City continues to be concerned that the project proposes to create a series of surface parking lots around the proposed Burbank Airport Metrolink Station, which significantly reduces TOD opportunities around the station and encourages more local automobile traffic to access the station. As discussed in the City's previous comments, the DEIR/DEIS should identify project features or mitigation measures that can encourage TOD and discourage automobile use around the station, including constructing parking that is underground or consolidated in structures to make more land available for TOD, situating the station portal and circulation so that there is more direct access to non-motorized transportation networks on Hollywood Way, and reinforcing the connection between the proposed station and the Burbank Airport terminal.

Construction Impacts are not Fully Disclosed or Analyzed

The City's comment letter identified several construction impacts that were not fully disclosed or analyzed. In response to the City's comment, the Authority again reiterated that construction impacts will be mitigated with non-specific Impact Avoidance and Mitigation Features (IAMF) to the project, but does not substantiate how the IAMFs identified in the response would avoid extreme and unacceptable construction congestion delays during roadway closures. In addition, the improvements identified for consideration in Mitigation Measure TRAN-MM#1 involve changes to intersection configuration on local streets, but does not document that those improvements are consistent with the local jurisdictions' general plan and transportation network and that they would reduce construction impacts to less than significant.

In addition, the City's comment letter stated that construction impacts are measured against 2015 conditions rather than conditions that are more closely related to actual conditions expected once construction begins. Since project construction has been delayed pending necessary environmental clearance and approvals, project buildout or operation should be adjusted accordingly. Assumptions used for the analysis of transportation systems is based on population and employment growth. Accordingly, the later the project is implemented, the transportation analysis would tend to underestimate the impacts due to the increase in population and employment growth, which is one of the primary factors for determining transportation construction impacts. In addition,

4346-10512

Section 15125 of the CEQA Guidelines states that "[W]here existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In this case, the City has provided data regarding its current roadway network in some of the comments. Accordingly, the empirical evidence the City has provided overrides the outdated parameters used in the DEIR/DEIS.

As stated in the City's previous comments, the FEIR/FEIS must explicitly identify how construction impacts and impacts to emergency access will be addressed because the nature of the road closures needed for construction (e.g., those roads that cross existing rail lines or freeways) means that reasonable detour routes may not be available to adequately address construction impacts. Given this lack of specificity, the City continues to believe that unidentified significant construction impacts will be caused by the project. Because of this, the FEIR/FEIS did not consider an adequate range of additional mitigation measures. Additional mitigation measures that were not considered include explicitly identifying a construction phasing program to avoid multiple road closures, identifying alternative means of construction to keep roadways partially opened during construction, and providing alternative means for local agencies to redeploy their police, fire, and emergency services to account for multiple extended road closures. These should not be IAMFs but should be mitigation measures so that they may be included in the Mitigation Monitoring and Reporting Program.

The City continues to believe that explicit mitigation measures (not IAMFs) to address impacts to City streets should identify the explicit mechanism whereby the Authority or the City may enforce the obligation for the contractor to abide by the mitigation measures and repair damaged streets. This could include requiring the contractor to be bound by permit conditions by the City of Burbank that guarantees the repair of roadways, providing a financial set-aside to repair damaged City infrastructure, or by requiring the repair or repaving of streets that will likely be damaged, particularly all streets that abut the proposed project construction footprint, and all detour routes. By including the mitigation measures as IAMFs, and by omitting a mechanism to enforce compliance by the contractor, the FEIR/FEIS does not adequately address construction impacts to city roadway infrastructure caused by construction.

Certain City Transportation Facilities to be Impacted and/or Relinquished

The City's comment letter stated that the proposed project will heavily impact significant roadway, sewer, storm drain, and other municipal infrastructure throughout the City of Burbank, and that the project would be subject to permit requirements that the City would need to consider as a Responsible Agency. The Authority's response to this comment indicates that the Authority is not required to obtain permission to work on local roads, but that fee-owned city streets would be subject to acquisition in accordance with SOCIO-IAMF #2. Pursuant to Burbank Municipal Code Section 7-1-202, the Authority and its contractors may not perform any excavation or construction within any City street,

Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022) - Continued

4346-10512

whether owned by the City in fee or easement, without first obtaining a permit to do so. Caltrans complied with this code provision during construction of the Empire Interchange, and the Authority must do so as well. A roadway or utility easement is an irrevocable interest in land, as real as fee ownership. Therefore, the Authority must follow the same acquisition and relocation procedures for any impacted City easements.

Further, to the extent potentially significant impacts to City infrastructure have not been sufficiently identified and mitigated in the FEIR, pursuant to CEQA Guidelines Section 15096(e)(3), the City's issuance of construction and/or excavation permits may be subject to subsequent environmental review under CEQA Guidelines Section 15162. The City will have to assess whether changes in the project or changes to the environment since certification of the FEIR, or new information which was not discussed in the FEIR, reveal either new potentially significant impacts to the environment would occur, or there could be a substantial increase in the severity of previously identified significant impacts for which mitigation has not been incorporated into the project. A responsible agency's authority to impose additional mitigation measures when issuing permits for a project was recently affirmed in Santa Clara Valley Water District v. San Francisco Bay Regional Water Quality Control Board, (2020) 59 Cal.App.5th 199.

Inconsistency Noted in Response for Impacts to City Street Tree Canopy

The City's comment letter requested that the project ensure that any impacts to the City's tree canopy be fully mitigated through replacement of trees in either City right-of-way or Project right-of-way. In response, the Authority indicates that the construction footprint has been minimized to avoid impacts to all trees, and that trees within the construction zone would be protected. However, this statement contradicts the DEIR/DEIS and FEIR/FEIS. If the construction footprint has been minimized to avoid impacts to all trees, then the FEIR/FEIS needs to make revisions to Impact BIO #6 to acknowledge that tree removal would no longer occur. If tree removal is still necessary, the Authority should revise the response to avoid the contradiction.

Mitigating Factors for Infrastructure Maintenance Costs

The City's comment letter requested that impacts and mitigating factors be identified to infrastructure maintenance costs as a result of the project. In response, the Authority indicates that the provision of a high-speed rail station located within the City of Burbank would provide offsetting benefits to residents and businesses in the City with improved mobility. The provision of a high-speed rail station in the City is not a mitigating factor. Please identify specific impacts to the City's infrastructure maintenance (e.g., roadways, waste disposal, new improvements to Burbank's infrastructure, and stormwater system) and benefits to offset such impacts.

Electrical Power Requirements for Station not Identified

4346-10512

In the City's DEIR/DEIS comment letter, a concern was raised that the DEIR/DEIS did not disclose the electric power needs of the proposed Burbank Airport Station and therefore does not adequately identify if a significant impact to the City's electrical utility system will occur as part of the project. This comment was not addressed in the FEIR/FEIS. The City remains concerned that the electric power requirements for the station are not disclosed to enable the City to determine if its public utility can meet the demands of the proposed project.

Given the expansive nature of the project and its effects on Burbank neighborhoods, it is imperative that the Authority expand its community outreach to the Burbank residents and businesses that will be affected during the design and construction process. The City is concerned that there is very little community awareness about the details of the project and how its construction will impact Burbank neighborhoods.

Comments specific to Palmdale to Burbank DEIR/DEIS

Emergency Vehicle Access

The Project DEIR/DEIS should identify station fire department and emergency access and ingress/egress, and this information pertaining to the proposed project shall be shown on plans submitted as part of the Fire Department Review for approval.

Engineering

The Project DEIR/DEIS should disclose that the project will be subject to the following Burbank Municipal Code and City requirements:

Applicant shall protect in place all survey monuments (City, County, State, Federal, and private). Pursuant to California Business and Professions Code Section 8771, when monuments exist that may be affected by the work, the monuments shall be located and referenced by or under the direction of a licensed land surveyor or licensed civil engineer legally authorized to practice land surveying, prior to construction, and a corner record or record of survey of the references shall be filed with the county surveyor. A permanent monument shall be reset or a witness monument or monuments set to perpetuate the location if any monument that could be affected, and a corner record or record of survey shall be filed with the county surveyor prior to the recording of a certificate of completion for the project.

No building appurtenances for utility or fire service connections shall encroach or project into public right-of-way (i.e. streets and alleys). Locations of these appurtenances shall be shown on the building site plan and the off-site improvement plans [BMC 7-3-701.1].

No structure is permitted in any public right-of-way or any public utility easements/pole line easements [BMC 7-3-701.1, BMC 9-1-1-3203].

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Any work within the public right-of-way must be permitted and approved by the Public Works Department before construction can commence. All construction work in the public right-of-way must comply with Burbank Standard Plans and must be constructed to the satisfaction of the City Engineer. A Public Works **EXCAVATION PERMIT** is required. The excavation permit requires a deposit acceptable to the Public Works Director to guarantee timely construction of all off-site improvements. Burbank Standard Plans can be accessed at; <http://file.burbankca.gov/publicworks/OnlineCounter/main/index.htm>

Off-site improvement plans (in the public right-of-way) must be approved by the Public Works Director. Plans must be submitted in City of Burbank Standard format and as-built plans must be submitted on mylar paper.

Submit site drainage plans to Public Works Department for review. On-site drainage shall not flow across the public parkway (sidewalk) or onto adjacent private property. It should be conveyed by underwalk drains to the gutter through the curb face [BMC 7-1-117, BMC 7-3-102].

An address form must be processed [BMC 7-3-907].

Plans should include easements, elevations, right-of-way/property lines, dedication, location of existing/proposed utilities and any encroachments.

Construction impacts to adjacent streets that is triggered by this project could extend the paving restoration limits.

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Water Reclamation and Sewer

The DEIR/DEIS fails to disclose if the project impacts the City's sanitary sewer system. The DEIR/DEIS should include a Sewer Capacity Analysis (SCA) to identify impacts and identify mitigation measures, especially because the project station is anticipated to generate a peak estimated sewer discharge rate in exceedance of 7,500 gpd. The SCA shall analyze how the proposed project will impact wastewater flows and assess the ability of existing sewer lines to accommodate the proposed project in a peak wet weather scenario for all sewer reaches downstream/tributary to the property. Please note that if sufficient capacity does not exist, the Director will require the applicant to restrict discharge until sufficient capacity is available, or to construct a public sewer to provide sufficient capacity, or agree to pay a shared portion of the sewer infrastructure improvement costs with the City. The City may refuse service to persons locating facilities in areas where their proposed quantity or quality of sewage is unacceptable [BMC 8-1-301A and BMC 8-1-304].

Page 3.6-20 states "Wastewater generation for the station operations is estimated at 3.0 gallons of wastewater produced per passenger/employee per day." The Project DEIR/DEIS should clarify the basis of the estimate for 3.0 gallons of wastewater produced

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per passenger/employee per day. Specify the estimated peak sewer discharge based on this discharge rate.

Table 3.6-7 on page 3.6-25 notes Burbank Department of Water and Power as the Utility Service Provider for Burbank Subsection for stormwater. The Public Works Department maintains the City owned storm drain system within the City of Burbank. Additionally, Los Angeles County Flood Control District owns and maintains a large portion of storm drain system in the City.

Table 3.6-24 on page 3.6-84 notes estimated wastewater generation to be 22,302 gallons per day (gpd). The DEIR/DEIOS should clarify if this is the average flow rate or peak flow rate and define the basis of calculations such as the sewer generation rate used and the square footage or the number of passengers assumed for the calculation. Additionally, Note 1 under the table states "Uses wastewater generation estimates from Los Angeles County Sanitation District No. 19 Service Charge Report for Fiscal Year 2015-16. For the Burbank Airport Station generation rate, the "service shop" generation rate was used." The Burbank Airport Station is to be located in the City of Burbank and therefore, the City of Burbank sewer generation rate shall be applied. Furthermore, user/occupancy type for the Burbank Airport Station is not a "service shop" and therefore this rate does not apply to the project. Additionally, clarify if the existing development within the footprint of the project will be demolished. If so, does the estimated wastewater generation of 22,302 gpd account for the offset from the demolition of the existing development.

The DEIR/DEIS should identify if any City or privately owned sewer facilities need to be relocated due to the subject project will be at the project's expense to the satisfaction of the respective facility owner. Please note that the majority of sewer facilities located in Burbank are gravity flow lines and as such any relocation must not negatively impact existing flow capacities. Additionally, sewer services must remain uninterrupted during all construction activities.

The Project DEIR/DEIS should disclose that any underground boring or tunneling activities will require both a pre-construction and post-construction Closed Circuit Televised (CCTV) inspection and potholing of any sanitary sewers crossing the project's alignment extending at least 20 feet beyond the project boundaries to ensure that no facilities are damaged during construction. The CCTV inspections must be submitted to the City for review and approval. The project's developer will be responsible for repairing any damages caused to City-owned or privately-owned sewer facilities to the satisfaction of the respective facility owner.

The Project DEIR/DEIS should disclose if any sewer pump stations need to be installed for sewer facilities relocated due to the subject project, they will be constructed and maintained by and at the expense of the developer or project owner for the life of the project. In addition, sewer service must remain uninterrupted at all times.

The DEIR/DEIS should disclose that the project will be subject to the following Burbank Municipal Code requirements:

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An Industrial Waste Discharge Permit will be required [BMC 8-1-502 and BMC 8-1-503].

Every building or structure in which plumbing fixtures are installed which conveys sewage must be connected to the municipal wastewater system [BMC 8-1-104].

No person shall connect to or tap an existing public sewer without obtaining a permit [BMC 8-1-301].

Each lot must have its own private lateral (building sewer) connection to the City sewer main [BMC 8-1-309]. Should the lot be subdivided in the future, a separate sewer lateral connection to the City sewer main will be required for each lot. For reference, the applicant can propose that separate building structures on one lot have separate sewer lateral connections to the City sewer main.

A maintenance hole must be installed at the connection point to the City sewer main for any newly proposed private sewer lateral connection(s) that are greater than or equal to 8-inches in diameter [BMC 8-1-308] per Standard Drawing BSS-201-2 located in the 2012 edition of Standard Plans for Public Works Construction.

Pollutants, including construction debris, soil, and other discharges, are prohibited from entering the City's sewer collection system [BMC 8-1-501.1]. Discharges that exceed the local limits per BMC 8-1-501.4 are prohibited. In addition, the applicant shall not obstruct or damage any part of the City sewer system, and shall reimburse the City for sanitary sewer overflows and the reasonable costs of necessary maintenance and/or repair of the sewer system [BMC 8-1-311].

Landscape improvements need to take into consideration the location of sewer facilities to prevent tree/plant roots from entering/obstructing or damaging the sewer facilities. An obstructed or damaged sewer facility can result in a sanitary sewer overflow, and costly repairs, fines, and claims. It is highly recommended that either a 15-foot clearance for trees and large shrubs is maintained from the location of the City sewer main (7.5 feet on either side of the City sewer main), or a root barrier control system is employed for each tree/plant.

Any construction related grit, debris, or hazardous waste is prohibited from being discharged into the sanitary sewer system.

Under the current rate structure, pulling the Building Permit for the proposed development is subject to a Sewer Facilities Charge estimated at \$49,081.14. The charge is due prior to issuance of a Building Permit [BMC 8-1-802 and BMC 8-1-806].

SFC = Proposed Developments – Demolition Credits

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= Railroad Transportation Facility [151,954 SF X \$0.323/SF] = \$49,081.14

It is the responsibility of the developer to show proof of the existing sewer usage or existing developments so that the proper credit can be given.)

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Stormwater

The Project DEIR/DEIS does not analyze impacts that the station and parking lot footprint may have on the City's storm water system. Specify the impact on Burbank's storm water system, consideration for designs to allow for the retention and infiltration of storm water on-site, and storm water infrastructure upgrades that will be necessary to reduce the impacts of the project.

The Project DEIR/DEIS should identify any City or LACFCD owned storm drain facility, including the Burbank Western Channel, that needs to be relocated due to the subject project, will be at the project's expense to the satisfaction of the respective facility owner. Please note that the majority of storm drain facilities located in Burbank are gravity flow lines and as such any relocation must not negatively impact existing flow capacities. Additionally, storm drain services must remain uninterrupted during all construction activities.

The Project DEIR/DEIS should disclose that any underground boring or tunneling activities will require both a pre-construction and post-construction CCTV inspection and potholing of any storm drains crossing the project's alignment extending at least 20 feet beyond the project boundaries to ensure that no facilities are damaged from construction activities. The CCTV inspections must be submitted to the City for review and approval. The project will be responsible for repairing any damages caused to City-owned or privately-owned storm drain facilities to the satisfaction of the respective facility owner.

The Project DEIR/DEIS should identify if any storm drain pump stations are required to be installed or relocated due to storm drain facilities impacted by to the subject project, then they will be constructed and maintained by and at the expense of the project, for the life of the project. Storm drain service must remain uninterrupted.

Since the project will result in soil disturbances greater than one acre, the DEIR/DEIS should disclose that the project is subject to the General Permit for Storm Water Discharges Associated with Construction Activity Permit Order 2009-0009-DWQ (2009 Construction General Permit) – see: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml. Additionally, if the construction activity less than one acre is part of a larger common plan of development that encompasses a total of one or more acres of soil disturbance or if there is significant water quality impairment resulting from the activity, it is subject to the 2009 Construction General Permit.

The Project DEIR/DEIS should disclose that per BMC 9-3-407, Best Management Practices shall apply to all construction projects and shall be required from the time of

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land clearing, demolition or commencement of construction until receipt of a certificate of occupancy. Discharges from essential non-emergency firefighting activities (i.e., fire sprinkler system testing) is a conditionally allowed non-storm water discharge into the storm drain system, provided appropriate Best Management Practices (BMPs) are implemented.

The Project DEIR/DEIS should disclose that certain construction and re-construction activities within the City's transportation corridors (i.e., public streets, public alleys, public parkway areas, private streets, and private parking) will be subject to the City's Green Streets Policy requirements should the transportation corridor redevelopment area exceed 5,000 square feet. This policy can be reviewed at the following address:

http://file.burbankca.gov/publicworks/OnlineCounter/permits/app_docs_procedure/greenstreet/gspolicy.pdf

For questions on these requirements, please contact the City's Wastewater Division at (818) 238-3915

The Project DEIR/DEIS should disclose that certain construction and re-construction activities on private property will need to comply with post-construction Best Management Practices (BMPs), which include Sections 8-1-1007 and 9-3-414.D of the BMC authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's **Low Impact Development** (LID) ordinance. For questions on these requirements, please contact the City's Building Division at (818) 238-5220.

The Project DEIR/DEIS should disclose that any landscape irrigation discharges using potable or reclaimed/recycled waters are a conditionally allowed discharge per Table 8 of *Final LA County MS4 Permit (Order No. R4-2012-0175) as amended by State Water Board Order WQ 2015-0075*, which can be found at: http://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipa/la_ms4/2015/OrderR4-2012-0175-FinalOrderasamendedbyOrderWQ2015-0075.pdf

The Project DEIR/DEIS should identify where dewatering during construction causes a condition where water accumulates (i.e., crawl space, foundation, or basement) ,which is now considered a prohibited discharge into the storm drain system. As such, projects have the following options for dewatering accumulated volumes of water:

- Depending on the volume and having controls in place to keep the discharge on-site, direct the dewatering discharge to a planted/vegetated area located on private property; or
- Apply for an individual NPDES permit with the Regional Board to allow the dewatering discharge into the storm drain system through ORDER NO. R4-2018-0125: page 9 of this Dewatering Order state that temporary dewatering including subterranean seepage dewatering, requires individual coverage and is no longer

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covered/allowed under the MS4 permit. Questions need to be directed to the Regional Board at (213) 576-6600.

Waste Disposal

The Project DEIR/DEIS does not analyze impacts that the station may have on the City's waste disposal infrastructure, which may be significantly affected by the project. Specify the projected impact be to Burbank's waste disposal staffing, infrastructure, and programs, including the impact this has on State mandated programs. Specify the projected impacts to the regional and City's waste capacity.

Thank you again for providing an opportunity to comment on the DEIR/DEIS for the Palmdale to Burbank segment. We trust that the Authority takes the City's continued comments and concerns about the project into consideration as it compiles the Project's FEIR/FEIS.

Sincerely,



David Kriske
Assistant Community Development Director, Transportation
City of Burbank

Response to Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022)

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The commenter notes that they submitted extensive comments to the Authority on the Burbank to Los Angeles Final EIR/EIS on November 29, 2022, after the release of the Palmdale to Burbank Draft EIR/EIS on September 2, 2022. The commenter explains that they have carried over their prior comments specific to the Burbank Station area into their comment letter on this Draft EIR/EIS. The Burbank Station is part of the HSR Burbank to Los Angeles Project Section and was approved by the Authority Board at its January 20, 2022 Board meeting. The discussion of the Burbank Station is only included in the Palmdale to Burbank Project Section environmental document for informational purposes. However, the comment is acknowledged, and comments received on the Palmdale to Burbank Project Section Draft EIR/EIS during the public review period have been considered and addressed in the Palmdale to Burbank Project Section Final EIR/EIS. Please refer to the subsequent responses to this comment letter.

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Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, PB-Response-PUE-2: Impacts to Existing Utilities/Infrastructure, PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans.

The commenter expresses a number of concerns about potential impacts stemming from construction and operation of the project in the City of Burbank, including the Burbank Airport Station. These comments are summarized below under the various topic categories mentioned in their comment. As indicated in the comment letter, the commenter provided similar comments on the Burbank to Los Angeles Project Section Draft EIR/EIS and submitted similar comments on January 19, 2022, after the publication of the Burbank to Los Angeles Project Section Final EIR/EIS. The relevant portions of the original responses are included in this response. The previous Burbank to Los Angeles Project Section Draft EIR/EIS comment letter and the Authority's responses can be found in Chapter 21 of the Burbank to Los Angeles Project Section Final EIR/EIS at pages 21-14 through 21-70. The comments provided on the Burbank to Los Angeles Project Section Final EIR/EIS and the Authority's responses to these comments are included as part of the Burbank to Los Angeles Project Section Final Record of Decision in Appendix G, Comments Received After the Publication of the Final EIS (available on the Authority's website: https://hsr.ca.gov/wp-content/uploads/2022/04/BLA_ROD_Final_Compiled_a11y.pdf).

Community Division

The commenter expresses concern that project features will further divide neighborhoods and preclude existing and future transit-oriented development (TOD) opportunities. The commenter expresses concern that the project proposes to create a series of surface parking lots around the proposed Burbank Airport Station, which significantly reduces TOD opportunities around the station and encourages more local automobile traffic to access the station. The parking lots shown on Figure 2-54 in the Palmdale to Burbank Project Section Final EIR/EIS are part of a preliminary station plan and include a conservative estimate of parking spaces based on the maximum forecast for parking demand. As stated previously in Response to Comment 789-1888 of the Burbank to Los Angeles Project Section Final EIR/EIS (p. 21-39), the Authority has committed to developing a multimodal access plan prior to design and construction at the Burbank Airport Station. This plan will be prepared in coordination with the City of

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Burbank and with the Burbank-Glendale-Pasadena Airport Authority (BGPAA) and will include a parking strategy that will inform the final location, amount, and phasing of parking.

Construction Impacts

As described in Section 2.5.2.1 of the Palmdale to Burbank Project Section Draft EIR/EIS, the Authority has committed to integrate programmatic impact avoidance and minimization features (IAMFs) into the HSR program. The Authority has developed IAMFs that are applicable to this project section. IAMFs include standard engineering or industry practices, actions, and design features that the Authority has employed during the design of the project section or would employ as part of standard agency requirements during design and construction. Like the mitigation measures described in Chapter 3 of the Palmdale to Burbank Project Section Final EIR/EIS and the certified Burbank to Los Angeles Project Section Final EIR/EIS, the project IAMFs are a condition of project approval and must be implemented by the Authority and its contractors during design, construction, and operation of the project.

The commenter further states that "the improvements identified for consideration in Mitigation Measure TRAN-MM#1 [of the Burbank to Los Angeles Project Section Final EIR/EIS] involve changes to intersection configuration on local streets, but does not document that those improvements are consistent with the local jurisdictions' general plan and transportation network and that they would reduce construction impacts to less than significant." As stated in Section 3.2.7 of the Burbank to Los Angeles Project Section Final EIR/EIS, all of the improvements included in Mitigation Measure TRAN-MM#1 for the Burbank to Los Angeles Project Section would take place within existing city rights-of-way. The Burbank to Los Angeles Project Section Mitigation Measure TRAN-MM#1 identified improvements to 19 regional intersections, 3 of which are intersections that were evaluated as part of the Palmdale to Burbank Project Section EIR/EIS (Sunland Boulevard and San Fernando Road Minor, Sunland Boulevard and San Fernando Road, and Hollywood Way at I-5 Southbound Ramps) and would involve restriping within existing right-of-way (Palmdale to Burbank Project Section TR-MM#5), signal phasing/timing modification (Palmdale to Burbank Project Section TR-MM#2 and TR-MM#3), and/or signal installation (Palmdale to Burbank Project Section TR-MM#4).

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Additionally, Section 3.2.7 of the Palmdale to Burbank Project Section Draft EIR/EIS explains that TR-MM#2, Modify Signal Timing, and TR-MM#3, Modify Signal Phasing, both of which would apply to the Sunland Boulevard and San Fernando Road and Sunland Boulevard and San Fernando Road Minor intersections discussed above, would result in no impacts because modification of signal phasing and timing are done electronically to the existing signals. Adding signals (TR-MM#4) as at the Hollywood Way/I-5 Southbound Ramps intersection would generally be completed within the existing pavement or disturbed graded right-of-way. Temporary traffic, noise, and dust impacts could occur to nearby properties; however, the construction at these locations would be limited in duration. Restriping (TR-MM#5) as at the Sunland Boulevard and San Fernando Road Minor intersection would occur within existing pavement and could result in temporary traffic, noise, and air quality impacts. As discussed in Section 3.2.7.9 of the Draft EIR/EIS, implementation of TR-MM#5 would not result in secondary environmental impacts.

Implementation of TR-MM#1, TR-MM#2, TR-MM#3, TR-MM#4, and TR-MM#5 (Palmdale to Burbank Project Section Draft EIR/EIS) and TRAN-MM#1 (Burbank to Los Angeles Project Section Final EIR/EIS) would benefit local circulation in the area by improving traffic operations, and because the intersection improvements would be permanent, these benefits would continue after completion of construction of the Preferred Alternative. These improvements would maintain or improve roadway operations without the need for additional right-of-way, consistent with the City of Burbank's general plan and transportation network. For these reasons, impacts from implementing the intersection improvements listed in TR-MM#2, TR-MM#3, TR-MM#4, and TR-MM#5 (Palmdale to Burbank) and TRAN-MM#1 (Burbank to Los Angeles) would be less than significant.

Baseline

The commenter expresses concern that 2015 was used for the baseline conditions and construction impact analysis in the Draft EIR/EIS. CEQA allows for the baseline to be set at the time of the issuance of the Notice of Preparation. As the Notice of Preparation was issued in 2014 and the technical analysis for the Transportation Technical Report was initiated in 2015, this provided the appropriate baseline conditions for the analysis

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under CEQA. To verify if any analysis changes might be warranted by an evaluation of future-year conditions using the 2016 RTP/SCS growth factors, a sampling analysis was conducted for the Burbank portion of the Resource Study Area (RSA) and is consistent with the analysis discussed in Response to Comment 789-1891 of the Burbank to Los Angeles Project Section Final EIR/EIS (pp. 21-41 and 21-42). The analysis of volume percentage changes between the 2012 RTP and the 2016 RTP/SCS growth sources is provided below. In sum, as explained in more detail below, updated traffic data and modeling would not change the ultimate conclusions related to adverse traffic effects in Section 3.2, Transportation, in the Draft EIR/EIS.

Using the same methodology applied in the analysis of future period growth rates from the 2012 RTP, roadway link volumes were extracted from the 2016 RTP/SCS model and growth rates were calculated. The horizon year of 2040 was used for this analysis. Sampled locations included study intersections near the planned Burbank Airport Station location and some locations with LOS at values of D or worse. The analysis was conducted in this manner to determine if worsening of LOS values and/or new project impacts might result. The following was found from this analysis:

- In the AM peak hour, changes in volume range from negative 0.8% to positive 7.8% for most locations. At other locations, the increase would be higher.
- The positive increase at the high end of the range (7.8%) is not a full level of service change, so for most locations the traffic study conclusions would not change based on the traffic impact criteria that are based on incremental changes at specific LOS values.
- Hollywood Way/I-5 Northbound Ramps: The increase in analyzed volumes would be 10.3%. The intersection is at LOS C in the current study, and a potential worsening of LOS based on the 10 percent increase (approximately one level of service value change) would not be considered an adverse effect because the analysis in the Draft EIR/EIS used a traffic impact criterion of LOS E or F values.
- Buena Vista/San Fernando Road intersection: The increase in analyzed volumes would be 11.8%. With poor LOS projected there in the current analysis, project incremental impacts would remain roughly the same and the need for mitigation would not change.
- In the PM peak hour, changes in volumes range from negative 2.5% to positive 8.78%

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- for most locations.
- The positive increase at the high end of the range (8.78%) is not a full level of service change, so for most locations the traffic study conclusions would not change based on the traffic impact criteria that are based on incremental changes at specific LOS values.
- Buena Vista/San Fernando Road intersection: The volume increase would be 21.9% in the PM peak hour, but with poor LOS projected there in the current analysis, project incremental impacts would remain roughly the same and the need for mitigation would not change.
- Buena Vista/Empire intersection: The volume increase would be 13.9% in the PM peak hour, but with poor LOS projected there in the current analysis, project incremental impacts would also remain roughly the same and the need for mitigation would not change.

The analysis of volume percentage changes between the 2012 RTP and the 2016 RTP/SCS growth sources is provided in the table below. Based on the analysis of the volume growth increase above, the adverse effect determinations in the traffic analysis in the Draft EIR/EIS would remain unchanged with the application of these volumes.

N/S Street	E/W Street	AM LOS		PM LOS		Impact Significant in DEIS/DEIR
		2040 with Project - Draft EIS/EIR	AM Percent Change - 2016 versus 2012 RTP - Year 2040	2040 with Project - Draft EIS/EIR	PM Percent Change - 2016 versus 2012 RTP - Year 2040	
Sunland Blvd	San Fernando Road North	C	3.8%	F	0.7%	Yes
Sunland Blvd	San Fernando Road South	E	4.5%	F	5.7%	Yes
Lockheed Drive	San Fernando Road	A	-0.8%	A	8.8%	No
Hollywood Way	I-5 ramps NB	C	10.3%	C	1.3%	No
Hollywood Way	I-5 ramps SB	F	7.8%	F	-2.5%	Yes
Hollywood Way	Thornton Avenue	C	3.3%	E	1.9%	Yes
Hollywood Way	Victory Blvd.	D	7.5%	D	8.1%	No
Buena Vista	San Fernando Road	F	11.8%	E	21.9%	No
Buena Vista	Empire	F	5.4%	F	13.9%	No

Emergency Access

The commenter expresses concern for detours required for construction and the resulting LOS impacts. Specific detour routes and the duration of street closures will be identified during final design. The Authority would identify specific detour routes and the duration of street closures as part of the Construction Transportation Plan required by

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TR-IAMF#2 during final design. The Construction Transportation Plan would include provisions to minimize access disruption to residents, businesses, customers, delivery vehicles, and buses to the extent practicable. Where road closures are required during construction, these closures will be limited to the hours that are least disruptive to access for the adjacent land uses. At north-south roadways in the area, the closures would be partial where some lanes would be open during a phased approach to construction. Project features SS-IAMF#1, TR-IAMF#1, TR-IAMF#2, TR-IAMF#3, TR-IAMF#6, and TR-IAMF#7 would avoid and minimize construction impacts on circulation and emergency access because the Construction Transportation Plan and Construction Safety Transportation Management Plan would include provisions to maintain circulation and emergency access and reduce construction-related traffic. TR-IAMF#2 and SS-IAMF#1 would maintain emergency access during construction. These measures would also reduce construction impacts such that construction of the Build Alternatives would not conflict with a program, plan, ordinance, or policy addressing the circulation system.

The commenter expresses concern with the use of IAMFs and states the Draft EIR/EIS should explicitly identify how emergency access will be maintained with detours. IAMFs are included as a part of the project description and they are part of the basis of the impact analysis. Furthermore, as described above, specific detour routes and the duration of street closures will be identified during final design when more specific construction durations can be defined. This will provide an opportunity for input from local officials and for incorporation of any field conditions that may have changed before construction begins. As stated in SS-IAMF#1, the Construction Safety Transportation Management Plan would be developed in coordination with local jurisdictions such as the City of Burbank. Like the mitigation measures provided in the EIR/EIS, the IAMFs are a condition of project approval and must be implemented by the Authority or its contractors during design, construction, and operation of the project.

City Transportation Facilities

The commenter states that pursuant to Burbank Municipal Code Section 7-1-202, the Authority and its contractors may not perform any excavation or construction within any City street, whether owned by the City in fee or easement, without first obtaining a permit to do so. As stated in Section 2.10 of the Palmdale to Burbank Project Section Draft EIR/EIS, as a State agency, the Authority is exempt from local permit requirements; however, to coordinate construction activities with local jurisdictions, the Authority would seek local permits as part of construction processes consistent with local ordinances. The commenter also stated that, prior to the City's issuance of

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construction and/or excavation permits, the City will have to assess whether changes in the project or changes to the environment since certification of the Final EIR/EIS, or new information which was not discussed in the Final EIR/EIS, reveal either new potentially significant impacts to the environment would occur, or there could be a substantial increase in the severity of previously identified significant impacts for which mitigation has not been incorporated into the project. The Authority will continue to work the City to identify any novel impacts as the design advances.

City Street Tree Canopy

The commenter provides comments related to Impact BIO #6 of the Burbank to Los Angeles Project Section EIR/EIS and indicates that because the construction footprint has been minimized to avoid impacts to all trees, then the Burbank to Los Angeles Project Section Final EIR/EIS needed to make revisions to Impact BIO #6 to acknowledge that tree removal would no longer occur. In the responses to comments in the Burbank to Los Angeles Project Section Final Record of Decision, the Authority acknowledged and clarified that the construction footprint had been minimized to avoid impacts to trees, and impacts to all trees would be avoided or minimized with BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#5, BIO-IAMF#8, BIO-IAMF#9, BIO-IAMF#10, BIO-IAMF#11, HMM-IAMF#6, HYD-IAMF#1, HYD-IAMF#, and AQ-IAMF#1 as described in the Burbank to Los Angeles Project Section Final EIR/EIS. This clarification was consistent with the Burbank to Los Angeles Project Section Final EIR/EIS. Furthermore, Impact BIO #12 of the Palmdale to Burbank Project Section Draft EIR/EIS discusses impacts to protected trees within the Palmdale to Burbank Project Section. Implementation of BIO-IAMF#1, BIO-IAMF#2, BIO-IAMF#3, and BIO-IAMF#5 through BIO-IAMF#11 (described in Section 3.7.4.2 of the Palmdale to Burbank Project Section Final EIR/EIS) will ensure that mitigation measures are applied in a timely manner, that the Palmdale to Burbank Project Section site and construction activities comply with all regulatory procedures intended to avoid and minimize impacts to applicable resources, and that biological resources are appropriately identified and preserved, to the extent feasible. Implementation of BIO-MM#6, BIO-MM#35, BIO-MM#50, BIO-MM#55, BIO-MM#56, and BIO-MM#58 would reduce direct and indirect impacts on protected trees in the Palmdale to Burbank Project Section.

Infrastructure Maintenance Costs

The commenter requests that the Authority identify specific impacts to the City's infrastructure maintenance (e.g., roadways, waste disposal, new improvements to Burbank's infrastructure, and stormwater system) and benefits to offset such impacts. The commenter requests further detail than what was provided in the response to the

Response to Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022) - Continued

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City's comment on the Burbank to Los Angeles Project Section Draft EIR/EIS. Impacts to infrastructure maintenance are preliminary and based on 15% design and additional details regarding specific impacts and benefits will be fine-tuned in advanced design phases.

Electrical Power Requirements for the Burbank Airport Station

The commenter remains concerned that the electric power requirements for the proposed station are not disclosed to enable the City to determine if its public utility can meet the demands of the proposed project. Power for the future Burbank Airport Station will be sourced from Burbank Water and Power and the Authority will coordinate with Burbank Water and Power during advanced design.

Outreach

The commenter also requests expanded community outreach throughout affected Burbank neighborhoods. As discussed in Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, the Authority has conducted extensive public outreach as part of the environmental review process. Tables 9-2 through 9-5 of the Palmdale to Burbank Project Section Draft EIR/EIS list the key stakeholder outreach meetings held as part of the Authority's outreach efforts associated with the Palmdale to Burbank Project Section development process. Public and agency outreach also included notification and circulation of the Draft EIR/EIS, consistent with the requirements of CEQA and NEPA. Chapter 9 of the Palmdale to Burbank Project Section Final EIR/EIS describes the public and agency involvement efforts conducted during the preparation, and after publication, of the Draft EIR/EIS. For additional information about the Authority's public outreach conducted to date, refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS.

Regarding continued community outreach during the design and construction phases, Mitigation Measure TR-MM#12, discussed in Section 3.2.7.5 in Section 3.2 of the Final EIR/EIS, would require the Authority's construction contractor to prepare a Transportation Construction Management Plan. Typical measures associated with this plan include an outreach program to inform the public about the construction process and any planned roadway closures, and to implement a program with business owners to minimize impacts on business during construction.

Conclusion

The foregoing responses to prior comments from the City of Burbank for the Burbank to Los Angeles Project Section are consistent with the analysis in this Palmdale to Burbank

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Project Section Final EIR/EIS as to the overlap area. As shown in Figure 2-45 in Chapter 2 of the Palmdale to Burbank Project Section Draft EIR/EIS, the Burbank Airport Station overlap area included in the Palmdale to Burbank Project Section Draft EIR/EIS was previously studied in the Burbank to Los Angeles Project Section Final EIR/EIS, and previously approved by the Authority. The overlap area extends to Winona Avenue. South of Winona Avenue is exclusively studied in the Burbank to Los Angeles Project Section Final EIR/EIS. In the Final EIR/EIS, Figure 2-45 has been re-numbered to 2-46 and revised to clarify that the Burbank Station overlap area is within the Burbank Subsection.

Response to Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022) - Continued

4346-10513

Refer to Standard Response PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans.

The commenter requests that information on fire department and emergency access be included and shown on plans submitted to the Fire Department. The current level of design is the Preliminary Engineering for Project Definition, which is contained in Volume 3 of this Final EIR/EIS. The comment outlines plan design issues that are not found in the current level of design but would be included in final design. However, as a State agency, the Authority is not required to comply with local agency permit requirements. As required under SS-IAMF#2, after final design, the Authority will form a statewide Fire and Life Safety and Security Committee (FLSSC), which will be composed of representatives from fire, police, and local building code agencies (Draft EIR/EIS page 3.11-65). The purpose of the FLSSC will be to review issues that are critical to fire and life safety and security, to acquire input and concurrence from the state and local authorities having jurisdiction over the proposed designs to meet code requirements, and to comply with state and local fire code standards or fire and life safety hazard programs during the design phase of the project. The fire and life safety program will include regional FLSSCs who will focus on the fire and life safety characteristics specific to the Palmdale to Burbank Project Section and provide input on local building codes or requirements that align with the emergency response characteristics and capabilities of the local agencies for the Palmdale to Burbank Project Section. Representation and operations of the statewide FLSSC and regional FLSSCs will be coordinated with local emergency response organizations to provide an understanding of the California HSR System and its facilities and operations, and to obtain their input for modifications to emergency response operations and facilities.

4346-10514

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter suggests that the EIR/EIS disclose that the project is subject to the Burbank Municipal Code and City requirements. The Authority is a state agency and therefore is not required to comply with local land use and zoning regulations and is exempt from local permit requirements. Please refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners, which provides additional information about how the Authority would coordinate with local government entities.

Response to Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022) - Continued

4346-10515

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The comment makes several assertions and requests regarding wastewater and sewer service for the project in the City of Burbank, which are addressed in turn below.

As explained on page 3.6-20 in Section 3.6, Public Utilities and Energy, of the Draft EIR/EIS, once operational, the only project component in the City of Burbank requiring wastewater services would be the Burbank Airport Station. As explained in the Draft EIR/EIS (including in Section S.5.7, Burbank Airport Station; Section 2.5.2.2, Summary of Design Features; and Section 2.5.3, High-Speed Rail Build Alternatives –Detailed Description), the Burbank Airport Station was previously evaluated and approved by the Authority as part of the Burbank to Los Angeles Project Section of the California High-Speed Rail Program. The Final EIR/EIS for the Burbank to Los Angeles Project Section was released on November 5, 2021, and the Authority's Board of Directors approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. Information and analysis about the Burbank Airport Station (and other overlap areas that were previously analyzed and approved by the Authority) was included in the Palmdale to Burbank Project Section Draft EIR/EIS for information and reference only.

The commenter asserts that the Draft EIR/EIS fails to disclose the project's impacts to the City of Burbank's sanitary sewer system and requests the preparation of a Sewer Capacity Analysis (SCA). The overall capacity of the existing wastewater system has been analyzed in the Draft EIR/EIS. The Palmdale to Burbank Project Section Draft EIR/EIS Section 3.6, Impact PUE#9, Table 3.6-24 presents an estimate of the anticipated wastewater generation from the operation of the Burbank Airport Station in relation to the total capacity of the wastewater treatment facilities that would service the station. As shown therein, the Burbank Airport Station would only use 0.6 percent of the Burbank Water Reclamation Plant's excess capacity of 4 million gallons per day (Table 3.6-13 of the Palmdale to Burbank Project Section Draft EIR/EIS). Impact PUE#9 concludes that the impact on operational wastewater usage would be less than significant because, based on the estimates, the regional wastewater treatment facilities have the capacity to treat the average wastewater demand for the Burbank Airport

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Station. Consideration of average wastewater demand (versus peak demand) is appropriate for the Draft EIR/EIS analysis because average demand provides a more representative assessment of the Project's sustained impact on wastewater infrastructure. Peak demand typically reflects short-term, maximum usage scenarios that would not be representative of day-to-day operation. Also, Draft EIR/EIS Section 3.6.5.6 Wastewater Infrastructure, Appendix 3.6-A High Risk and Major Utility Impact Report, and Volume 3 PEPD Record Set REV02 Utility Relocation Plans identify the locations and diameters of subsurface sanitary sewer lines within the Resource Study Area (RSA). While the analysis in Section 3.6 of the Draft EIR/EIS is sufficient for the purpose of CEQA and NEPA, once the Burbank Airport Station design advances, the Authority will perform a complete SCA, as suggested by the commenter.

Additionally, as described in Impact PUE#4, Effects from Wastewater Generated during Construction, in Section 3.6 of the Draft EIR/EIS, IAMFs have been incorporated into the Build Alternatives to minimize these potential impacts on wastewater services during construction. None of the wastewater from the tunneling activities would be directly piped back into local wastewater treatment facilities, collection systems, or treatment plants. HYD-IAMF#1 (Storm and Groundwater Management) requires on-site stormwater management facilities to capture runoff from pollutant-generating surfaces. Potentially contaminated runoff will be captured and treated within these stormwater management facilities prior to discharge. HYD-IAMF#3 (Prepare and Implement a Construction Stormwater Pollution Prevention Plan) requires the contractor to comply with the State Water Resources Control Board Construction General Permit to avoid or minimize temporary hydraulic impacts associated with construction activities at all construction sites and in adjacent areas during construction.

The commenter questions the basis for the wastewater generation rate of 3.0 gallons of wastewater produced per passenger/employee per day, as stated on page 3.6-20 of Section 3.6 of the Draft EIR/EIS. As noted below, the wastewater generation rate used in the analysis in the Draft EIR/EIS is actually 100 gallons of wastewater generated per day per 1,000 square feet. As such, text in Section 3.6.4.3 under the subheading Water and Wastewater in the Final EIR/EIS has been revised to remove reference to the wastewater generation rate of 3.0 gallons of wastewater produced per passenger/employee per day and to clarify that the analysis used the estimate of 100

Response to Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022) - Continued

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gallons of wastewater generated per day per 1,000 square feet. As noted by the commenter, Table 3.6-24 on page 3.6-84 of the Draft EIR/EIS estimates wastewater generation for the Burbank Airport Station to be 22,302 gallons per day. This is accurate because the analysis used a rate of 100 gallons of wastewater generated per day per 1,000 square feet. As a point of clarification, the 22,302 gallons per day is an average daily flow rate that accounts for operational use of the Burbank Airport Station based on square footage and does not represent a peak flow rate. Reliance on square footage to calculate the proposed average daily wastewater generation rate is an accepted practice used by several jurisdictions, including the City of Burbank, the City of Los Angeles, and Los Angeles County. As noted above, average flow rate is appropriate for the purpose of the Draft EIR/EIS analysis. In addition, as final design advances, the Authority will prepare an SCA, which will identify peak flow under a future wet scenario (stormwater inflows may reduce sewer capacity during a future wet scenario and would be representative of a conservative calculation).

The commenter suggests the City of Burbank sewage generation rates should be applied. In calculating the wastewater generation estimate for the Burbank Airport Station, the Authority applied the Los Angeles County Sanitation District No. 19 sewer generation rate, applying the "service shop" category. The Los Angeles County Sanitation District No. 19 sewer generation rates identified 100 gallons of wastewater generated per day per 1,000 square feet (see Table 5 in Appendix 3.6-B of the Burbank to Los Angeles Project Section Draft EIR/EIS). The commenter suggests applying the City of Burbank sewage generation rates, and in reviewing the City's sewage generation rate, it is assumed the Burbank Airport Station would be categorized as Group III –Commercial (Medium Strength), which estimates wastewater generation rates by medium-strength commercial properties as 102.37 gallons per day per 1,000 square feet. Given the similarity in the sewage generation rates using the Los Angeles County Sanitation District No. 19 Service Charge Report and the City of Burbank sewage generation rates, the generation rates used to calculate the estimates in Table 3.6-24 of the Draft EIR/EIS are considered reflective of the anticipated average daily wastewater generated at the Burbank Airport Station. Although the City's wastewater generation rate (102.37 gallons per day per 1,000 square feet) is slightly higher than the Los Angeles County Sanitation District No. 19 rate (100.0 gallons per day per 1,000 square feet), the rates are comparable, and the actual wastewater generated by the project would be

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refined during final design. As discussed above, an SCA will be conducted as design advances. The footnote to Table 3.6-24 of the Final EIR/EIS has been revised to clarify the source of information for the wastewater generation rates.

The commenter additionally requests clarification regarding whether the project's wastewater generation in the Burbank Subsection of 22,302 gallons per day (as reported in the Draft EIR/EIS) accounts for the offset from the demolition of the existing development. As a point of clarification, the reference to 22,302 gallons per day accounts for operational use of the Burbank Airport Station, and does not include construction-related activities, including demolition. The analysis conducted for operational wastewater service demand on wastewater treatment facilities are limited to those that serve Burbank, where the wastewater treatment facility would be located. Table 3.6-24 in Section 3.6 estimates the anticipated wastewater generation from the operation of the Build Alternatives in relation to the total capacity of the wastewater treatment facilities that would service the Palmdale to Burbank Project Section. As shown in Table 3.6-24, the volume of wastewater that would be generated by the Build Alternatives would be less than 1 percent of the capacity of the local wastewater treatment facility. The estimated wastewater generation of 22,302 gallons per day for operational use of the Burbank Airport Station does not account for an offset for the development that would be demolished. The analysis in the Draft EIR/EIS is therefore considered conservative. Based on the CEQA Findings of Fact and Statement of Overriding Consideration prepared for the Avion Burbank Project (City of Burbank 2019), the Avion Burbank Project (which would be demolished to develop the Burbank Airport Station) would generate 108,451 gallons per day during dry conditions and 271,127 gallons per day during wet conditions. Based on these estimates, the Burbank Airport Station would generate less wastewater than full buildout of the Avion Burbank Project.

The commenter notes that the Draft EIR/EIS indicates that the Burbank Department of Water and Power is the Utility Service Provider for the Burbank Subsection for stormwater, that the Public Works Department maintains the City-owned storm drain system within the City of Burbank, and that Los Angeles County Flood Control District owns and maintains a large portion of storm drain system in the City. In response to this comment, the text in Section 3.6, Public Utilities and Energy, of the Final EIR/EIS,

Response to Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022) - Continued

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specifically Table 3.6-7, has been corrected.

The commenter states that any underground boring or tunneling activities will require both a pre-construction and post-construction Closed Circuit Televised inspection and potholing of any sanitary sewers crossing the HSR project's alignment to ensure that no facilities are damaged during construction. The commenter also states that Closed Circuit Televised inspections must be submitted to the City of Burbank for review and approval. Closed Circuit Televised surveillance and inspection protocols would be established at a later stage of project design in coordination with the City of Burbank. In addition, project contingency costs outlined in Appendix 6-B, Burbank to Los Angeles Project Section Preliminary Engineering for Project Definition Record Set Capital Cost Estimate Report, are generally higher for underground elements reflecting the additional exposure for unknowns, including the repair of any damage caused to City-owned or privately-owned sewer facilities. The commenter provided a similar comment on the Burbank to Los Angeles Project Section Draft EIR/EIS. The previous comment and the Authority's response can be found in Chapter 21 of the Burbank to Los Angeles Project Section Final EIR/EIS, #789-1936 (pages 21-22 and 21-61).

The commenter states that should any sewer pump stations need to be installed for sewer facilities relocated due to the project, such facilities will be constructed and maintained at the expense of the developer or project owner for the life of the project. Existing sewer pump locations have been identified, to the extent feasible, based on the as-built engineering plans for the sewer pumps provided during initial coordination by the Authority with the City of Burbank. The Preliminary Engineering for Project Definition is presented in Volume 3 of the Burbank to Los Angeles Project Section Final EIR/EIS. The details of sewer facility relocations, however, will be developed during final design with additional coordination with the City of Burbank. Consistent with PUE-IAMF#4, Utilities and Energy, the contractor will prepare a technical memorandum documenting how construction activities will be coordinated with service providers to minimize or avoid interruptions. The commenter provided a similar comment on the Burbank to Los Angeles Project Section Draft EIR/EIS. The previous comment and the Authority's response can be found in Chapter 21 of the Burbank to Los Angeles Project Section Final EIR/EIS, #789-1937 (pages 21-22 and 21-61).

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The commenter references several Burbank Municipal Code sections that may apply to the project: BMC 8-1-502 and BMC 8-1-503 (Industrial Waste Discharge Permit), BMC 8-1-104 (connectivity to the municipal wastewater system), BMC 8-1-301 (permit to connect to the existing public sewer), BMC 8-1-309 (private lateral connection to the City sewer main), BMC 8-1-308, (maintenance hole requirements), BMC 8-1-501.1 and BMC 8-1-311 (prohibition of pollutants including construction debris from entering the City's sewer collection system and cost of damage to the City's system would be the applicant's responsibility), and BMC 8-1-802 and BMC 8-1-806 (cost for Sewer Facilities Charge when pulling a Building Permit). The Authority is a state agency and therefore is not required to comply with local land use and zoning regulations and is exempt from local permit requirements. However, the Authority has endeavored to design and construct the California HSR System so that it is consistent with land use regulations and will continue to coordinate with local government entities and utility owners throughout the alternatives analysis and development of the design phases of the project.

Regarding the cost of utility relocation, the Authority generally ensures that overall local government/utility company facilities and utilities function in a materially equivalent manner as prior to the relocations or impact. The Authority also generally ensures that the design of the relocations or repair/replacement of facilities and utilities meets the local government entity's or utility company's (as applicable) published (or, if not published, established) design standards in place at a certain point in time (usually the time of agreement execution or the time of final design), and subject to the Authority's evaluation of whether the relocations or replacements have resulted in some sort of upgrade or justify cost sharing. The Authority uses master agreements with utility companies that set out the working relationship and terms on how to relocate existing affected utilities. The utility agreements executed with local government agencies and utility companies specify the terms and precise standards to relocate or protect in place existing affected facilities or utilities and provide the obligations for the parties on engineering design, construction, costs, invoicing procedures, and coordination. Please refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners, which provides additional information about how the Authority would coordinate with local government entities, including regarding utility relocation costs.

Response to Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022) - Continued

4346-10516

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter suggests that the Draft EIR/EIS does not analyze impacts that the station and parking lot footprint may have on the City's stormwater system, that the Draft EIR/EIS needs to specify the impact on Burbank's stormwater system and if stormwater infrastructure upgrades will be necessary to reduce the impacts of the project, whether consideration has been given to project designs that allow for the retention and infiltration of stormwater, and that the Draft EIR/EIS should identify any City or LACFCD owned storm drain facility that needs to be relocated because of the project. Additionally, the commenter suggests that storm drain services must remain uninterrupted during all construction activities and that the Draft EIR/EIS should identify where dewatering during construction causes a condition where water accumulates (i.e., crawl space, foundation, or basement), as this is considered a prohibited discharge into the storm drain system. The portion of the Palmdale to Burbank Project Section located within the City of Burbank is associated with the Burbank Station Area. The Burbank Station area is noted in the Draft EIR/EIS as an overlap area that was previously studied in the Burbank to Los Angeles Project Section EIR/EIS, and subsequently approved by the Authority in January 2022. This City of Burbank comment letter states in its introduction that it is re-submitting comments that it already submitted on the Burbank to Los Angeles Project Section. The station area is already developed with commercial and industrial uses (predominantly impervious surfaces). The project would convert these existing uses to HSR station facilities and parking. Since the area in question is already predominantly covered by impervious surfaces and would be replaced with similar impervious surfaces, the project would not result in a significant increase in stormwater runoff during storm events over existing conditions. HYD-IAMF#3 requires the preparation and implementation of a Construction Stormwater Pollution Prevention Plan (SWPPP) in compliance with the statewide General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities to ensure that adequate sediment and erosion control measures will be taken during and after construction. The EIR/EIS Volume 3 Utility Plans and Volume 2 Appendix 3.6-A High Risk and Major Utility Impact Report identify the existing utilities in the Burbank Station area that would need to be relocated or protected in place. For Build Alternative SR14A as shown on plans UT-C4086-S14 and UT-C4087-S14 there are no storm drain utilities identified, and only

4346-10516

shows a sewer line along Kenwood St. that branches out to Hollywood Way which is to be protected-in-place. The Burbank Western Channel mentioned by the commenter runs along the east side of the I-5 and does not intersect any of the six Build Alternatives and is outside of the project footprint for the P-B project section. The Burbank Western Channel is crossed by the approved Preferred Alternative for the Burbank to Los Angeles Project Section. (See Burbank to Los Angeles Project Section Final EIR/EIS, Table 2-9 on page 2-21, and Figure 2-25 on page 2-46.) See Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners, for information regarding the Authority's compliance with locally adopted requirements in relation to construction impacts on local government facilities or relocation of utilities. The Authority would address the City's Green Streets Policy requirements, and the City's and LACFCD's standards, best management practices and permitting procedures for utility relocations, including closed-circuit television (CCTV) inspection and potholing of storm drains, as it proceeds with the project, including entering into utility agreements. A pre-construction survey will be carried out prior to commencement of construction activities to evaluate existing conditions of permanent structures (buildings or other structures including storm drains and other major utilities). Where existing permanent structures are located within the influence zone of tunnels and open excavations, additional monitoring elements such as CCTV and/or potholing will be carried out in order to ensure no facilities are damaged during construction. Closed Circuit Televised surveillance and inspection protocols will be established at a later stage of project design in coordination with the City of Burbank. As indicated in the EIR/EIS Appendix 2-H Regional and Local Policy Consistency Analysis Table 2.0-H-1, construction of all six Build Alternatives will be consistent with BMC Title 9 Building Regulations, Chapter 3, Environmental Protection, Article 4 Standard Urban Storm Water and Urban Runoff Management Programs. As discussed in Section 3.6.6.3 of the Draft EIR/EIS, construction of the HSR Palmdale to Burbank Project Section would require the temporary shutdown of utility lines (i.e., water, sewer, electricity, or gas) to allow for the safe relocation, protection, or extension of such infrastructure. Under PUE-IAMF#3, where utility service interruptions are unavoidable, the Contractor will notify the public through a combination of communication media within that jurisdiction and the affected service providers of the planned outage. The notification will specify the estimated duration of the planned outage. With implementation of PUE-IAMF#2 requiring the new systems to be operational prior to disconnecting the original system and PUE-IAMF#3

Response to Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022) - Continued

4346-10516

the temporary service interruptions will be limited to short durations during construction required for the connection of the existing facilities to the relocated utility lines. Most high-risk and major utility conflicts would be located within the urban areas of Palmdale and Burbank along the alignment. Whether the Build Alternatives would cross over or under utility corridors is dependent on the utility depth and the relative depth of the HSR alignment. It is likely that most tunneled portions of the Build Alternatives would cross beneath existing utility lines; however, as discussed in Section 3.6.4.3 of the Draft EIR/EIS, relative depths to underground utility lines within the direct RSA are not available at this time. The Authority would work with utility owners during final engineering design to locate existing utilities at a higher level of detail. While the total number of permanent utility line conflicts would differ between the Build Alternatives (Table 3.6-20), the planned temporary disruption of utility services would have the same impact on residents and businesses. See Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners, for information regarding the Authority's compliance with locally adopted requirements in relation to construction impacts on local government facilities or relocation of utilities. The Authority would address the applicability of the City's Green Streets Policy requirements, and the City's and LACFCD's standards, best management practices and permitting procedures for utility relocations, including CCTV inspection and potholing of storm drains, through future utility relocation agreements.

Response to Submission 4346 (Christopher Buonomo, City of Burbank, November 29, 2022) - Continued

4346-10517

The commenter expresses concern about the HSR Palmdale to Burbank Project Section's impact on the City of Burbank's waste disposal facilities. A relatively small portion of the project section falls within the City of Burbank. This portion of the project is located within the Burbank Station subsection and is the area south of Cohasset Street. Section 3.6 of the Draft EIR/EIS discusses the topics of construction period waste generation and disposal in Impact PUE#5, which concludes that solid waste generated by the construction of the Build Alternatives would comply with federal, State, and local regulatory standards and the project would implement construction recycling requirements to reduce the amount of waste generated. Furthermore, as documented in Impact PUE#5, landfills within the Palmdale to Burbank Project Section have sufficient capacity to accommodate the construction waste, even if waste is not ultimately recycled to the extent recommended under the Authority's policy. Impact PUE#10 evaluates the project's permanent operation on waste generation and provides an estimation of the cubic yards of solid waste expected to be generated each year from the Burbank Station subsection facilities (see Table 3.6-25 in Section 3.6 of the Draft EIR/EIS). The Draft EIR/EIS concludes that the project operations solid waste generation would be consistent with the Resource Conservation and Recovery Act and AB 939 in that the County and relevant municipalities would not require new or expanded solid waste disposal facilities to serve the Palmdale to Burbank Project Section. As noted on page 2-79 in Chapter 2 of the Draft EIR/EIS, the Burbank Airport Station was evaluated as part of the Burbank to Los Angeles Project Section. The Final EIR/EIS for the Burbank to Los Angeles Project Section was released on November 5, 2021, and the Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station on January 20, 2022. The Burbank to Los Angeles Final EIR/EIS can be found on CHSRA webpage (<https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/burbank-to-los-angeles-project-section-draft-environmental-impact-report-environmental-impact-statement/>).

Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022)

Palmdale - Burbank - RECORD #4348 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Local Agency
First Name : Marshall
Last Name : Styers
Attachments : ES22-0602 Palmdale to Burbank Section Project Comment Letter FINAL_JAH for CCH.pdf (1 mb)

Stakeholder Comments/Issues :

Good Afternoon,

4348-7958

LADWP would like to submit the attached comment letter to the project record for the California High Speed Rail Palmdale to Burbank Segment. Note that in our comment letter we request corrections to the Draft EIR/EIS, in addition to more information and coordination. Please let me know if you have any questions.

Thank You,

Marshall Styers
 Environmental Specialist
 Environmental Planning and Assessment
 Los Angeles Department of Water and Power
 111 N. Hope St., Room 1044
 Los Angeles, CA 90012
 Office: (213) 367-3541
 [LADWP_Email_Signature_Block]

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BUILDING A STRONGER L.A.

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Martin L. Adams, General Manager and Chief Engineer

November 29, 2022

Ms. LaDonna DiCamillo
 Southern California Regional Director
 California High Speed Rail Authority
 355 South Grand Avenue, Suite 2050
 Los Angeles, CA 90071

Dear Ms. DiCamillo:

Subject: Palmdale to Burbank Project Section of California High Speed Rail

The Los Angeles Department of Water and Power (LADWP) appreciates the opportunity to provide comments on the Palmdale to Burbank Project Section Draft Environmental Impact Report/Environmental Impact Statement. The mission of LADWP is to provide clean, reliable water and power to the City of Los Angeles. Based on our review of the Project, we respectfully submit the below comments.

Water System:

Section 3.8 Hydrology and Water Resources

1. On Page 3.8-49, under CEQA Conclusion, it is stated:
 - i. "HWR-MM#3 requires the Authority to... (2) coordinate with the U.S. Army Corps of Engineers (USACE) and LADWP to modify operations at Hansen Dam, which regulates discharges to the spreading grounds."
 - b. The Hansen Spreading Grounds is owned and operated by the Los Angeles County Flood Control District (LACFCD). All coordination related to the Hansen Spreading Grounds should go through LACFCD and not LADWP. References should be updated throughout Section 3.8.
2. Although the Hansen Spreading Grounds are owned and operated by LACFCD, these are an integral component in City of Los Angeles' ability to capture stormwater and the facility recently completed improvements to increase stormwater capture capacity. LADWP recommends avoiding impact to the spreading grounds facility and operations by considering alternative alignments that do not reduce the current capacity and operations of the site.

4348-7959

4348-7960

4348-7961

Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

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3. On Page 3.8-89, under Groundwater Recharge, it is stated:
- i. "As described in Section 3.8.5.5, portions of the Refined SR14, E1, and E2 Build Alternatives would traverse groundwater basins in the Angeles National Forest (ANF). Permanent impermeable surfaces introduced in and adjacent to the ANF, including areas within the San Gabriel Mountains National Monument (SGMNM), could disrupt infiltration of water from the surface into groundwater basins affecting groundwater levels and associated aquatic resources. Reductions in groundwater recharge could lead to reductions in groundwater levels over time. However, HWR-MM#3 will require the Authority to: (1) provide replacement groundwater recharge areas, (2) coordinate with the USACE and LADWP to modify operations at Hansen Dam that regulate discharges to the spreading grounds, or (3) develop a third equally effective mitigation option developed in coordination with LADWP. With implementation of HWR-MM#3, rates of groundwater loss in the ANF would not increase as a result of the Build Alternatives (impacts on groundwater associated with tunnel construction are addressed below)."
 - b. LADWP would like to see more detail in mitigation measure 3 (HWR-MM#3). Specifically, what would be the specific steps taken in the event that the project lowers groundwater levels and how additional water supply will be acquired to replenish the basin.

4348-7963

4. The planned project alignment includes a below grade section that requires tunneling through the San Fernando Basin (SFB). The SFB is the major basin in the Upper Los Angeles River Area (ULARA) where water rights have been established by the JUDGMENT AFTER TRIAL BY COURT in Superior Court Case No. 650079, entitled The City of Los Angeles, a Municipal Corporation, Plaintiff, vs. City of San Fernando, et al., Defendants, signed January 26, 1979, by the Honorable Harry L. Hupp, Judge of the Superior Court of Los Angeles County. To ensure compliance with the adjudication, the California High Speed Rail Authority – Palmdale to Burbank Project shall establish communication with, obtain and incorporate requirements set by the court appointed ULARA Watermaster, Richard C. Slade & Associates LLC, 14051 Burbank Boulevard, Suite 300, Sherman Oaks, CA 91401, Phone (818) 506-0418, <http://ularawatermaster.com/>

4348-7964

5. It is stated in Section 3.8 that during the construction period, water would be used for different activities. Beneficial reuse of dewatering discharge (as an alternative to discharging to the storm drain or sewer) on or off-site is encouraged as a conservation measure. In addition to water conservation, beneficial reuse may reduce or eliminate costs associated with storm drain and sewer permitting and monitoring. Common applications of Beneficial Reuse include, Landscape irrigation, Cooling tower make-up, and Construction (dust control, concrete mixing, soil compaction, etc.).

4348-7965

Section 3.17 Cultural Resources

6. Page 3.17-64 states:
- i. "However, due to lack of proper management, the aqueduct dried up by 1927."
 - b. This statement is inaccurate and should be corrected. Built and managed by LADWP since 1913, the Los Angeles Aqueduct continues to provide critical water supply to the City of Los Angeles.

4348-7966

Power System:

- 7. California High-Speed Rail Authority, referenced herein as "CHSRA", shall pertain to its employees, agents, consultants, contractors, officers, patrons, or invitees of CHSRA's affiliated entities.
- 8. A License Agreement will be required between LADWP and CHSRA for the proposed improvements within LADWP fee-owned property. The Standard Terms and Conditions of the Real Estate Services' License Agreement form shall apply.
- 9. The latest Risk Management Liability and Insurance Clauses shall apply.
- 10. LADWP underground infrastructure will be impacted and will require Underground Structures Group's review of any possible impacts by CHRSA. Please contact Underground Structures Group by email at DWPPS.Coordination@ladwp.com.

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- 4348-7967
11. LADWP has reviewed the draft EIR plans provided by the CHSRA and identified that several alignment features proposed by the environmental study will impact the LADWP transmission line right of way (TLRW). Please provide plans illustrating the LADWP TLRW boundaries within the Palmdale to Burbank Project Section. Illustrate the proposed alignment feature crossing the LADWP TLRW. Include towers and setbacks from the proposed developments. Label towers according to how they are labeled on site and illustrate the overhead electrical conductors. Also, provide grading plans, storm drain plans, and utility plans, including any pertinent plans illustrating impacts to the LADWP TLRW.
 12. Plans may be submitted for review to the LADWP Real Estate Services Office via the following email: RE.Office@ladwp.com and copy LADWP's Environmental Supervisor, Ms. Nadia J. Parker, at Nadia.J.Parker@ladwp.com and Environmental Specialist, Mr. Marshall Styers, at Marshall.Styers@ladwp.com.

- 4348-7968
- Conditions:
13. CHSRA shall acknowledge the LADWP Transmission Line Rights-of-Way are integral components of the transmission line system, which provides electric power to the City of Los Angeles and other local communities. Their use is under the jurisdiction of the North American Electric Reliability Corporation (NERC), an organization of the Federal Energy Regulatory Commission (FERC). Safety and protection of critical facilities are the primary factors used to evaluate secondary land use proposals. The TLRW serves as a platform for access, construction, maintenance, facility expansion and emergency operations. Therefore, the proposed use may from time to time be subject to temporary disruption caused by such operations.

- 4348-7969
14. Conductor Clearances will be subject to the review and approval of the Overhead Transmission Engineering Group. LADWP will require a copy of the Conductor Survey illustrating the cross sections showing our existing conductors and proposed improvements. See enclosed LADWP Conductor Survey Instructions. The Overhead Transmission Engineering Group will use the data to calculate and confirm conductor clearances meet the State of California, Public Utilities Commission, General Order No. 95 clearances.

- 4348-7970
15. Provide the location and elevations (heights) of all above and below ground structures, including the cross sections of existing and proposed improvements within and adjacent to the LADWP TLRW. Cut and fill slopes inside the LADWP TLRW steeper than 2 horizontal to 1 vertical require retaining structures or geotechnical report approval.
 - a. Note: Grading activity resulting in a vertical clearance between the ground and the transmission line conductor elevation less than 35 feet or as noted in the State of California, PUC, General Order 95 within the LADWP TLRW is unacceptable. Ground cover for all below ground utilities shall not be less than four feet unless otherwise stated.

- 4348-7971
16. When grading activity affects the transmission line access roads, CHSRA shall replace the affected access roads according to the requirements specified in LADWP's Access Road Design Criteria. See enclosed.

- 4348-7972
17. Cathodic protection system, if any, shall have a design that does not cause corrosion to LADWP's facilities. A detailed design of the cathodic protection system shall be submitted for approval to the LADWP.

- 4348-7973
18. All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the LADWP TRLW shall be properly grounded and shall be insulated from any fencing or other conductive materials located outside of the LADWP TLRW. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with State of California Code of Regulations, Title 8, Section 2941, and National Electric Code, Article 250.

- 4348-7974
19. The right-of-way contains high-voltage electrical conductors; therefore, CHSRA shall utilize only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders; California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.

- 4348-7975
20. No grading shall be conducted within the LADWP TLRW without prior written approval of the LADWP.

- 4348-7976
21. No structures shall be constructed within the LADWP TLRW without prior written approval of the LADWP.

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- 4348-7977 | 22. The LADWP prohibits drainage structures or the discharging of drainage onto the LADWP TLRW. Concentrated runoff can cause erosion especially to the tower footings.
- 4348-7978 | 23. The CHSRA shall compact all fill slopes within the LADWP TLRW. The compaction shall comply with applicable Building Code requirements.
- 4348-7979 | 24. An area at least 50 feet around the edge of each tower footing must remain open and unobstructed for necessary maintenance, including periodic washing of insulators by high pressure water spray.
- 4348-7980 | 25. CHSRA shall be responsible for the maintenance of the various project
 - b. areas and shall keep the areas in a neat and clean condition within the LADWP
 - c. TLRW, including all the risks and liabilities associated with the
 - d. proposed project. LADWP will not be liable for any damage to the
 - e. proposed project during LADWP's operation and maintenance of impacted transmission lines.
- 4348-7981 | 26. A permanent, unobstructed 20-foot minimum wide roadway (patrol road), accessible at all times by LADWP maintenance personnel shall be provided and maintained. A wider roadway width may be required on curved segments. The roadway must remain open and unobstructed, always excluded from any watering and kept as dry as possible.
- 4348-7982 | 27. CHSRA shall have at least one qualified electrical worker on site to observe said work and ensure all OSHA required safety protocols are followed. As used herein "qualified electrical workers" shall mean "a qualified person who by reason of a minimum of two years of training and experience with high-voltage circuits and equipment and who has demonstrated by performance familiarity with the work to be performed and the hazards involved".
- 4348-7983 | 28. No equipment taller than 14 feet, when fully extended, shall be used under the LADWP TLRW. This height restriction includes the operation of any apparatus attached to the equipment. It is CHSRA's responsibility to comply with all applicable standards and safety regulations while working near or under high voltage overhead transmission lines. The use of equipment over 14 feet tall will require CHSRA to perform and provide a Conductor Survey of LADWP's transmission lines. The Conductor Survey data will need to be reviewed by LADWP.

- 4348-7984 | 29. If excavations are required, utility agencies within the proposed excavation sites shall be notified of impending work. CHSRA shall be responsible for coordinating relocation of utilities, if any, within the project boundaries. Before commencing any excavations, Underground Service Alert (a.k.a. DigAlert) shall be notified.
- 4348-7985 | 30. If given project approval, CHSRA shall notify the LADWP Transmission Construction and Maintenance Business Group, at (818) 771-5014 or (818) 771-5076 no earlier than 14 days prior to the start of any grading, paving, or construction work within the LADWP TLRW.
- 4348-7986 | 31. All construction activities shall adhere to conditions 1-9, 11A, 12 to 23B, 25, 27 to 30A, and 31B to 32 of LADWP's Standard Conditions for Construction. See enclosed.
- 4348-7987 | 32. Additional conditions may be required following review of detailed site plans, grading/drainage plans, etc.
- 4348-7988 | 33. This reply shall in no way be construed as an approval of any project.

If you have any questions regarding the above comments, please contact Mr. Marshall Styers, of my staff, at (213) 367-3541 or Marshall.Styers@ladwp.com.

Sincerely,

Charles C. Holloway
Manager of Environmental Planning and Assessment

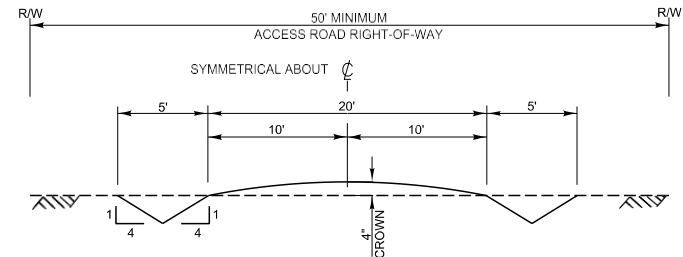
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Enclosures
c/enc: Mr. Marshall Styers

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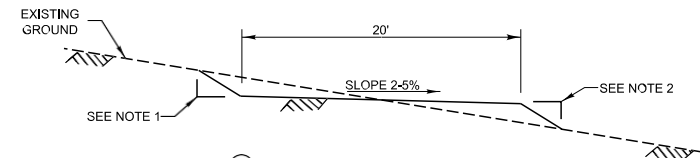
ACCESS ROAD DESIGN CRITERIA

1. When grading activity affects the Transmission Line access roads, the developer shall replace the affected access roads using the following access road design criteria. Typical Road Sections are illustrated in Attachment.
2. The access road right-of-way width shall be 50 feet minimum.
3. The access road drivable width shall be 20 feet minimum, and increased on curves by a distance equal to 400 divided by the radius of curve. Additional width on either side of the road shall be provided for berms and ditches, as detailed in the attached Typical Road Sections.
4. The minimum centerline radius of curves shall be 50 feet.
5. The vertical alignment grades shall be limited to 10 percent or paved at a maximum of 15 percent.
6. Roads entirely located on fills or with cross sections showing more than 30 percent fill along the drivable width of the road require paving.
7. Intersections or driveways shall have a minimum sight distance of 300 feet in either direction along the public street.
8. The developer shall provide a commercial driveway at locations where the replaced access roads terminate at, or cross public roads.
9. The developer shall provide lockable gates on LADWP property or easement at locations where access roads terminate or cross public roads.

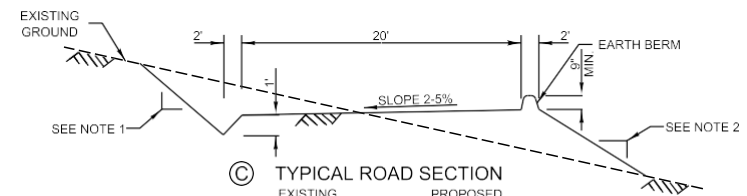
LOS ANGELES DEPARTMENT OF WATER AND POWER TRANSMISSION LINE ACCESS ROAD DETAILS



(A) TYPICAL ROAD SECTION
EXISTING CROSS SLOPE $\leq 5\%$
PROPOSED ROAD GRADE $\leq 10\%$
10-15% (PAVEMENT REQUIRED)



(B) TYPICAL ROAD SECTION
EXISTING CROSS SLOPE 5-15%
PROPOSED ROAD GRADE $\leq 10\%$
10-15% (PAVEMENT REQUIRED)



(C) TYPICAL ROAD SECTION
EXISTING CROSS SLOPE 15-50%
PROPOSED ROAD GRADE $\leq 10\%$
10-15% (PAVEMENT REQUIRED)

- NOTES:
1. CUT SLOPE SHALL NOT EXCEED THE FOLLOWING:
A. 2 HORIZONTAL TO 1 VERTICAL IN LOOSE OR UNSTABLE MATERIAL.
B. 1 HORIZONTAL TO 1 VERTICAL IN COMPACTED MATERIAL.
C. 1/2 HORIZONTAL TO 1 VERTICAL IN SOLID ROCK.
 2. ALL FILL SLOPES SHALL BE 2 HORIZONTAL TO 1 VERTICAL OR FLATTER.
 3. WHERE SOLID ROCK IS ENCOUNTERED THE 4" CROWN AND, OR SIDE DITCHES MAY BE ELIMINATED WHERE DIRECTED BY THE ENGINEER.

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CONDUCTOR SURVEY DEPARTMENT OF WATER AND POWER OVERHEAD TRANSMISSION ENGINEERING

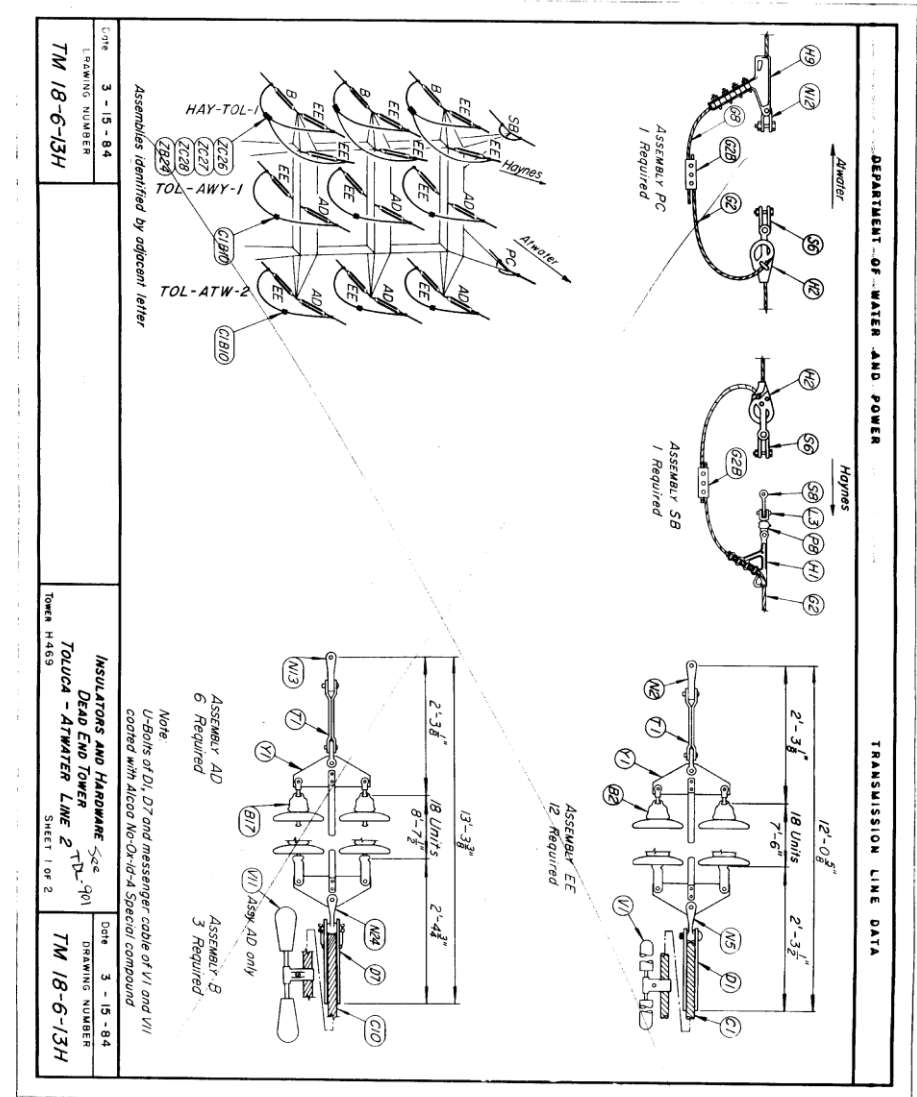
Please perform a survey of each Department transmission line affected by the project. For each span (the section of wire between two (2) towers) provide the following information:

1. The tower numbers of the Department transmission lines related to the span. The tower number is located near ground level on at least one (1) leg of each tower.
2. Survey the top-of-concrete of each footing of each tower related to this survey. For example, a survey involving one (1) span would involve two (2) towers, each with four (4) footings, for a total of eight (8) top-of-concrete shots.
3. Survey at least eight (8) points along the span – the two (2) points where the insulator attaches to the tower, the two (2) points where the wire attaches to the insulator, and four (4) additional points along the wire (preferred spacing of 200 – 300 feet). See attached Conductor Attachments Points for additional information. Include additional points where special features of the proposed improvements cross the transmission line (such as high points, street lights, signs, etc.). For each point provide the following information:
 - a. The northing and easting coordinates and elevations of conductor and ground points
 - b. The elevation of the wire
 - c. The existing ground coordinates and elevation
 - d. The proposed ground elevation
 - e. Date and Time
 - f. Temperature
 - g. Sunlight (sunny, partly cloudy, or cloudy)
 - h. Approximate wind speed

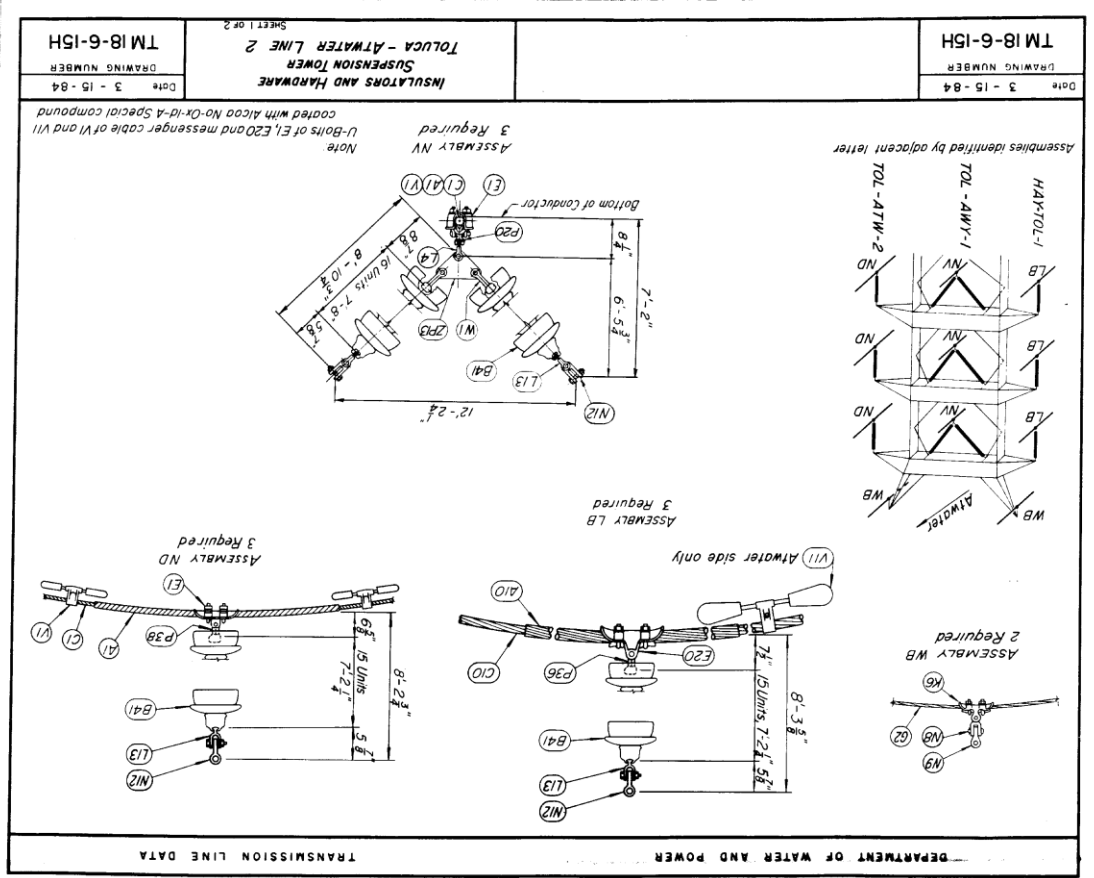
Important: All eight (8) wire shots on each individual span shall be completed within one (1) hour after the first wire shot is made. Failure to comply with this requirement will render data useless.

* See attached Data Sheet for sample of submittal document.

Updated:01/17/2013



Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022)
 - Continued



LOS ANGELES DEPARTMENT OF WATER AND POWER
 TRANSMISSION LINE CONDUCTOR CLEARANCE SURVEY
 DATA SHEET

SURVEYED BY: _____

PAGE: _____ BENCHMARK: _____

TRANSMISSION LINE RW: _____

DESCRIPTION (TWR#, FOOTING, COND ATTACHMENT POINT, CONDUCTOR, GROUND, ETC.)	SPAN NUMBER	NORTHING	EASTING	ELEVATION	PROPOSED IMPROV. ELEV.	SURVEY DATE	TIME	TEMP.	SKY COND.	WIND SPEED

Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

STANDARD CONDITIONS FOR CONSTRUCTION

1. Energized transmission lines can produce electrical effects including, but not limited to, induced voltages and currents in persons and objects. Licensee hereby acknowledges a duty to conduct activities in such manner that will not expose persons to injury or property to damage from such effects.
2. The Los Angeles Department of Water and Power (LADWP) personnel shall have access to the right of way at all times.
3. Unauthorized parking of vehicles or equipment shall not be allowed on the right of way at any time.
4. Unauthorized storage of equipment or material shall not be allowed on the right of way at any time.
5. Fueling of vehicles or equipment shall not be allowed on the right of way at any time.
6. Patrol roads and/or the ground surfaces of the right of way shall be restored by the Licensee to original conditions, or better.
7. All trash, debris, waste, and excess earth shall be removed from the right of way upon completion of the project, or the LADWP may do so at the sole risk and expense of the Licensee.
8. All cut and fill slopes within the right of way shall contain adequate berms, benches, and interceptor terraces. Revegetation measures shall also be provided for dust and erosion control protection of the right of way.
9. All paving, driveways, bridges, crossings, and substructures located within the right of way shall be designed to withstand the American Association of State Highway and Transportation Officials' vehicular loading H20-44 or HL-93. The design shall also comply with applicable design standards.
10. ~~The location of underground pipelines and conduits shall be marked at all points where they cross the boundaries of the right of way and at all locations where they change direction within the right of way. The markings shall be visible and identifiable metal post markers for underground pipelines. Utility markers flush with surface may be used on pavement.~~
- 11A. General Grounding Condition

All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with State of California Code of Regulations, Title 8, Section 2941, and National Electric Code, Article 250.

11B. ~~Grounding Condition for Cellular Facilities on Towers~~

- ~~All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with American National Standards Institute of Electrical and Electronics Engineers Standard 487 latest edition, IEEE Guide for Safety in AC Substation Grounding.~~
12. Licensee shall neither hold the LADWP liable for nor seek indemnity from the LADWP for any damage to the Licensee's project due to future construction or reconstruction by the LADWP within the right of way.
 13. Fires and burning of materials is not allowed on the right of way.
 14. Licensee shall control dust by dust-abatement procedures approved by the LADWP, such as the application of a dust palliative or water.
 15. The right of way contains high-voltage electrical conductors; therefore, the Licensee shall utilize only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders; and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.
 16. Licensee is hereby notified that grounding wires may be buried in the right of way; therefore, the Licensee shall notify the LADWP's Transmission Construction and Maintenance Business Group at (818) 771-5014, or (818) 771-5076, at least 48 hours prior to the start of any construction activities in the right of way.
 - 17A. Vehicle Parking

An area within 50 feet around the base of each tower must remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray. Clearances of 100 feet may be required under circumstances where access is limited.
 - 17B. Trucking Operations and Storage Operations

An area within 50 feet around the base of each tower must remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray. Clearances of 100 feet may be required under circumstances where access is limited.
 - 17C. Permanent Structures

An area within 100 feet on all sides of each tower shall remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray.
 18. Detailed plans for any grading, paving, and construction work within the right of way

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shall be submitted for approval to the Real Estate Services, 221 N. Figueroa St., Suite 1600, Los Angeles, California 90012, no later than 45 days prior to the start of any grading, paving, or construction work. Notwithstanding any other notices given by Licensee required herein, Licensee shall notify the LADWP's Transmission Construction and Maintenance Business Group at (818) 771-5014, or (818) 771-5076, no earlier than 14 days and no later than two days prior to the start of any grading, paving, or construction work.

19. "As Constructed" drawings showing all plans and profiles of the Licensee's project shall be furnished to the Real Estate Services, 221 N. Figueroa St., Suite 1600, Los Angeles, California 90012, within five days after completion of Licensee's project.
20. In the event that construction within the right of way is determined upon inspection by the LADWP to be unsafe or hazardous to the LADWP facilities, the LADWP may assign a line patrol mechanic at the Licensee's expense.
21. If the LADWP determines at any time during construction that the Licensee's efforts are hazardous or detrimental to the LADWP facilities, the LADWP shall have the right to immediately terminate said construction.
- 22A. All concentrated surface water which is draining away from the permitted activity shall be directed to an approved storm drain system where accessible, or otherwise restored to sheet flow before being released within or from the right of way.
- 22B. Drainage from the paved portions of the right of way shall not enter the unpaved area under the towers. Drainage diversions such as curbs shall be used on three sides of each tower. The open side of each tower shall be the lowest elevation side to allow storm water which falls under the tower to drain. The area under the towers shall be manually graded to sheet flow out from under the towers.
- 22C. Ponding or flooding conditions within the right of way shall not be allowed, especially around the transmission towers. All drainage shall flow off of the right of way.
- 22D. Licensee shall comply with all Los Angeles County Municipal Storm Water Permit and Standard Urban Storm Water Mitigation Plan requirements.
- 23A. Fills, including backfills, shall be in horizontal, uniform layers not to exceed six inches in thickness before compaction, then compacted to 90 percent relative compaction in accordance with the American Society for Testing and Materials D1557.
- 23B. The top two inches to six inches of the concrete footings of the towers shall remain exposed and not covered over by any fill from grading operations.
- 23C. ~~Licensee shall provide the LADWP with one copy each of the compaction report and a Certificate of Compacted Fill, for clean fill compaction within the LADWP's right of way in accordance with the American Society for Testing and Materials D1557, approved by a geotechnical engineer licensed in the State of California.~~
24. ~~A surety bond in the amount to be determined by the LADWP shall be supplied by the Licensee to assure restoration of the LADWP's right of way and facilities, and compliance with all conditions herein.~~
25. The Licensee shall obtain and pay for all permits and licenses required for performance of the work and shall comply with all laws, ordinances, rules, orders, or regulations

including, but not limited to, those of any agencies, departments, districts, or commissions of the State, County, or City having jurisdiction thereover.

26. ~~The term "construction", as used herein, refers only to that construction incidental to the maintenance or repair of the existing (requested facility) and shall not be construed to mean permission to construct any additional (requested facility).~~
27. Signs shall not exceed four feet wide by eight feet long, shall not exceed a height of 12 feet, shall be constructed of noncombustible materials, and shall be installed manually at, and parallel with, the right of way boundary.
28. Remote-controlled gates, or lock boxes containing the device or key for opening the remote-controlled gates, shall be capable of being interlocked with an LADWP padlock to allow access to the right of way by the LADWP. Licensee shall contact LADWP's Transmission Construction and Maintenance Business Group at (818) 771-5014, or (818) 771-5076, to coordinate the installation of an LADWP padlock.
29. Licensee's cathodic protection system, if any, shall have a design that does not cause corrosion to LADWP facilities. A detailed design of the Licensee's cathodic protection system shall be submitted for approval to the Real Estate Services, 221 N. Figueroa St., Suite 1600, Los Angeles, California 90012, no later than 45 days prior to the start of construction or installation of the cathodic protection system.
- 30A. Licensee shall install K-rails at a distance of ten feet from each side of the tower base for protection of towers. A distance of five feet from the tower base may be acceptable in locations where the patrol roads would be obstructed.
- 30B. ~~Licensee shall install removable pipe bollards, spaced four feet apart, and at a distance of ten feet from each side of the tower base for protection of towers. A distance of five feet from the tower base may be acceptable in locations where the patrol roads would be obstructed.~~
- 31A. ~~Licensee shall provide and maintain a minimum 20-foot wide transition ramp for the patrol roads from the pavement to the ground surface. The ramp shall not exceed a slope of ten percent.~~
- 31B. Licensee shall provide and maintain a minimum 20-foot wide driveway and gate at all locations where the (road/street) crosses the LADWP's patrol roads. The designed gates must be capable of being interlocked with an LADWP padlock to allow access to the right of way by the LADWP.
32. Licensee shall post a sign on the entrance gate to the right of way, or in a visible location inside the entrance gate, identifying the contact person's name and telephone number for the prompt moving of (vehicles/trucks/trailers/containers) at times of LADWP maintenance or emergency activities, or any other event that (vehicles/trucks/trailers/containers) must be moved. In emergency conditions, the LADWP reserves all rights at any time to move or tow (vehicles/trucks/trailers/containers) out of specific areas for any transmission operation or maintenance purposes.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022)

4348-7958

The commenter refers to a comment letter attachment that contains requests for corrections to the EIR/EIS. Responses are provided for each comment within the attached letter raising significant environmental issues (see Response to Comment #7959 through #7988).

4348-7959

This comment contains introductory material and refers to the letter that contains comments on the EIR/EIS from the Los Angeles Department of Water and Power (LADWP). The Authority appreciates the opportunity to work with LADWP. Thank you for your comments. Responses are provided for each substantive comment in the following letter.

4348-7960

Commenter requests clarification on the ownership of the Hansen Dam Spreading grounds. Text and reference revisions of Hansen Spreading Grounds ownership and operation by the LACFCD have been made in the EIR/EIS.

4348-7961

Refer to Standard Response PB-Response-HYD-1: Impacts on the Hansen Dam and Hansen Spreading Grounds.

The commenter requests that impacts to Hansen Spreading Grounds be avoided through consideration of alternative alignments. The Refined SR14, SR14A, E1, and E1A Build Alternatives would cross the Hansen Spreading Grounds. However, the Draft EIR/EIS also evaluates several alternatives that do not extend through the Hansen Spreading Grounds, namely the E2 and E2A Build Alternatives. Refer to Standard Response PB-Response-HYD-1: Impacts on the Hansen Dam and Hansen Spreading Grounds. The Hansen Spreading Grounds consist of a groundwater recharge facility where the Los Angeles County Flood Control District directs water to basins, which allow the water to percolate into the groundwater basin below. Creation of new impervious surfaces within the Hansen Spreading Grounds could interfere with groundwater recharge in the San Fernando Groundwater Basin because the HSR guideway would be placed on embankment that would displace surface area. This would create an associated loss of groundwater recharge capacity. Impacts on groundwater recharge could lead to the reduction of ground water resources over time if they reduce the amount of water that can infiltrate into the groundwater basin below. As discussed in Section 3.8.7, Mitigation Measures in Section 3.8, Hydrology and Water Quality of this Final EIR/EIS, HWR-MM#3 requires the Authority to provide replacement groundwater recharge areas adjacent to the existing facility to ensure there is no net loss in recharge area capacity. The spreading ground ponds are interconnected so that the water can flow from the upper basins down to lower basins located on the southern end of the spreading grounds and eventually to the outfall structure. The preliminary engineering project design drawings include culverts that would be placed under the HSR berms which would ensure that water would continue to move between ponds without disruption and allow water to reach the existing outfall. The outfall on the south-east corner of the Hansen Spreading Grounds connects back into the Tujung Wash Channel and prevents the spreading grounds from overflowing. Without the proposed culverts under the HSR embankment, the southern end of the spreading ground and the existing outfall structure would become isolated from the rest of the basins and lose their functionality. With implementation of HWR-MM#3, the potential effects of the HSR on groundwater recharge function, operation, and capacity of the Spreading Grounds would be minimal, if any.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

4348-7962

Refer to Standard Response 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.

The commenter is concerned with groundwater resources and recharge in the basins and mountains of the Angeles National Forest (ANF) being adversely affected by tunnel construction-related impacts.

The Draft EIR/EIS acknowledges and evaluates the Build Alternatives effects on groundwater recharge in Impact HWR#4: Changes in Groundwater Recharge Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives. Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest. The Draft EIR/EIS acknowledges that impermeable surfaces created by the Build Alternatives would disrupt the infiltration of water from the surface to groundwater basins, permanently affecting groundwater recharge. Reducing groundwater recharge could lead to groundwater reduction. Nearby groundwater wells could be affected by a reduction in groundwater availability. Groundwater basins underlying all six Build Alternatives are depicted on Figure 3.8-A-21 through Figure 3.8-A-23. The Draft EIR/EIS further goes on to evaluate the amount of impervious surface that each Build Alternative would create in each of the groundwater basins within the project area. This analysis shows that the amount of impervious surface created would be extremely small in comparison to the overall size of the groundwater basins and therefore would not result in a significant impact. The Authority also understands that there are risks associated with groundwater depletion caused by tunnel construction in the ANF. Potential impacts to groundwater associated with tunnel construction are analyzed in detail in Section 3.8.6.3 of the Draft EIR/EIS, specifically in Impact HWR#5 (Changes in Hydrogeologic Conditions Associated with Tunnel Construction Beneath the ANF which May Affect Surface and Subsurface Water Resources). With implementation of these measures, the project is not expected to substantially affect groundwater volumes but could affect groundwater in specific locations that may then result in impacts such as adversely affecting local water wells or surface resources (e.g., seeps and springs). To address this localized impact the Authority would implement an Adaptive Management and Monitoring Plan (AMMP) as required by mitigation measure

4348-7962

HWR-MM#4. HWR-MM#4 would effectively mitigate impacts on affected water resources, including wells from tunneling. With respect to potential impacts to the Hansen Spreading Grounds, creation of new impervious surfaces within the spreading grounds could interfere with groundwater recharge in the San Fernando Groundwater Basin because the HSR guideway would be placed on embankment that would displace surface area. This would create an associated loss of groundwater recharge capacity. Impacts on groundwater recharge could lead to the reduction of ground water resources over time if they reduce the amount of water that can infiltrate into the groundwater basin below. As required by mitigation measure HWR-MM#3, the Authority would provide replacement groundwater recharge areas to compensate for the HSR footprint within the Hansen Spreading Grounds and to ensure no net loss in recharge area or capacity. New recharge areas would be placed in the vicinity of existing recharge ponds. The preliminary engineering project design drawings include culverts that would be placed under the HSR berms located at the Hansen Spreading Grounds which would allow for water to flow uninterrupted between the spreading grounds ponds and allow water to reach the existing outfall. With implementation of HWR-MM#3, the groundwater recharge function, the effects of the HSR on operation and capacity of the Spreading Grounds would be minimal, if any. Refer to Standard Response PB-Response-HYD-1: Impacts on the Hansen Dam and Hansen Spreading Grounds. Floodplains and groundwater basins are discussed and identified in Section 3.8.5.3 and Section 3.8.5.5, respectively, of the Draft EIR/EIS.

4348-7963

The commenter notes that the Authority is required to establish communication with, obtain and incorporate requirements set by the court-appointed Upper Los Angeles River Area Watermaster regarding issues associated with tunneling through the San Fernando Basin (SFB). Thank you for the comment. The Authority will continue to coordinate with the court-appointed Upper Los Angeles River Area Watermaster regarding issues associated with tunneling through the SFB.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

4348-7964

The commenter noted the beneficial uses of dewatering discharge, as an alternative to discharging to the storm drain or sewer. Section 3.8.2.2 describes the beneficial reuse of dewatering discharge that the State, County, and local agencies encourage. These cover the following discharges, provided that the discharge does not contain significant quantities of pollutants that could adversely affect designated beneficial uses, including:

- Diverted stream flows
- Construction dewatering
- Dredge spoils dewatering
- Subterranean seepage dewatering
- Well construction and pump testing of potable aquifer supplies.

4348-7965

The commenter requests that page 3.17-64 of the Draft EIR/EIS be updated to correct text related to the Los Angeles Aqueduct. Section 3.17.6.2 of the EIR/EIS provides an overview of historic built resources and includes historic context of the region. The Owens Valley/Owens Lake, which was the intended subject of the Draft EIR/EIS text included in the comment, dried up in the mid-1920s. The EIR/EIS text has been modified accordingly for clarification purposes and to ensure accuracy. This minor clarification is not significant new information.

4348-7966

The commenter provides detail as to the requirements of LADWP for improvements within LADWP owned property. The Authority appreciates this information for coordinating future work. The Authority uses master agreements with utility companies that establish the working relationship and terms regarding relocation and modification of existing utilities that would be affected by construction activities. The utility agreements/task orders executed with local government agencies and utility companies specify the terms and precise standards to relocate or protect in place existing affected facilities or utilities and provide the obligations on the parties for engineering design, construction, costs, invoicing procedures, and coordination. These agreements also set forth the mutual expectations of the parties to the agreement as to the consultation and review role of the local government or utility company over the course of design development. As a state agency, the Authority is exempt from local permit requirements; however, to better coordinate construction activities with local jurisdictions, the Authority plans to pursue local construction and access permits whenever practicable and consistent with the terms of the Authority's applicable contracts. Section 18.3, Construction Permits, in the Draft EIR/EIS Appendix 2-D provides a list of permits, approvals, consultations, and agreements that may need to be in place prior to construction. License agreement with LADWP including encroachment, maintenance, operations and season restriction permits are listed in Table 18-1.

4348-7967

The commenter requests to include additional information in utility plans and provides contact information for the LADWP Real Estate Services Office. This request is noted. Detailed plans will be developed during the design phase in coordination with the affected utility provider.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

4348-7968

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter requests that the Authority acknowledge LADWP's transmission line rights-of-way as integral components of the transmission line system. Section 3.6.5.9 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS identifies LADWP as providing electricity to millions in Southern California and the important role of its transmission towers and lines. The commenter also notes that, because the transmission line ROW serves as a platform for access, construction, maintenance, facility expansion and emergency operations, the proposed use may from time to time be subject to temporary disruption caused by such operations. The comment is acknowledged. It is anticipated that a utility provider will notify the Authority of any planned maintenance operation or other activities that might impact project construction. The Authority will continue to coordinate with LADWP during future project stages. Refer also to Impact PUE#1 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS, which notes that construction work that could affect utility services will be conducted in coordination with the utility provider. Impact PUE#1 describes the IAMFs that would require coordination with utility providers to minimize disruption, including PUE-IAMF#2, PUE-IAMF#3, and PUE-IAMF#4. Please see Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners for additional discussion regarding how the Authority will continue to coordinate with utility owners through the final design and engineering phases.

4348-7969

The commenter provides detail as to the requirements of LADWP for conductor surveys, which would be used to confirm compliance with CPUC General Order (GO) 95 clearances. The Authority would comply with these requirements for improvements occurring near LADWP facilities. The Draft EIR/EIS Appendix 2-D, Design Baseline Report, indicates in Section 14.6 that for LADWP electrical lines to be proposed or relocated that would cross the HSR alignment, it is LADWP's policy to underground the electrical equipment. This benefits transportation services by eliminating track or busway closures when LADWP facilities need to be accessed and provides a safe working environment for LADWP working crews. Whenever existing overhead lines are crossing a new railroad, or a transit project located in a dedicated right-of-way, the overhead lines would be replaced with an underground system. Additionally, GO 95 is summarized on page 3.6-4 in Section 3.6, Public Utilities and Energy, of the Draft EIR/EIS and the analysis assumes compliance with applicable regulatory requirements. The commenter also provides the Authority with LADWP Conductor Survey Instructions, which the Authority acknowledges receipt of.

4348-7970

The commenter requests that the Authority provide additional detailed information about structures in or adjacent to LADWP TLRW. Design details appropriate for this stage of project design are included in Volume 3 of this Final EIR/EIS. More detailed plans will be developed during the detailed design phase in coordination with the affected utility provider. General Order 95 is summarized on page 3.6-4 of the Draft EIR/EIS and the HSR Palmdale to Burbank Project Section will adhere to the GO 95 requirements.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

4348-7971

The commenter indicates that grading work impacting transmission line access roads will have to meet requirements of LADWP's Access Road Design Criteria, which are attached to their comment letter and have been reviewed by the Authority. Construction work impacting utility providers will be conducted in coordination with the provider and with prior notification and in accordance with the utility provider's permits and approval processes. Refer to IAMF-PU&E # 4 in Section 3.6.4.2 of the Final EIR/EIS, which requires the Contractor to prepare a technical memorandum documenting how construction activities would be coordinated with utility providers. At the time this memorandum is prepared in coordination with LADWP, LADWP's Access Road Design Criteria would be included to ensure that all affected access roads are replaced according to LADWP requirements.

4348-7972

The commenter requests that when cathodic protection system is required, a detailed design plan is submitted for approval to the LADWP.

For major utilities that would be crossed or relocated, the Authority would prepare protection plans. These protection plans would be developed during the detailed design phase in coordination and in accordance with the utility provider's permits and approval processes.

For additional information please refer to Draft EIR/EIS Impact EMI/EMF#9: Potential for Corrosion of Underground Pipelines, Cables, and Adjoining Rail. The Authority would implement and follow the ISEP (Authority 2014a) to help avoid and minimize possible impacts on underground pipelines and cables, including the grounding of pipelines. If adjacent pipelines and other linear metallic structures are not sufficiently grounded through the direct contact with earth, the Authority would include additional grounding of pipelines and other linear metallic objects, in coordination with the affected owner or utility, as part of the construction of the HSR Build Alternative. The contractor would follow the procedures set out in the ISEP to help avoid and minimize the potential for impacts on underground pipelines and cables, including the grounding of pipelines. Alternatively, insulating joints or couplings may be installed in continuous metallic pipes to prevent current flow. Specific measures for avoiding stray current corrosion are discussed in Chapter 23 of the Design Criteria Manual (Authority 2014c). Measures such as applying (or repairing) structure coatings and providing cathodic protection are standardized practices that prevent corrosion. As a result of these steps, the potential for corrosion from ground currents resulting from operation of the HSR Build Alternative would be avoided.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

4348-7973

The commenter identifies adopted regulations related to grounding facilities to avoid shock hazards. Section 3.5, Electromagnetic Interference and Electromagnetic Fields of the Draft EIR/EIS evaluates pipelines and linear metallic objects that are not sufficiently grounded through direct contact with the earth and would be separately grounded in coordination with the affected owner or utility to avoid possible shock hazards. The Authority will continue to coordinate with LADWP regarding any need to alter or relocate their facilities during the detailed design phase in accordance with applicable requirements.

4348-7974

The commenter notes that the right-of-way contains high-voltage electrical conductors and highlights applicable standards and safety ordinances.

The base standards for design, construction, installation, operation, and maintenance established by CPUC General Order (GO) 176 require coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., Pacific Gas and Electric Company), so that the facilities of both parties are not prevented from performing as required or intended. In addition, the HSR Palmdale to Burbank Project Section would adhere to CPUC GO 95 requirements. GO 95 and 176 are summarized on page 3.6-4 of the Draft EIR/EIS. Furthermore, coordination with utility providers would be required by PUE-IAMF#4 (see page 3.6-15 of the Draft EIR/EIS), which requires the Authority to prepare a technical memorandum, prior to construction, documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. The Authority will continue to coordinate with LADWP regarding any need to alter or relocate their facilities during the detailed design phase in accordance with applicable requirements.

4348-7975

The commenter states that no grading shall be conducted within the LADWP TLRW without prior written approval of the LADWP.

The Authority will continue to coordinate with LADWP regarding any need to alter or relocate their facilities during the detailed design phase in accordance with applicable requirements. As indicated in the EIR/EIS Page 3.6-4, the base standards for design, construction, installation, operation, and maintenance established by General Order 176 require coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., LADWP) so that the facilities of both parties are not prevented from performing as required or intended. In addition, coordination with utility providers would be required by PUE-IAMF#4 (see page 3.6-15 of the Draft EIR/EIS), which requires the Authority to prepare a technical memorandum, prior to construction, documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions.

This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

4348-7976

Refer to Standard Response PB-Response-PUE-2: Impacts to Existing Utilities/Infrastructure, PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter states that no structures shall be constructed within the LADWP TLRW without prior written approval of the LADWP. The Authority will continue to coordinate with LADWP regarding any need to alter or relocate their facilities during the detailed design phase in accordance with applicable requirements. No permanent structures are anticipated to be necessary for the SR14A Build Alternative alignment within the LADWP TLRW (See Appendix 3.1-A Palmdale to Burbank: Footprint Map book in the Draft EIR/EIS). As indicated on page 3.6-4 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS, the base standards for design, construction, installation, operation, and maintenance established by CPUC General Order (GO) 176 require coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., LADWP) so that the facilities of both parties are not prevented from performing as required or intended. Detailed plans will be developed during future project design stages and will be coordinated with impacted utility providers.

4348-7977

The commenter states that LADWP prohibits drainage structures or discharging of drainage onto the LADWP TLRW.

The Authority will continue to coordinate with LADWP during the detailed design phase in accordance with applicable requirements. Additionally, please note that HYD-IAMF#3 involves the preparation and implementation of a SWPPP, which would avoid or minimize changes to drainage, stormwater, and erosion patterns during construction. Hydromodification management procedures would include steps to maintain preconstruction hydrology by emphasizing on-site retention of stormwater runoff using measures such as flow dispersion, infiltration, and evaporation (supplemented by detention where required). In addition, BMPs would ensure that stormwater runoff is retained on-site per the stormwater management and treatment plan, as outlined in HYD-IAMF#1.

This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

4348-7978

The commenter states that fill slopes within the LADWP TLRW shall be compacted.

The Authority will continue to coordinate with LADWP regarding any need to alter or relocate their facilities during the detailed design phase in accordance with applicable requirements. As discussed in the Draft EIR/EIS Section 3.8, Hydrology and Water Resources, construction activities such as grading and excavation could redirect stormwater runoff by altering the existing drainage pattern. Soil would be compacted during ground-disturbing activities. The contractor would also implement appropriate erosion control methods documented in a Storm Water Pollution Prevention Plan (which would be developed per HYD-IAMF#3) and the Caltrans Construction Manual. Water and wind erosion control methods could include, but are not limited to, re-vegetation, stabilizers, mulches, and biodegradable geotextiles.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

4348-7979

The commenter provides specific requirements for access to tower footings for maintenance.

The Authority will continue to coordinate with LADWP during the detailed design phase. As indicated in the Draft EIR/EIS (page 3.6-4), the base standards for design, construction, installation, operation, and maintenance established by General Order 176 require coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., LADWP) so that the facilities of both parties are not prevented from performing as required or intended. In addition, coordination with utility providers would be required by PUE-IAMF#4 (see page 3.6-15 of the Draft EIR/EIS), which requires the Authority to prepare a technical memorandum, prior to construction, documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions.

This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

4348-7980

The commenter states that the Authority shall be responsible for maintenance of impacted areas within LADWP jurisdiction (transmission line right of way/TLRW) and notes that LADWP will not be liable for any damage to the proposed project during LADWP's operation and maintenance of impacted transmission lines.

As indicated on page 3.6-4 of Section 3.6 of the Draft EIR/EIS, the base standards for design, construction, installation, operation, and maintenance established by CPUC General Order 176 require coordination and cooperation between the Authority (the entity that owns the HSR system) and other facility owners (e.g., LADWP) so that the facilities of both parties are not prevented from performing as required or intended. In addition, coordination with utility providers would be required by PUE-IAMF#4 (see page 3.6-15 of Section 3.6 of the Draft EIR/EIS), which requires the Authority to prepare a technical memorandum, prior to construction, documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions.

In addition, please refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

4348-7981

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter identifies Los Angeles County Department of Water and Power (LADWP) access roadway specifications. As indicated in Section 3.6, Public Utilities and Energy, of the Draft EIR/EIS page 3.6-4, the base standards for design, construction, installation, operation, and maintenance established by CPUC General Order 176 require coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., LADWP) so that the facilities of both parties are not prevented from performing as required or intended. Utility maintenance access would be permitted by the Authority to local service providers for utilities within the HSR right-of-way. As discussed in Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility, the Authority will continue coordination through the project final design and engineering phases. The Authority will continue coordination with local government entities and utility owners by utilizing memoranda of understanding (MOUs) and cooperative agreements to establish its working relationships with local government entities along the HSR alignment in each project section as it moves forward with project implementation.

In addition, coordination with utility providers would be required by PUE-IAMF#4 (see page 3.6-15 of the Draft EIR/EIS), which requires the Authority to prepare a technical memorandum, prior to construction, documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. Please refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners for further information regarding compliance with locally adopted requirements when the Authority addresses construction impacts on local government facilities.

4348-7982

The commenter is requesting that the Authority have at least one qualified electrical worker on site to observe work and ensure OSHA requirements are followed. This comment is not related to the analysis or conclusions of the Draft EIR/EIS.

Please refer to Draft EIR/EIS Section 3.11 Safety and Security. Worksite safety in California, including construction worksite safety, is regulated by provisions of Title 8 of the Cal. Code Regs. and is overseen by Cal-OSHA. Title 8 requires compliance with standard procedures to prevent construction worksite accidents and requires a written workplace injury and illness prevention program to be in place (Cal-OSHA 2013a, 2013b). Construction activities will also be subject to standards included in California HSR Standard Safety Procedures (Authority 2014). In addition to legal requirements, the contractor will manage potential exposure to workplace hazards through implementation of Construction Safety and Health Plans for each phase of project construction (SS-IAMF#2).

4348-7983

The commenter indicates that no equipment taller than 14 feet, when fully extended, shall be used under the LADWP TLRW. The commenter also states that Conductor Survey data will need to be reviewed by LADWP.

EIR/EIS Appendix 3.6 Section 5.4.3 Permitting (page 3.6-A-13) clarifies that various utility agency permits or approvals shall be required prior to construction. The Authority will comply with the LADWP TRLW requirements for work to be performed within their ROW. Additionally, as indicated in the EIR/EIS (page 3.6-4), the base standards for design, construction, installation, operation, and maintenance established by General Order 176 require coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., LADWP) so that the facilities of both parties are not prevented from performing as required or intended.

This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

4348-7984

The commenter notes that agencies with utility infrastructure within proposed excavation sites shall be notified, and that the Authority shall be responsible for this coordination. The commenter also notes that Underground Service Alert (a.k.a. Dig Alert) shall be notified before commencing excavations.

Please refer to Draft EIR/EIS Section 3.6, page 3.6-5 and reference to Protection of Underground Infrastructure (California Government Code, Section 4216). This code requires that an excavator must contact a regional notification center (e.g., Underground Service Alert) at least 2 days before excavation of subsurface installations. The notification center will then notify the utilities that may have buried lines within 1,000 feet of the excavation. Representatives of the utilities are required to mark the specific location of their facilities within the work area prior to the start of excavation. The construction contractor is required to probe and expose the underground facilities by hand before using power equipment. This coordination will be undertaken by the Authority. Additionally, the Authority will require its contractor to coordinate with utility providers during construction, as required by PUE-IAMF#4 in Section 3.6.

4348-7985

The commenter indicates that CHSRA shall notify LADWP Transmission Construction and Maintenance group prior to start of any grading, paving, or construction work within the LADWP TLRW.

As described in Draft EIR/EIS Page 3.6-4, General Order 176 requires coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., LADWP) so that the facilities of both parties are not prevented from performing as required or intended. In addition, coordination with utility providers would be required by PUE-IAMF#4 (see page 3.6-15 of the Draft EIR/EIS), which requires the Authority to prepare a technical memorandum, prior to construction, documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. The Authority will continue to coordinate with LADWP in future stages of the project.

This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

4348-7986

The commenter states that all construction activities must adhere to LADWP Standard Conditions 1-9, 11A, 12 to 23B, 25, 27 to 30A, and 31B to 32, which are attached to their comment letter and have been reviewed by the Authority. As described in Draft EIR/EIS Section 3.6, page 3.6-4, General Order 176 requires coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., LADWP) so that the facilities of both parties are not prevented from performing as required or intended. In addition, coordination with utility providers would be required by PUE-IAMF#4 (see page 3.6-15 in Section 3.6 of the Draft EIR/EIS), which requires the Authority to prepare a technical memorandum, prior to construction, documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. The Authority will continue to coordinate with LADWP in future stages of the project in accordance with applicable requirements.

Response to Submission 4348 (Marshall Styers, Los Angeles Department of Water and Power, November 29, 2022) - Continued

4348-7987

The commenter notes that additional conditions from LADWP may be required following review of detailed site plans, grading/drainage plans, etc.

As clarified in previous responses, General Order 176 requires coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., LADWP) so that the facilities of both parties are not prevented from performing as required or intended. In addition, coordination with utility providers would be required by PUE-IAMF#4 (see page 3.6-15 of the Draft EIR/EIS), which requires the Authority to prepare a technical memorandum, prior to construction, documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. The Authority will continue to coordinate with LADWP in future stages of the project in accordance with applicable requirements.

4348-7988

The commenter notes that the comment letter should not be construed as an approval of any project. Comment noted. Responses are provided for each comment in the comment letter raising significant environmental issues.

Submission 4388 (Danica Nguyen, South Coast Air Quality Management District, November 30, 2022)

Palmdale - Burbank - RECORD #4388 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Business and/or Organization
First Name : Danica
Last Name : Nguyen
Attachments : LAC220901-10 DEIR California High Speed Rail System Project - Palmdale to Burbank Project Section.pdf (227 kb)

Stakeholder Comments/Issues :

Dear Mr. Stanich,

Attached are South Coast AQMD staff's comments on the Draft Environmental Impact Report/Environmental Impacts Statement (Draft EIR/EIS) for the California High-Speed Rail System Project - Palmdale to Burbank Project Section (SCH Number: 2014071074) (South Coast AQMD Control Number: LAC220901-10). Please contact me if you have any questions regarding these comments.

4388-9981

Regards,

Danica Nguyen
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4388-9982



SENT VIA E-MAIL:

November 30, 2022

Palmdale_Burbank@hsr.ca.gov
Serge.Stanich@hsr.ca.gov

Serge Stanich, Director of Environmental Services
 California High-Speed Rail Authority
 355 S Grand Avenue, Suite 2050
 Los Angeles, CA 90071

Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the California High-Speed Rail Project – Palmdale to Burbank Project Section August 2022 (Proposed Project) (SCH No.: 2014071074)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The California High-Speed Rail System Authority (Authority) is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. The following comments include recommended revisions to CEQA regional construction air quality analysis, health risk assessment (HRA), ambient air quality, impact avoidance and minimization features (IAMFs), additional air quality mitigation measures, and information about South Coast AQMD permits that the Lead Agency should include in the Final EIR/EIS.

South Coast AQMD Staff's Summary of Project Information in the Draft EIR/EIS

Based on the Draft EIR/EIS, the Authority proposes to develop the High-Speed Rail (HSR) system, which is an important transportation strategy. The HSR provides service for intercity travel in California on electrically powered, high-speed railroad tracks of more than 800 miles.¹ The Proposed Project is one of the project sections in the HSR system and spans approximately 31-38 miles between the city of Palmdale and Burbank, including a station in the city of Burbank near the Hollywood Burbank Airport.² The Proposed Project evaluates six Build Alternatives in the Draft EIR/EIS.³ Construction of the Proposed Project will occur over nine years from 2020-2029.⁴ It is anticipated that operations will begin in 2029.

South Coast AQMD Staff's Comments on the Draft EIR

CEQA Regional Construction Air Quality Analysis

In the Draft EIR/EIS, the Authority discusses that all six Build Alternatives would involve the use, storage, transport, and disposal of hazardous materials and wastes, such as wasted materials and contaminated soil or groundwater.⁵ Additionally, excavation and tunneling would generate

¹ Draft EIR/EIS, Summary Section, Page S-1.

² *Ibid.*

³ *Ibid.*, Summary Section, Page S-2.

⁴ *Ibid.*, Section 3.3, Page 3.3-28.

⁵ *Ibid.*, Section 3.10, Page 3.10-21.

Submission 4388 (Danica Nguyen, South Coast Air Quality Management District, November 30, 2022) - Continued

Serge Stanich

November 30, 2022

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4388-9982

different quantities of potentially hazardous spoil materials, such that Refined SR14 and SR14A have 9.2 million cubic yards (mcy), E1 and E1A have 3.0 mcy, and E2 and E2A have 3.8 mcy of hazardous spoil.⁶ However, the Authority does not explain how this amount was developed in the Draft EIR/EIS. Furthermore, the Authority identifies the number of high-priority Potential Environmental Concerns (PEC) sites with known and/or suspected contamination during construction.⁷ The maximum number of high-priority PEC sites is 26 among all six Build Alternatives.⁸ It is unclear if the removal of hazardous spoil materials for those 26 sites is in addition to or included in the above million cubic yards of hazardous spoil materials and should be clarified in the Final EIR/EIS. The Authority identifies potential disposal sites for spoil materials within 25 miles one-way for the Palmdale to Burbank Section, which are Vulcan Mine, Boulevard Mine, and CalMat Mine in the Air Quality and Global Climate Change Technical Report.⁹ It is assumed that spoils would be hauled by trucks with an 18-cubic yard capacity.¹⁰ However, the number of hauling trucks during these activities and how the associated hauling trucks' emissions were calculated are not discussed in detail.

4388-9983

In the Public Utilities and Energy Section of the Draft EIR/EIS, the Authority also identifies five off-site disposal landfill facilities for solid waste collections: Antelope Valley Recycling and Disposal Facility in the City of Palmdale, Sunshine Canyon Landfill in the community of Sylmar, Burbank Landfill in the City of Burbank, Lancaster Landfill in the Los Angeles County, and Mojave Rosamond Landfill in the Kern County,¹¹ which are less than 20 miles away from the Proposed Project site (one-way) for most of the off-site landfills. As mentioned, the Proposed Project will require the removal of spoil materials. Depending on the type of spoil materials, those might not be accepted at any of the listed off-site disposal landfills. It may need to be disposed of at a permitted hazardous disposal facility outside Los Angeles County with a one-way trip length that is likely longer than 20 miles, which is the default trip length in the CalEEMod. Therefore, South Coast AQMD staff recommends that the Authority identifies the permitted hazardous disposal facility that the Proposed Project will use to dispose of hazardous materials, the number of hauling truck trips during the activities, re-calculate the Proposed Project's construction emissions from haul truck trips based on the appropriate one-way trip length and disclose it in the Final EIR/EIS. If the revision is not included in the Final EIR/EIS, the Authority should provide reasons supported by substantial evidence in the record to explain why it is not included.

4388-9984

Recommended Revisions to the Health Risk Assessment (HRA)

HRA Analysis Results

In the Draft EIR/EIS, the Authority discusses cancer and noncancer maximum health risk from the Proposed Project's construction, with the detailed analysis and results provided in the Air Quality and Global Climate Change Technical Report.¹² The HRA analyzes six discrete cases chosen for the worst-case scenario along the Build Alternatives alignments.¹³ However, South Coast AQMD

⁶ *Ibid.*, Section 3.10, Page 3.10-22.

⁷ *Ibid.*, Section 3.10, Page 3.10-32.

⁸ *Ibid.*, Section 3.10, Page 3.10-32.

⁹ Air Quality and Global Climate Change Technical Report, Page 2-41,42.

¹⁰ Air Quality and Global Climate Change Technical Report, Page 2-42.

¹¹ *Draft EIR/EIS*, Section 3.6, Page 3.6-56.

¹² *Ibid.*, Section 3.3 Page 3.3-106.

¹³ *Ibid.*

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found that the cancer risks stated in the Draft EIR/EIS results differ from the Air Quality Technical Report. According to the Draft EIR/EIS, the maximum cancer risk is 9 in a million, as shown in Table 3.3-31 in the Draft EIR/EIS.¹⁴ The Authority concludes that the Proposed Project construction would not exceed applicable thresholds for cancer risk¹⁵ compared to the South Coast AQMD Air Quality CEQA Significance Thresholds¹⁶ for toxic air contaminants and therefore does not require any mitigation. In contrast, Table 13 in the Air Quality and Global Climate Change Technical Report shows the maximum cancer risk associated with the Proposed Project's construction is 41 in a million,¹⁷ which exceeds the South Coast AQMD Air Quality CEQA Significance Thresholds for toxic air contaminants. Therefore, South Coast AQMD staff recommends that the Authority review and revise the HRA analysis in the Draft EIR/EIS and the Air Quality and Global Climate Change Technical Report with consistent results and include them in the Final EIR/EIS. In the event that the cancer risks exceed the South Coast AQMD Air Quality CEQA Significance Thresholds for toxic air contaminants, the Authority should include additional air quality mitigation measures in the Air Quality Section of the Final EIR/EIS to commit to evaluating the potential impacts to reduce the cancer risk prior to any construction activities. If the additional air quality mitigation measures are not included in the Final EIR/EIS, the Authority should provide reasons supported by substantial evidence in the record to explain why the additional air quality mitigation measures are not necessary.

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Additional HRA Analysis

From the time when the Draft EIR/EIS was prepared till the current review day in November 2022, it is possible that new sensitive land uses were sited in proximity to the Proposed Project. These could be projects, including residential units, schools, etc. As a result, the number of sensitive receptors used in the analysis for the Proposed Project Build Alternatives alignments and the estimated maximum cancer risks from all the receptors could be underestimated. Based on the HRA technical files, the HRA analysis was prepared in October 2020 and possibly did not include sensitive receptors from the approved and foreseeable projects between late 2020 and the present. Although the Authority lists planned, submitted, in progress, and approved projects based on the City (e.g., City of Burbank) in Appendix 3.19-A: Cumulative Project List,¹⁸ South Coast AQMD staff recommends that the Authority checks with the planning divisions of the City and County (e.g., City of Burbank,¹⁹ City of Palmdale,²⁰ etc.) to determine if any recently approved or foreseeable future projects that might have sensitive receptors located nearby the Proposed Project, and if so, re-evaluate the HRA analysis with the additional potential sensitive receptors along the Proposed Project, determine the cancer risks, and include the information in the Final EIR/EIS. Moreover, the Authority should also have these currently approved and foreseeable future projects, which have not been discussed in the Cumulative Analysis Section, under the cumulative impacts analysis, pursuant to the CEQA Guidelines Section 15130.²¹ If the revision is not included in the

¹⁴ *Ibid.*

¹⁵ *Ibid.*

¹⁶ South Coast AQMD Air Quality Significance Thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

¹⁷ *Ibid.*, Air Quality Technical Report (Authority 2020), Page C-31.

¹⁸ *Ibid.*, Appendix 3.19-A: Cumulative Project List.

¹⁹ City of Burbank. Access at: <https://www.burbankca.gov/web/community-development/active-projects>.

²⁰ City of Palmdale. Access at: <https://cityofpalmdale.org/277/Environmental-Documents>.

²¹ 2022 CEQA Statute & Guidelines. Access at: https://www.califaep.org/docs/2022_CEQA_Statute_and_Guidelines.pdf.

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Final EIR/EIS, the Authority should provide reasons supported by substantial evidence in the record to explain why it is not included.

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Recommended Revisions to the Ambient Air Quality

Under Air Quality Section in the Draft EIR/EIS, the Authority discusses the existing air quality conditions by monitoring data collected in the region, as shown in Table 3.3-8. The Authority summarizes the ambient monitoring results at three stations, Lancaster, Santa Clarita, and Reseda, for three years between 2017-2019.²² South Coast AQMD staff recommends that the Authority revise the section and use the most current updated data for the historical monitoring data, as provided via South Coast AQMD website,²³ and include the revision in the Final EIR/EIS. If not, the Authority should provide reasons supported by substantial evidence in the record to explain why those years were selected in the analysis.

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Recommended Revisions to Existing Impact Avoidance and Minimization Features (IAMFs)

Based on an estimated construction timeframe, the Authority will require the use of off-road Tier 4 construction equipment and an average fleet mix of on-road haul trucks that meet or exceed the model year 2010 engine standard, according to the proposed Air Quality AQ-IAMF#4 and AQ-IAMF#5,²⁴ along with the Transportation TR-IAMF#7 that requires the use of construction truck routes away from sensitive receptors.²⁵ However, it is possible that the construction could be delayed beyond these timeframes. Therefore, to achieve additional emission reductions to the maximum extent feasible, South Coast AQMD staff recommends that the Authority strengthen the existing IAMFs in the Final EIR/EIS. According to the California Air Resources Board (CARB) Strategies for Reducing Emissions from Off-Road Construction Equipment, the implementation of off-road Tier 5 starting in 2027/2028 and the Governor's Executive order in September 2020 requires CARB to develop and propose a full transition to Zero Emissions (ZE) by 2035, wherever feasible.²⁶ The Authority should seek opportunities to require using zero-emissions (ZE) off-road construction equipment and ZE or near-zero emissions (NZE) material delivery and soil import/export haul trucks during construction. The Authority should also require truck routes to be clearly marked with trailblazer signs. Since the Proposed Project will result in significant and unavoidable construction air quality impacts, particularly for NOx and CO, to further reduce construction emissions and their impacts on nearby sensitive receptors, South Coast AQMD staff recommends that the Authority strengthen the existing measures AQ-IAMF#4, AQ-IAMF#5, and TR-IAMF#7 in the Final EIR/EIS given the lengthy timeline of the project and advancements in cleaner equipment over time.

²² *Ibid.* Section 3.3, Page 3.3-44.

²³ South Coast AQMD Historical Air Quality Data. Access at: <http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year>

²⁴ *Ibid.* Section 3.3, Page 3.3-21

²⁵ *Ibid.* Section 3.2, Page 3.2-14.

²⁶ Presentation can be found at:

<http://www.aqmd.gov/does/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmp-presentations-01-27-21.pdf>

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AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment

South Coast AQMD staff's recommended revisions to AQ-IAMF#4 are in strikethrough and underlined as follows.

- All heavy-duty off-road construction diesel equipment used during the construction phase will meet Tier 4 Final engine or newer requirements, including ZE off-road construction equipment. Include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any construction activities. A copy of each unit's certified tier or model year specification shall be available upon request at the time of mobilization of each applicable equipment unit. Require periodic reporting and provision of written construction documents by construction contractor(s) to ensure compliance and conduct regular inspections to the maximum extent feasible to ensure compliance.

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AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment

South Coast AQMD staff's recommended revisions to AQ-IAMF#5 are in strikethrough and underlined as follows.

- Prior to the issuance of construction contracts, the Authority would incorporate the following material hauling truck fleet mix requirements into the contract specifications:

At a minimum, all on-road trucks used to haul construction materials, including fill, ballast, rail ties, and steel, would consist of an average fleet mix of equipment model year 2010 or newer haul trucks that meet California Air Resources Board's (CARB) 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions, but no less than the average fleet mix for the current calendar year as set forth in the CARB's EMFAC 2014 database. [...]. Alternatively, require using ZE or NZE material delivery and soil import/export haul trucks during construction.

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TR-IAMF#7: Construction Truck Routes

South Coast AQMD staff's recommended revisions to TR-IAMF#7 are in strikethrough and underlined as follows.

- The Contractor shall deliver all construction-related equipment and materials on the appropriate truck routes and shall prohibit heavy-construction vehicles from using alternative routes to get to the site. Truck routes would be established away from schools, daycare centers, and residences or along routes with the least impact if the Authority determines those areas are unavoidable. This measure shall be addressed in the CTP. The Authority should also require that truck routes are clearly marked with trailblazer signs so that trucks will not enter areas where sensitive receptors are present.

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Additional Recommended Air Quality Mitigation Measures

Construction-Related Air Quality Mitigations Measures

In the Draft EIR/EIS, the Authority proposes under Air Quality Mitigation Measures AQ-MM#1²⁷ to purchase emissions credits from South Coast AQMD to offset the Proposed Project's construction emissions. South Coast AQMD staff looks forward to further discussions with the Authority on the approach and mechanism to demonstrate that General Conformity requirements have been met. CEQA requires that the Lead Agency considers mitigation measures to minimize significant adverse impacts (CEQA Guidelines Section 15126.4) and that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. The Authority can and should require additional air quality mitigation measures to generate direct reductions of emissions from regional pollutants before purchasing offset emission credits. The Authority can and should incorporate emissions reductions outside the area of the Proposed Project by requiring the use of cleaner construction equipment and heavy-duty haul trucks that will be used for material delivery trucks and soil import/export. Specifically, the Authority can and should require the use of ZE or NZE trucks, such as trucks with natural gas engines that meet the CARB's adopted optional NOx emission standard of 0.02 grams per brake horsepower-hour (g/bhp-hr).

On November 17, 2022, CARB approved amendments to the In-Use Off-Road Diesel-Fueled Fleet Regulations²⁸ to further reduce emissions from the off-road sector. The off-road vehicles signed to the amendments are used in construction, industrial operations, and other industries. The amendment phases-in will start in 2024 and through the end of 2036, which includes changes to enhance enforceability and encourage the adoption of ZE technologies. It is recommended that the Authority review the amendments and other CARB regulations applicable to the Proposed Project and include the information in the Final EIR/EIS.

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Technology is transforming the transportation sector at a rapid pace. ZE construction equipment and cleaner trucks, such as ZE or NZE trucks that meet the newly approved CARB standard or optional low NOx standard, will become increasingly more feasible and commercially available as technology advances. If using ZE or NZE construction equipment and heavy-duty haul trucks as a mitigation measure to reduce the Proposed Project's construction air quality impacts is not feasible today, they could become feasible in a reasonable period of time during the Proposed Project's nine-year construction period, which may be extended into the future (CEQA Guidelines Section 15364). Therefore, it is recommended that the Authority develop a process with performance standards to require and/or accelerate the deployment of the lowest emission technologies and the utilization of ZE or NZE construction equipment and heavy-duty haul trucks (CEQA Guidelines Section 15126.4(a)). The Authority can and should develop the performance standards as follows or any other comparable standards in the Final EIR/EIS.

- Develop a minimum amount of ZE or NZE construction equipment and heavy-duty haul trucks that the Proposed Project must use during each year of construction to ensure

²⁷ *Ibid.* Section 3.3 Page 3.3-130

²⁸ CARB Approves Amendment to the In-Use Off-Road Diesel-Fueled Fleets Regulations. Access at: <https://w2.arb.ca.gov/news/carb-approves-amendments-road-regulation-further-reduce-emissions>.

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adequate progress. Include this requirement in the Proposed Project's construction bid documents.

- Establish a construction contractor(s)/truck operator(s) selection policy that prefers construction contractor(s)/truck operator(s) who can supply ZE or NZE construction equipment and heavy-duty haul trucks. Include this policy in the Request for Proposal for selecting construction contractor(s)/truck operator(s).
- Develop a target-focused and performance-based process and timeline to review the feasibility of implementing the use of ZE or NZE construction equipment and heavy-duty haul trucks during construction. Include this process and timeline in the Construction Management Plan.
- Develop a project-specific process and criteria for periodically assessing progress in implementing the use of ZE or NZE construction equipment and heavy-duty haul trucks during construction. Include the assessment process and criteria in the Construction Management Plan.

Implementation of the Proposed Project contributes to Basin-wide NOx emissions. Requiring the use of ZE or NZE construction equipment and heavy-duty haul trucks supports South Coast AQMD's efforts to attain state and federal air quality standards as outlined in the 2016 Air Quality Management Plan (AQMP), specifically an additional 45 percent reduction in NOx emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment.^{29,30} Requiring the use of ZE or NZE construction equipment and heavy-duty haul trucks also fulfills the Lead Agency's legal obligation to mitigate the Proposed Project's significant construction air quality impacts and complies with CEQA's requirements for mitigation measures.

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Operation-Related Air Quality Mitigation Measures

Require at least six percent of the Proposed Project's 3,000 surface parking spaces at the Burbank Airport Station³¹ to provide electric vehicle (EV) charging stations, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles to plug-in. The Authority should quantify emissions from generating additional electricity for the EV charging stations and combine them with emissions from energy consumption for the electrified trains to analyze the Proposed Project's operational air quality impacts in the Final EIR/EIS. The Authority should also evaluate and identify sufficient power available for passenger vehicles and supportive infrastructures (e.g., EV charging stations) in Section 3.6, Public Utilities and Energy, of the Final EIR/EIS, where appropriate.

- Consider implementing Smart Parking systems to reduce vehicle idling time in parking facilities.

²⁹ South Coast AQMD. March 3, 2017. *2016 Air Quality Management Plan*. Accessed at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.

³⁰ Appendix I: *Health Effects* of the 2016 AQMP. Access at: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp-appendix-i.pdf>.

³¹ *Ibid.* Summary Section. Page S-27.

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- Collaborate with local and regional agencies and transportation providers to develop incentive programs or other methods to increase ridership.

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South Coast AQMD Permits and Responsible Agency

In the Draft EIR/EIS, the Authority will require the use of concrete batch plants, conduct gas monitoring and collection, and abandon active oil and gas wells within 200 feet of the proposed rail tracks. The Final EIR/EIS should discuss how the Proposed Project will comply with South Coast AQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil³² and Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants.³³ The Authority should consult with South Coast AQMD’s Engineering and Permitting staff to determine if any permits from South Coast AQMD will be required. If permits from South Coast AQMD are required, the Authority should identify South Coast AQMD as a Responsible Agency in the Final EIR/EIS. Please contact South Coast AQMD’s Engineering and Permitting staff at (909) 396-3385 for questions on permits. For more general information on permits, please visit South Coast AQMD’s webpage at: <http://www.aqmd.gov/home/permits>.

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Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, when the Lead Agency’s position is at variance with recommendations raised in the comments, the issues raised in the comments should be addressed in detail, giving reasons why specific comments and suggestions are not accepted. There should be good faith and reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision-makers and to the public who are interested in the Proposed Project.

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang

Program Supervisor, CEQA-IGR

Planning, Rule Development & Implementation

ND:MK:MM:SW:DN
LAC220901-10
Control Number

³² South Coast AQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. Access at: <http://www.aqmd.gov/docs/default-source/rule-book/req-xi/rule-1166.pdf>.

³³ South Coast AQMD Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants. Access at: <http://www.aqmd.gov/docs/default-source/rule-book/req-xiv/rule-1466.pdf>.

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The commenter, South Coast Air Quality Management District (AQMD), refers to their specific comments which include recommended revisions to CEQA regional construction air quality analysis, health risk assessment (HRA), ambient air quality, impact avoidance and minimization features (IAMFs), additional air quality mitigation measures, and information about South Coast AQMD permits that the Lead Agency should include in the Final EIR/EIS. Specific comments are responded to subsequently. Thank you for your comment.

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Refer to Standard Response PB-Response-TRA-2: Impacts of Tunnel Spoils Off-Haul/Deposition.

The commenter refers to Section 3.10 Hazardous Materials and Wastes of the Draft EIR/EIS, specifically p. 3.10-21-22 and p. 3.10-32, and to the Air Quality and Global Climate Change Technical Report, specifically p. 2-41-42. The commenter summarizes the Draft EIR/EIS assumptions regarding hazardous spoils quantities and truck hauling capacity, information regarding high-priority PEC sites, and the locations of potential hazardous material disposal sites. The commenter notes the absence in the Draft EIR/EIS of 1) an explanation as to how the hazardous spoils quantities were developed, 2) clarification as to whether those calculations include removal of hazardous spoil materials from 26 high-priority PEC sites, and 3) quantification of the number of hauling trucks and explanation of the methodology for calculating the associated hauling truck emissions.

Below, information pertinent to the analysis included in the Draft EIR/EIS is presented. In addition and as referenced in the Standard Response, as part of the Final EIR/EIS, the total volume of spoils that would be generated by construction of the Build Alternatives has been refined and the total amount of spoils would be reduced. The reduction in spoils generation would result in less activity at the study intersections, roadway segments, freeway on-ramps, and freeway segments, as a result of fewer construction spoils hauling trucks per hour, fewer hours per day when hauling would occur, and shorter construction durations. In addition, this reduction would not change any of the haul routes assumed in the analysis. Overall, there would be no change in effects disclosed in the Draft EIR/EIS analysis but the reduction in the spoils quantity would have a general result of reducing the severity of the effects associated with spoils hauling.

With respect to how the spoils quantities were developed, p. 3.10-22 in Section 3.10 of the Draft EIR/EIS identifies the total volume of hazardous spoils that could be generated by the different Build Alternatives. The spoils volume generated by bored tunnel and cut-and-cover excavation was measured using the drawings provided in Draft EIR/EIS Volume 3 Preliminary Engineering for Project Definition and multiplying the excavated cross-section by the tunnel length. The excavated volume was multiplied by two in the

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case of twin tunnels, and the excavated volume of cross-passages and other ancillary minor excavations was added to this volume. The volume of excavation at portals was calculated assuming a cut slope excavation of 2H:1V as shown on drawings. For transportation, the volumes of spoil generated by tunnel, open trench, and cut-and-cover excavation were estimated with bulking factors in mind. Bulking occurs when soil or rock is excavated such that one cubic yard of soil or rock at the borrow site does not translate into one cubic yard of fill in the truck. As the in-situ soil and rock are excavated, the material will expand. The so-called “bank-to-bulking” factors are generally 1.6 to 1.8 for rock excavation, and 1.2 to 1.3 for soil excavation. In other words, 1 cubic yard of rock material in the ground would be expected to produce 1.6 to 1.8 cubic yards of rock spoil material to be transported. Depending on the alternative, estimated bank volumes for each alternative are projected to be between 24 and 33 million cubic yards (Mcy), and estimated bulk volumes between 39 and 47 Mcy, for all tunnels and open excavations. Regarding the PEC site calculations, the Draft EIR/EIS used a conservative assumption for the purposes of its analysis. This assumption was that all of the material proposed for excavation would be hazardous. It is likely, however, that each of the Build Alternatives would produce a smaller quantity of hazardous spoils than estimated. Therefore, given the conservative assumption made in the Draft EIR/EIS, the estimates for hazardous spoils include soils related to PEC sites. To determine the number of trucks (or individual truck trips) required to haul the estimated spoils quantities away from each site for each alternative, the Authority used the estimated quantities of spoils generated by project construction and apportioned them to each site of spoil removal. For the purposes of the spoils analysis, it was assumed that spoils hauling by truck would be by trucks with an 18-cubic-yard capacity. It was assumed that TBMs would run 24 hours a day for 7 days a week, because the machines can jam if halted. As such, spoils from bored tunnel construction would be generated on a continual basis. Other types of excavation, such as for cut-and-cover tunnels, could occur during 8-hour workdays. Refer to Appendix 2.0-I, Spoils Disposal Assumptions used for Environmental Analysis for the Draft EIR/EIS, which outlines spoils removal locations, bulk cubic yards per day, duration, and number of outbound truck trips/hour for each Build Alternative. With respect to emissions from truck material hauling, this analysis is included in the emissions modeling for the project, pursuant to assumptions made for the project (see Draft EIR/EIS Section 3.3, pages 3.3-1, 3.3-23 [Table 3.3-3], 3.3-27 to 3.3-28). Emissions modeling for construction activities used the spoils hauling volumes and the

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associated haul truck trips developed by project engineers that were provided in the Draft EIR/EIS, as discussed in Section 3.3, Air Quality and Global Climate Change. The emissions model included the off-road equipment and on-road haul truck trips required for each tunnel segment. [The commenter provided a similar comment on the Burbank to Los Angeles Project Section Draft EIR/EIS. The previous comment and the Authority’s response can be found in Chapter 22 of the Burbank to Los Angeles Project Section Final EIR/EIS, #873-1591 (pages 22-254-255 and 22-268).]

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The commenter requests that the EIR/EIS identify the permitted hazardous waste disposal facility that the project will use to dispose of spoils classified as hazardous materials, the number of spoils hauling truck trips for disposing of hazardous materials, and recalculated emissions from spoils hauling to account for these trips.

The majority of spoils materials generated by the project are expected to be non-hazardous material. However, Section 3.10 of the Draft EIR/EIS identified that the Refined SR14 and SR14A Build Alternatives of the Palmdale to Burbank Section would generate 9.2 million cubic yards of hazardous materials waste and would be able to be disposed of at one of the solid waste disposal facilities identified within 20 miles (one-way trip). Since preparation of the Draft EIR/EIS, the Authority has refined these assumptions. The total amount of hazardous waste materials associated with the Refined SR14 and SR14A Build Alternatives (the most conservative) was reduced from 9.2 million cubic yards to 5.3 million cubic yards. Class I/Class II Hazardous/Designated Waste contaminated spoils would be hauled to the Buttonwillow landfill, which would be located at most 127 miles away from the Burbank Airport Station (the furthest point from the Buttonwillow landfill), while Class III Non-Hazardous, Contaminated Waste would be hauled to facilities that accept Class III materials (on average 40 miles one-way). Please note that some Class I/Class II Hazardous/Designated Waste contaminated spoils would have a haul distance less than 127 miles; similarly, some Class III Non-Hazardous, Contaminated Waste would have a haul distance less than 40 miles (Class III Non-Hazardous, Contaminated Waste facilities are located between 13-59 miles from spoils sites). Based on the refined analysis, the Authority has clarified the text and analysis in Section 3.3, Air Quality and Global Climate Change and Section 3.10 Hazardous Materials and Wastes, of the Final EIR/EIS to reflect the additional analysis indicating that some of the excavated material could require disposal at a permitted facility, and that such material would be hauled by truck to the Buttonwillow facility for disposal. As described in Section 3.3, Air Quality and Global Climate Change of the Final EIR/EIS, these revisions would not change the conclusions regarding air quality impacts.

Hazardous materials would be handled in accordance with the CUPA regulations and disposed of off-site at a properly licensed/maintained facility located within the state of California. Many of the sites containing hazardous spoils and/or hazardous materials are associated with the PEC sites listed in Draft EIR/EIS Section 3.10, Hazardous Materials and Wastes, Section 3.10.5.3. Contaminated materials would be removed from the tunnel construction areas and could be temporarily stockpiled onsite before being

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hauled to a suitable hazardous waste treatment site. Implementation of IAMFs will require the contractor to implement a series of plans and procedures to minimize hazards associated with use, storage, transportation, and disposal of hazardous material and waste. Additional information regarding the transport of hazardous spoils is provided in Section 3.10.6.3 under Impact HMW#1: Hazards due to the Routine Transport, Use, or Disposal of Hazardous Materials during Construction.

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The comment states that there are discrepancies between the health risks listed in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS and the Technical Report. Table 3.3-31 in the Draft EIR/EIS shows the values of the health risks associated with construction emissions at the maximally exposed individual location at each individual case location. The SCAQMD has established thresholds for cancer risk and non-cancer health impacts (SCAQMD 2019). The cancer risk threshold is 10 per million. For chronic and acute risk, the hazard index threshold is 1.0. Table 3.3-31 indicates that none of the cases would result in exceedances of applicable thresholds for cancer risk and for chronic and acute noncancer health impacts. The dispersion analyses were re-run in November 2021 due to refinements for the construction methodology. As the results of that modeling were incorporated directly into the Draft EIR/EIS, the data included in the Technical Report and the two Supplemental Reports has been superseded. The values listed in Table 3.3-31 of the Draft EIR/EIS are the correct values and reflect the reductions provided by the mitigation measures listed in Section 3.3.7. As none of the cases would result in exceedances of SCAQMD thresholds for cancer risk nor for chronic and acute noncancer health impacts, no additional measures are required. The Authority has prepared a supplement to the Technical Report to be consistent with the correct values presented in the Draft EIR/EIS. The data contained within Section 3.3.6.3 of the Draft EIR/EIS remains correct.

Response to Submission 4388 (Danica Nguyen, South Coast Air Quality Management District, November 30, 2022) - Continued

4388-9985

South Coast AQMD staff recommends that the Authority check with local and regional jurisdictions to determine if, since the studies were done for the Draft EIR/EIS, any additional recently approved or foreseeable future projects that might have sensitive receptors may have been/or will be in the reasonably foreseeable future, located near the Palmdale to Burbank Project Section. If so, they request the Authority re-evaluate the HRA analysis with the additional potential sensitive receptors along the Palmdale to Burbank Project Section, including for the Cumulative analysis.

The baseline year for the analysis of project impacts under CEQA was established after the CEQA Notice of Preparation was filed on July 24, 2014, just after the public scoping period for the project was completed and at the onset of environmental analysis (see Draft EIR/EIS, pp. S-7, 3.3-23 to 3.3-24). CEQA supports establishing baseline physical conditions in this manner, therefore, the use of the existing baseline, from whence this data was collected, is appropriate under CEQA.

Since the preparation of the HRA, no new sensitive receptors have been identified near the Build Alternatives, particularly the Authority's Preferred Alternative (SR14A Build Alternative) where the alignment would be above ground and not in a tunnel. The commenter does not identify any specific new sensitive receptors that should be considered in the analysis. The HRA analysis only evaluated the health risks at the sensitive receptors located near the areas with intensive, long-duration, construction activity. It is unlikely that any new sensitive receptors would be built closer than those already evaluated because the communities along the Build Alternative alignments are relatively stable/mature in nature, meaning they have well established land use patterns that are not readily subject to change.

The primary areas where Build Alternative alignments occur above ground are south of the City of Palmdale, Bee Canyon, and in the San Fernando Valley. South of Palmdale, heading towards the Central Subsection, the surrounding areas are sparsely developed with pockets of low-density rural residential uses along SR 14. These areas have remained stable for many years. No land use changes are expected to occur in this area, as no substantive land use changes have occurred since the area was first designated and zoned. Any new homes constructed in this area would be isolated residences on large parcels, which would not alter the HRA analysis or conclusions. The

4388-9985

Bee Canyon area is and remains undeveloped, with much of the property in this area having been purchased by the City of Santa Clarita and designated and zoned as Heavy Agriculture (LA County 2023). The San Fernando Valley is highly urbanized, zoned and designated for a variety of urban land uses, which have been stable. This area was the focus of the HRA and the sensitive land uses evaluated in the analysis have not changed, nor are they anticipated to substantively change in the foreseeable future given that the majority of the area has been built out.

Response to Submission 4388 (Danica Nguyen, South Coast Air Quality Management District, November 30, 2022) - Continued

4388-9986

The comment requests that the monitoring data listed in Table 3.3-8 of the Draft EIR/EIS be updated to reflect the latest concentrations.

The baseline year for the analysis of project impacts under CEQA was established after the Notice of Preparation was filed on July 24, 2014, just after the public scoping period for the project was completed and at the onset of environmental analysis (see Draft EIR/EIS, pp. S-7, 3.3-23 to 3.3-24). CEQA Guidelines section 15125(a)(1) explicitly supports establishing baseline physical conditions in this manner, therefore, the use of a 2015 baseline is appropriate. So, although the Authority is not required under CEQA to make the update requested by the commenter, the Authority has done so at the request of SCAQMD. In the Final EIR/EIS, the Authority updated the ambient criteria pollutant concentrations in Table 3.3-8 using the historical air quality data from SCAQMD's website. Other than the particulate matter concentrations, the updated values are similar to or lower than the values included in the Draft EIR/EIS. For those updates that result in lower values, this would mean that the project's impacts would also be lower and, therefore, the values identified in the Draft EIR/EIS are conservative.

The ambient particulate matter emissions do increase in the area in 2020 and 2021. However, as discussed in Impact AQ#5 in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS; because the ambient PM10 concentrations in the SCAB and the Antelope Valley portion of the MDAB exceed the CAAQS and ambient PM2.5 concentrations in the SCAB exceed both the NAAQS and CAAQS, the construction emissions of these two pollutants are evaluated without the addition of their respective background concentrations. Therefore, the change in ambient background concentrations would not affect the emission modeling or significance determinations.

4388-9987

The commenter is recommending revision to the IAMFs. The Authority recognizes that there are potential opportunities for the use of Zero Emission (ZE) off-road construction equipment and ZE or near-zero emission (NZE) material delivery and soil import/export trucks in the near future. According to the SCAQMD's Off-Road Equipment White Paper for the 2016 Air Quality Management Plan, the SCAQMD acknowledged that there is a need to develop new off-road engines and equipment that will be at ZE and NZE levels. The SCAQMD has strengthened this goal in the recently adopted 2022 AQMP. The 2022 AQMP continues to advocate for ongoing research in off-road engine duty cycles comparing energy needs versus power provided by battery technology and hybridization.

The 2022 AQMP also supports the required transition to zero and low emission technologies by promoting, among other things, the electrification and hybridization requirements that could be included with additional regulations, such as Tier 5 standard implementation, in-use off-road rule or extension, new requirements similar to Advanced Clean Trucks. With implementation of Mitigation Measure AQ-MM#3, the Authority and all project construction contractors will require that a minimum 25 percent, with a goal of 100 percent, of all light-duty on road vehicles (e.g., passenger cars, light duty trucks) associated with the project (e.g., on-site vehicles, contractor vehicles) use ZE or NZE technology. Furthermore, the Authority and all project construction contractors shall have the goal that a minimum of 25 percent of all heavy-duty on-road vehicles (e.g., for hauling, material delivery, and soil import/export) associated with the project use ZE or NZE technology. The Authority and all project construction contractors also have the goal that a minimum of 10 percent of off-road construction equipment use ZE or NZE vehicles.

If local or state regulations mandate a faster transition to using ZE and/or NZE vehicles at the time of construction, the more stringent regulations will be applied. The Authority recommends that all construction activities that would attract diesel truck trips avoid using local residential streets by clearly marked routes with way-finding signs. The requested signage is a good example of the type of measure that could be included in the CTP based upon site conditions at the time of construction and in close consultation with the local jurisdiction having authority over the site. No changes to IAMF AQ-IAMF#4, AQ-IAMF#5, and TR-IAMF#7 have been made in response to comments on

Response to Submission 4388 (Danica Nguyen, South Coast Air Quality Management District, November 30, 2022) - Continued

4388-9987

the Draft EIR/EIS because the IAMFs are part of the project description and have been considered in the environmental analyses prepared for the EIR/EIS.

4388-9988

The commenter requests revisions to AQ-IAMF#4 related to Tier 4 and zero-emissions construction equipment. As discussed in Section 3.3, Air Quality and Global Climate Change, mitigation measure AQ-MM#1 would require the Authority to work with the SCAQMD to offset construction emissions through a contractual agreement to fund emission reduction programs. Under this measure, the Authority will continue to participate in ongoing coordination to reduce emissions to the extent feasible, will use cleaner off-road construction equipment, and will offset the remaining emissions

Regarding the use of Tier 4 and zero-emissions equipment, Mitigation Measure AQ-MM#3 (described in Section 3.3 of the Draft EIR/EIS) requires the Authority and all project construction contractors to use a minimum of 25 percent, with a goal of 100 percent, light-duty on-road vehicles (e.g., passenger cars, light-duty trucks) equipped with zero-emissions or near-zero-emissions technology; a goal to use a minimum of 25 percent of all heavy-duty on-road vehicles associated with the project equipped with zero-emissions or near-zero-emissions technology; and a goal to use a minimum of 10 percent of off-road construction equipment powered by zero-emissions or near-zero-emissions technology. As the commenter's recommended revisions are already accounted for in Mitigation Measure AQ-MM#3, no revisions were made to AQ-IAMF#4. Please also refer to the response to comment 9987.

4388-9989

The commenter suggests revisions to AQ-IAMF#5.

As described in Section 3.3.7, Mitigation Measures in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS, AQ-MM#3 requires the Authority and all project construction contractors to use ZE or NZE technology for: light-duty on-road vehicles (a minimum of 25 percent with a goal of 100 percent), heavy-duty on-road vehicles (a minimum of 25 percent), and off-road construction equipment (a minimum of 10 percent). If local or state regulations mandate a faster transition to using ZE and/or NZE vehicles as the time of construction, the more stringent regulations will be applied. The project will have a goal of surpassing the requirements of any future regulations under this mitigation measure.

Due to the size of the project and the volume of equipment required for construction, it is not known if sufficient on-road ZE or NZE vehicles would be available to exceed the percentages required in AQ-MM#5. Therefore, it is not feasible for the Authority to commit to utilizing ZE and/or NZE heavy-duty haul trucks beyond what has been stipulated in AQ-MM#5.

4388-9990

The commenter requests the Authority implement certain signage marking truck routes during construction so as to avoid sensitive receptors. Although the Authority is not intending to implement commenter's suggested edits to TR-IAMF#7, nevertheless as described in Response to Comment #9987, the requested signage is a good example of the type of measure that could be included in the CTP, based upon site conditions at the time of construction and in close consultation with the local jurisdiction having authority over the site.

Response to Submission 4388 (Danica Nguyen, South Coast Air Quality Management District, November 30, 2022) - Continued

4388-9991

The commenter suggests additional mitigation measures for construction-related air quality impacts. As described in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS (see Section 3.3.7, Mitigation Measures), AQ-MM#3 requires the Authority and all project construction contractors to use ZE or NZE technology for: light-duty on-road vehicles (a minimum of 25 percent with a goal of 100 percent), heavy-duty on-road vehicles (a minimum of 25 percent), and off-road construction equipment (a minimum of 10 percent). Technologies used in the ZE/NZE on- and off-road equipment may include liquid natural gas (LNG), compressed natural gas (CNG), battery electric vehicles (BEV) plug-in hybrid electric vehicles (PHEV), hydrogen fuel cell, or hybrid electric vehicles. Due to the size of the project and the volume of equipment required for construction, it is not known if sufficient on-road and off-road ZE or NZE equipment would be available to exceed the percentages required in AQ-MM#3. Therefore, it is not feasible for the Authority to commit to utilizing ZE and/or NZE construction equipment and heavy-duty haul trucks beyond what has been stipulated in AQ-MM#3.

4388-9992

The commenter recommends the project utilize ZE and/or NZE construction equipment and heavy-duty haul trucks. As described in Section 3.3.7, Mitigation Measures in Section 3.3, Air Quality and Global Climate Change in the Draft EIR/EIS, AQ-MM#3 requires the Authority and all project construction contractors to use ZE or NZE technology for: light-duty on-road vehicles (a minimum of 25 percent with a goal of 100 percent), heavy-duty on-road vehicles (a minimum of 25 percent), and off-road construction equipment (a minimum of 10 percent). Due to the size of the project and the volume of equipment required for construction, it is not known if sufficient on-road and off-road ZE or NZE equipment would be available to exceed the percentages required in AQ-MM#3. Therefore, it is not feasible for the Authority to commit to utilizing ZE and/or NZE construction equipment and heavy-duty haul trucks beyond what has been stipulated in AQ-MM#3.

As described in Section 3.3.7, Mitigation Measures in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS, the Authority proposes to offset the Palmdale to Burbank Project Section's construction emissions that cannot be reduced by IAMFs and any other mitigation measures (AQ-MM#1). The Authority's Sustainability Policy has a goal to achieve net zero emissions from construction. As the Palmdale to Burbank Project Section advances towards construction, the Authority will work with SCAQMD to assess the estimated emissions, availability of offsets, and cost for achieving the Authority's Sustainability Policy goal to the extent possible. However, until agreements are in place and offsets are purchased, as discussed in Section 3.3.9, CEQA Conclusions, Impact AQ#2: Regional Air Quality Impacts during Construction would remain significant and unavoidable.

Response to Submission 4388 (Danica Nguyen, South Coast Air Quality Management District, November 30, 2022) - Continued

4388-9993

The commenter requests that at least 6% of the parking spaces at the Burbank Airport Station provide electric vehicle (EV) charging stations or, at a minimum, that the project be constructed with appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles to plug-in. The commenter also states that the analysis of the project's operational air quality impacts in the EIR/EIS should include emissions from generating additional electricity for EV charging stations. The commenter also states that the EIR/EIS should evaluate and identify sufficient power available for passenger vehicles and supportive infrastructure such as EV charging stations. In addition, the commenter suggests the Authority implement smart parking systems to reduce vehicle idling in parking facilities and collaborate with local and regional agencies and transportation providers to develop incentive programs or other methods to increase ridership.

The commenter is recommending operations-related air quality mitigation measures. Based on the findings of Impact AQ#6, Statewide and Regional Pollutant Emissions, of the Draft EIR/EIS, once operational, the proposed project would result in a net benefit for all criteria pollutants. The Authority appreciates the suggested mitigation measure refinements offered; however, none have been incorporated into this Final EIR/EIS because the existing measures presented in Section 3.3.7, Mitigation Measures, of this Final EIR/EIS are sufficient and there are no significant operations-related impacts that need to be mitigated. The Burbank Station was included in, and approved as part of, the Burbank to Los Angeles Project Section.

Regarding the comments about EV charging stations, as noted in the approved Burbank to Los Angeles Project Final EIR/EIS, the parking lot at the Burbank Airport train station would be under the control of the City of Burbank. Due to the reconstruction of the parking areas for HSR and non-HSR-related projects, the Authority will work with the City of Burbank to explore and implement electric vehicle charging stations consistent with current and future local and state guidelines. Section 5.106.5.3 of the 2022 California Green Building Standards (CALGreen), also known as Title 24, lists the following mandatory electric vehicle (EV) measures for nonresidential buildings. To meet the minimum, 20% of all parking spaces should be electric vehicle capable with 25% of the capable spaces being equipped with electric vehicle charging stations. Therefore, to comply with Title 24, of the 3,000 parking spaces proposed 600 would be required to be

4388-9993

EV capable and 150 should have EV chargers. The 150 spaces with chargers count towards the total number of EV capable spaces.

While there are many variables in determining how much energy would be used by EV charging, encouraging the use of EVs overall results in decreased air quality emissions. In full electric mode, an electric car produces zero tailpipe emissions, dramatically lowering smog and greenhouse gas emissions even when considering electricity generation. And even when considering emissions from the powerplant, electric vehicles are cleaner than gas-powered cars. For instance, in California, where 45% of electricity is currently generated from fossil fuels, a gas-powered car would need to get 134 mpg to match an electric vehicle. (<https://ww2.arb.ca.gov/resources/documents/cars-and-light-trucks-are-going-zero-frequently-asked-questions>). Therefore, encouraging the use of electric vehicles would reduce air quality and GHG emissions of the project.

4388-9994

The commenter requests consultation with SCAQMD and recommends that the Final EIR/EIS discuss how the project will comply with SCAQMD Rules 1166 and Rule 1466. All soil handling will be conducted with strict adherence to all rules and regulations, including those of the SCAQMD. Compliance with South Coast AQMD Rule 1166 –Volatile Organic Compound Emissions from Decontamination of Soil and Rule 1466 –Control of Particulate Emissions from Soils with Toxic Air Contaminants is addressed in Section 3.10, Hazardous Materials and Wastes, in this Final EIR/EIS, where text has been updated to refer to compliance with these rules. In addition, the commenter requests consultation with SCAQMD Engineering and Permitting staff. The Authority will consult with SCAQMD prior to initiating construction activities. For the use of concrete batch plants, the Authority will consult with the SCAQMD's Engineering and Permitting staff for the permitting of such operations.

Response to Submission 4388 (Danica Nguyen, South Coast Air Quality Management District, November 30, 2022) - Continued

4388-9995

The commenter requests that the Authority provide the South Coast Air Quality Management District (SCAQMD) staff with written responses to all SCAQMD's comments prior to the certification of the Final EIR/EIS. SCAQMD also requests that, for comments not accepted, the Authority provide in detail, reasons why the SCAQMD comments and suggestions were not accepted. Furthermore, the commenter requests that conclusory statements be supported with factual evidence.

CEQA and NEPA require a Final EIR and EIS to respond to the comments received raising significant environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)).

In accordance with CEQA and NEPA requirements, the Authority has provided responses for each substantive comment in this comment letter in this Final EIR/EIS. The Authority will continue to coordinate with SCAQMD throughout the environmental process and project implementation.

Submission 4389 (Kathy Inman, City of Palmdale Economic and Community Development | Planning Division, November 30, 2022)

Palmdale - Burbank - RECORD #4389 DETAIL	
Status :	Delimited
Record Date :	11/30/2022
Interest As :	Local Agency
First Name :	Kathy
Last Name :	Inman
Attachments :	Draft_EIREIS_Comments_for_the_Palmdale_to_Burbank_Project_Section.pdf (193 kb)

Stakeholder Comments/Issues :

Attached please find the City of Palmdale's comment correspondence regarding the above-referenced subject.

Kind regards,

Kathy Inman
Senior Administrative Assistant

Economic and Community Development | Planning Division
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PALMDALE
a place to call home

November 30, 2022

California High-Speed Rail Authority
Attn: Palmdale to Burbank Draft EIR/EIS Comment
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071

RE: DRAFT EIR/EIS COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION

Dear Draft EIR/EIS Team:

Thank you for allowing the City of Palmdale to review and comment on the Draft Environmental Impact Report/Environmental Impact Statement for the California High-Speed Rail Palmdale to Burbank Section. The City appreciates the ongoing collaboration during the development of this project over the past several years. We believe that with some refinement, the project will be an asset to the City and the State. Please find comments on the draft document attached.

Please contact Planning Manager Megan Taggart at mtaggart@cityofpalmdale.org / (661) 267-5213 or me at lgaribay@cityofpalmdale.org / (661) 267-5162 if you have any questions.

Sincerely,

Luis Garibay
Director of Economic and
Community Development

Attachment 1

cc: Amilcar Naef, Engineering Manager
Jay Nelson, Traffic Engineer
Bill Padilla, City Engineer
Sarah Stachnik, Assistant Planner
Megan Taggart, Planning Manager

www.cityofpalmdale.org

Submission 4389 (Kathy Inman, City of Palmdale Economic and Community Development | Planning Division, November 30, 2022) - Continued

Attachment 1

CHSR Draft EIR / EIS (Palmdale to Burbank)
Attachment 1
November 30, 2022

- 4389-9912 | 1. In general, the City of Palmdale agrees with the State's preferred alternative, SR14A, as the least disruptive route option.
- 4389-9913 | 2. Provide additional information regarding the proposed realignment of 6th Street East as referenced on Drawing No. TT-D1001-14A. The re-alignment is parallel to the CHSR track alignment, but no information is provided on the continuation of said street, extending south toward Avenue R-8. Please clarify if the roadway is intended to tunnel underneath the proposed street grade of Avenue R.
- 4389-9914 | 3. Please provide more detailed information/cross-sections for the centerline profile of Sierra Highway from CHSR STA 295+00 to south of the intersection of Avenue S. Drawing No. TT-D1003-14A mentions the realignment of Sierra Highway but does not provide additional information. At CHSR STA 295+00, please clarify if the new alignment and grade profile of the SCRRA MT tracks require retaining walls adjacent to the street section of Sierra Highway or if the centerline profile of said street be raised.
- 4389-9915 | 4. In order to accurately view the functionality of the intersection of Avenue S and Sierra Highway and the proposed grades and slopes adjacent to the roadways and tracks, please provide additional information/cross-sections.
- 4389-9916 | 5. Based on the alignment and grade differential of Avenue S, please clarify how the water tank site north of the Boulders Mobile Home Park is intended to be accessed. Please note that the existing water tank is owned and maintained by Palmdale Water District.
- 4389-9917 | 6. Please clarify if the existing fueling station located at the southwest corner of Avenue S and Sierra Highway will remain in place or be removed.
- 4389-9918 | 7. Provide additional information for limits of removal and redesign of private street circulation within the Boulders Mobile Home Park as shown on Drawing No. TT-D1004-14A.
- 4389-9919 | 8. Please clarify if the proposed CHSR alignment and profile grades have any impacts on Una Lake (cut/fill slopes).
- 4389-9920 | 9. Please redesign the structural under-crossing at Barrel Springs Road to provide a four-lane roadway. The future roadway design will be consistent with the cross

- 4389-9920 | sections for a Connector Street as specified within the Mobility Element of the City of Palmdale General Plan.
- 4389-9921 | 10. Please clarify if the street profile of Sierra Highway (near the crossing with CHSR at STA 405+00) will remain in place at current grade. There are two private streets on the west side of this intersect with Sierra Highway (Sierra Hills Road and Rae Street).
- 4389-9922 | 11. Please specify comments provided by the Department of Water Resources for the proposed CHSR alignment and street design at the siphon crossing.
- 4389-9923 | 12. The City of Palmdale requests that streets, intersections, bicycle lanes, trails, etc. are designed in compliance with the City's General Plan, which is available at <https://www.palmdale2045gp.org>. Please ensure subsequent environmental review is consistent with this document.
- 4389-9924 | 13. Please note that Amtrak does not currently provide thruway bus service to the Antelope Valley. As such, please revise Section 1.3 and all references throughout the document to reflect the current service provision.
- 4389-9925 | 14. Please note that the City of Palmdale is concerned with all route options that involve removal of, or create negative impacts on, existing housing. Additionally, Section 3.12 refers to the Harold Community as unincorporated; however, please note that the residences and businesses east of Sierra Highway are within the City of Palmdale.
- 4389-9926 | 15. Please provide additional information regarding noise mitigation measures that will be implemented near sensitive uses.
- 4389-9927 | 16. Please note that the City of Palmdale is concerned with the development viability of the property between the existing rail line and proposed HSR alignments.
- 4389-9928 | 17. As noted in Section 3.7, there are a significant number of Joshua trees in this portion of the City. This Section indicates that Joshua trees are protected locally through Palmdale Municipal Code Section 14.04; however, please note that Joshua trees are listed as a candidate species under the California Endangered Species Act and are therefore protected at the State level not the local level. As

Submission 4389 (Kathy Inman, City of Palmdale Economic and Community Development | Planning Division, November 30, 2022) - Continued

CHSR Draft EIR / EIS (Palmdale to Burbank)
Attachment 1
November 30, 2022

- 4389-9928 | such, please revise this section to clearly indicate that approval from the California Department of Fish and Wildlife for removal or relocation will be required.
- 4389-9929 | 18. Please note that property within the portion of the project within the City of Palmdale is largely undeveloped. As such, please continue to ensure tribal involvement during subsequent stages of this project, as discussed in Section 3.17.
- 4389-9930 | 19. Please provide additional information about the cost projection of the Palmdale to Burbank/Los Angeles portion of the project to ensure that this will be a viable commuting alternative for residents of the Antelope Valley. Please also provide any available information about how this project may affect Metrolink service to the area.
- 4389-9931 | 20. Please note that the City has been receiving comments from local unions requesting construction projects hire local labor. Please demonstrate consideration of these union requests, which will support the economy within the Antelope Valley and will minimize Vehicle Miles Traveled into Palmdale for construction activities.

Response to Submission 4389 (Kathy Inman, City of Palmdale Economic and Community Development | Planning Division, November 30, 2022)

4389-9911

The commenter, the City of Palmdale, notes their appreciation for having the opportunity to comment on the Draft EIR/EIS and for the ongoing collaboration throughout the process, indicating that with some refinement the project will be an asset to the City and State. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration, Procedures for Considering Environmental Impacts, section 14(s), 64 Fed. Reg. 28545, 28556 (May 26, 1999)). The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

4389-9912

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-1: Frequently Asked Questions.

The commenter gives preference for the SR14A Build Alternative, the Preferred Alternative. For more information on the Preferred Alternative SR14A, please see Chapter 8, Preferred Alternative and Station Sites, of the Final EIR/EIS. For a response to comments on whether and how the Preferred Alternative was selected, refer to Standard Response PB-Response-GEN-1. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1.

4389-9913

The commenter requests additional information regarding the proposed realignment of 6th Street in Palmdale.

6th Street (6th St E) will be realigned parallel to the proposed HSR tracks. Please note that this comment relates to the Bakersfield to Palmdale Project Section. Roadway plans showing realigned Avenue R and 6th Street are included in the Bakersfield to Palmdale Project Section Final EIR/EIS approved by the Authority in August 2021. The information and analysis within the Palmdale to Burbank Project Section Draft EIR/EIS about the Bakersfield to Palmdale overlap area is for informational purposes only. Between Palmdale Boulevard and East Avenue R, the proposed 6th Street alignment would be relocated approximately 100 feet west and parallel to the existing 6th Street alignment. The new 6th Street configuration would start south of Palmdale Boulevard without connecting to it. The Authority is proposing a bridge at Avenue R to cross over the HSR alignment, 6th Street, Sierra Hwy, SCRRA tracks, and UPRR tracks. South of Avenue R, the proposed 6th Street alignment will be at grade parallel to the HSR tracks and approximately 170 feet east of the existing 6th Street. The proposed 6th Street alignment will connect to the existing road approximately 1,200 feet south of Avenue R. The realignment of 6th Street will not impact Avenue R-8. The realignment of 6th Street will end 1,500 feet north of the intersection of the existing 6th Street with Avenue R-8.

Response to Submission 4389 (Kathy Inman, City of Palmdale Economic and Community Development | Planning Division, November 30, 2022) - Continued

4389-9914

The commenter requests additional details for the intersection at Avenue S and Sierra Highway. Additional details of the Avenue S grade separation, including elevation, plan view, and typical section are presented in drawing ST-J1402-14A in Volume 3 PEPD Record Set Bridges and Elevated Structures Plans of the Draft EIR/EIS. For roadway alignment plans, refer to drawings CV-T1001-14A, CV-T1002-14A, CV-T1003-14A, and CV-T1004-14A in Volume 3 PEPD Record Set Roadway and Grade Separation Plans of the Draft EIR/EIS. At HSR STA 295+00 retaining walls for the SCRRA Tracks would not be required, as shown in drawing CV-G4002-14A in Volume 3 PEPD Record Set Grading and Drainage Plans. Retaining walls for the SCRRA pergola would start at STA 299+00, near the location of the intersection between Sierra Highway and the proposed realignment of East Avenue R. As shown in drawing CV-T1003-14A the profile of Sierra Highway will be raised south of the intersection with the proposed realignment of East Avenue R, approximately at ST 299+00 of the HSR alignment.

4389-9915

The commenter requests additional details for the intersection at Avenue S and Sierra Highway. Additional details of the Avenue S grade separation, including elevation, plan view, and typical section are presented in drawing ST-J1402-14A in Volume 3 PEPD Record Set Bridges and Elevated Structures Plans of the EIR/EIS. For roadway alignment plans, refer to drawings CV-T1001-14A, CV-T1002-14A, CV-T1003-14A, and CV-T1004-14A in Volume 3 PEPD Record Set Roadway and Grade Separation Plans of the EIR/EIS. This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. As a result, no change has been made to the document in response to this comment.

4389-9916

The commenter asks how access will be provided to a water tank located north of the Boulders Mobile Home Park. The Final EIR/EIS Drawing CV-R4002-14A in Volume 3 has been updated to include an access road to the water tank facility. This access road will exit the water tank facility and run east to connect to Avenue S access to the Boulder Mobile Home Park. The access road to the water tank was analyzed in the Draft EIR/EIS but not shown in the PEPD Plans. This road is part of the proposed Avenue S Grade Separation Plan (See PEPD Record Set Addendum SR14A/E1A/E2A Roadway and Grade Separation Plans Sheet CV-R4002-14A) and is within the current Proposed Permanent Environmental Footprint (PPEF). The PEPD Plans have been updated to show the proposed access road. This change does not change any analysis or impact conclusions and, accordingly, does not constitute significant new information as that phrase is used under CEQA.

4389-9917

The commenter requests confirmation if a fueling station located on the southwest corner of Avenue S will remain in place or be removed.

Please refer to drawings CV-R4002-14A and CV-T4004-14A in Volume 3 PEPD Record Set Roadway and Grade Separation Plans of the EIR/EIS. No impact to the fueling station has been identified at this stage. This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. As a result, no change has been made to the document in response to this comment.

Response to Submission 4389 (Kathy Inman, City of Palmdale Economic and Community Development | Planning Division, November 30, 2022) - Continued

4389-9918

The commenter requests additional information on impacts to Boulders Mobile Home Park and redesign of street circulation. Please refer to EIR/EIS Volume 3 PEPD Record Set Roadway and Grade Separation Plans drawings CV-R4002-14A, CV-R1003-14A, and CV-R3003-14A for alignment, profile and typical section of the redesigned Valley Forge street within the Boulder Mobile Home Park.

The information included in the Draft EIR/EIS describes the limits of removal and redesign of Valley Forge St. This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. As a result, no change has been made to the document in response to this comment.

4389-9919

Refer to Standard Response PB-Response-GEN-5: Impacts on Una Lake.

The commenter requested clarification if the HSR alignment would impact Una Lake. Refer to Standard Response PB-Response-GEN-5: Impacts on Una Lake. The Refined SR14 and E1 Build Alternatives would require partial filling of Una Lake. The proposed alignments for the SR14A, E1A, E2, and E2A Build Alternatives would avoid Una Lake; therefore, no fill would be required for the SR14A, E1A, E2, and E2A Build Alternatives.

4389-9920

The commenter requests that the Authority re-design the Barrel Springs undercrossing to accommodate a four-lane roadway. After the publication of the Draft EIR/EIS, the city of Palmdale adopted Palmdale 2045 General Plan on September 21, 2022.

Barrel Springs Road is defined in the Palmdale General Plan Chapter 6: Circulation and Mobility as a “Connector” road with a cross-section ID Type “C”. The ROW configuration for this type of street is a typical ROW of 66-ft to 94-ft with one or two through vehicle lanes in each direction, 11-to-12-foot lane width, and minimum 8-to-10-foot sidewalk width adjacent to commercial developments. The Palmdale 2045 General Plan requires, assuming the most stringent requirements, a width of 34 ft per way (12ft + 12 ft for two car lanes, plus 10 ft for sidewalk). The design of Barrel Springs Rd Underpass in the EIR/EIS (Drawing ST-J1001-14A in Volume 3 PEPD Record Set Bridges and Elevated Structures Plans) includes 40 ft per way. Therefore, the design included in the EIR/EIS allows for future expansion to a four-lane roadway and is consistent with Chapter 6: Circulation and Mobility of the Palmdale 2045 General Plan recently adopted. This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. As a result, no change has been made to the document in response to this comment.

4389-9921

The commenter expresses concern about potential impacts to Sierra Highway at the intersection with Sierra Hills Road and Rae Street. Sierra Hills Road, Rae Street, and the intersections of these roads with Sierra Highway are west of the project limits. There will be no project impact to these road facilities.

4389-9922

The commenter requests that specific comments provided by the Department of Water Resources be described in relation to the proposed project alignment as well as the street design at the siphon crossing in the City of Palmdale. Comments provided by the Department of Water Resources are being responded to individually with respect to the applicable sections of the Draft EIR/EIS. Please see the response to comment number 8184 within comment letter #4350 in Chapter 20 State Agencies on p. 20-26.

Response to Submission 4389 (Kathy Inman, City of Palmdale Economic and Community Development | Planning Division, November 30, 2022) - Continued

4389-9923

The commenter is requesting that the project be implemented consistent with the Palmdale General Plan.

Appendix 2-H contains a detailed table addressing consistency with relevant plans and laws including the Palmdale General Plan, for each Chapter 3 section. The Authority will ensure that all local street improvements are completed in accordance with local standards.

4389-9924

The commenter requested revisions to be made in the Draft EIR/EIS in regards to references to Amtrak's bus service which does not include bus service in Antelope Valley. As noted in Chapter 1, Project Purpose, Need and Objectives of this Final EIR/EIS, several different service operators provide local and intercity bus service within the Palmdale to Burbank Project Section region. Near the Palmdale Transit Center, Greyhound Bus, Amtrak, and the Los Angeles County Department of Public Works provide bus service. Also, Amtrak provides a thruway bus service from the Palmdale Transit Center (Amtrak 2023). Therefore, Amtrak bus services are available in Antelope Valley. No change has been made to the document in response to this comment. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document.

4389-9925

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-SOCIO-2: Property Values.

The commenter expresses concern regarding residential displacements. Refer to PB-Response-SOCIO-1, Parcel Acquisitions and Relocations; and PB-Response-SOCIO-2, Property Values, which address these concerns. The commenter additionally requests a correction, suggesting that the Harold Community is referred to as being unincorporated in Section 3.12. In the Final EIR/EIS, references to the community of Harold as unincorporated were deleted throughout the section, since the community is located within the City of Palmdale.

4389-9926

The commenter requests additional information regarding noise mitigation measures that will be implemented near sensitive uses.

As discussed in Section 3.4.6.3, a number of mitigation measures aimed at reducing noise impacts will be implemented during HSR project construction and operation. Mitigation Measures N&V-MM#1, N&V-MM#2, and N&V-MM#3 would be implemented to reduce construction and operations impacts on sensitive receivers. The Authority noise and vibration mitigation guidelines, which are included as Appendix 3.4-C of the Draft EIR/EIS, states that the Authority will examine alternatives to avoid, minimize, or mitigate severe noise impacts. If severe noise impacts cannot be avoided, then the Authority would take steps to reduce severe noise substantially through mitigation measures that are reasonable, physically feasible, practical, and cost effective.

4389-9927

The City of Palmdale expressed concerns with the development viability of the property between the existing rail line and proposed HSR alignments.

It is unclear as to exactly which area the City is specifically referring to. However, in areas where land would remain between the existing UPRR/Metrolink rail line and HSR tracks that would not be needed by HSR, the land would be available for future use in accordance with local zoning regulations.

Response to Submission 4389 (Kathy Inman, City of Palmdale Economic and Community Development | Planning Division, November 30, 2022) - Continued

4389-9928

The commenter expresses concern for impacts to Joshua tree and notes they are candidate species under CESA.

As noted in Section 3.7.5 of the Draft EIR/EIS, project design alterations and alignment modifications included in the Draft EIR/EIS result in a proposed footprint that mostly avoids western Joshua tree habitat. CDFW has informed the Authority that one western Joshua tree is known to occur in the project vicinity. The Final EIR/EIS has been revised to reflect an aerial survey, which showed that approximately 40 western Joshua trees occur within the Refined SR14 Build Alternative footprint (99 in indirect impact area), 2 Joshua trees within the SR14A Build Alternative (29 trees in indirect impact area), 20 trees within the E1 Build Alternative (33 trees in indirect impact area), 6 trees within the E1A Build Alternative (25 trees in indirect impact area), 20 Joshua trees within the E2 Build Alternative (33 trees in indirect impact area), and 6 Joshua trees within the E2A Build Alternative (25 trees in indirect impact area). As noted in Section 3.7, Biological and Aquatic Resources, western Joshua tree may also be present in Juniper (JUN) vegetation communities in the special-status plant resource study area. As shown in Table 3.7-11 of the Final EIR/EIS, the Build Alternatives would impact between 210 and 456 acres of Joshua Tree habitat (JUN), depending on the Build Alternative. The Authority recognizes that Joshua tree is a candidate species for CESA listing and acknowledges that no take of the species is authorized except under State law (Fish & Game Code, §§86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, §786.9).

The Final EIR/EIS has been revised to recognize the Joshua tree's status as candidate species under CESA (Table 3.7-6, Final EIR/EIS). Continued consultation with the CDFW and implementation of the mitigation measures as revised in the Final EIR/EIS (e.g., BIO-MM#35 Implement Transplantation and Compensatory Mitigation Measures for Protected Trees) will ensure impacts to western Joshua tree are reduced to a less than significant level. In addition, through ongoing consultation, CDFW recommends that if the Authority is unable to avoid impacts on western Joshua tree, the Authority will be required to obtain take authorization and mitigate at a no less than a 2:1 ratio. Under BIO-MM#1: Conduct Presence/Absence Pre-construction Surveys for Special-Status Plant Species and Special-Status Plant Communities, pre-construction presence/absence surveys for special-status plants and special-status plant communities will be performed prior to any ground disturbing activity. If any Joshua trees

4389-9928

are detected at that time, the Authority would consult with the CDFW, and as necessary to support issuance of an incidental take permit, the Authority would prepare any required plans for western Joshua tree as specified under BIO-MM#2: Prepare and Implement Plan for Salvage and Relocation of Special-Status Plant Species. Furthermore, the Authority would prepare a Compensatory Mitigation Plan (CMP) as specified under BIO-MM#53: Prepare and Implement a CMP for Species and Species Habitat, that includes western Joshua tree. The Authority agrees that if impacts to western Joshua tree are unavoidable, then the Authority would replace Joshua trees as set forth in the take authorization, BIO-MM#35 in the Final EIR/EIS has been revised to clarify that Joshua trees will be replaced based on the take authorization.

4389-9929

The commenter notes that property within the City of Palmdale and within the project footprint is largely undeveloped and requests that the Authority ensure continued tribal involvement. FRA and the Authority have consulted extensively with Native American consulting parties as described in Section 3.17.4.2, Native American Outreach and Consultation, of the Draft EIR/EIS and will continue to do so through development and implementation of the MOA, ATP, and during phased identification and project construction, per mitigation measures CUL-MM#1, CUL-MM#2, and CUL-MM#3.

Response to Submission 4389 (Kathy Inman, City of Palmdale Economic and Community Development | Planning Division, November 30, 2022) - Continued

4389-9930

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter inquires about the "cost projection" of this portion of HSR, "to ensure that this will be a viable commuting alternative for residents of the Antelope Valley." Although the comment is a little unclear, it appears the commenter is asking about the cost to commuters of riding HSR. Information on the cost of project construction can be found in Chapter 6, Project Costs and Operations, although, notably, project costs are not issues requiring environmental analysis under CEQA and NEPA. Once operations are expanded beyond the Central Valley, ticket prices will ultimately be set by the train operator contracted to provide that service. For current planning purposes, the Authority has assumed that pricing would be competitive with other modes of travel, including car and airline travel. Generally, future ticket prices are assumed to be roughly 80% of the cost of a typical plane ticket. The future operator may choose to also incorporate service class, time-of-day, distance, frequency of use and other fare policy measures as seen typically in the airline and transit industries today.

The commenter also requests information on how the project may affect commute patterns and Metrolink service. In general, the provision of the Project would allow for people to use transit between cities along the alignment with substantially quicker service than the currently available options. For example, the travel time on the Project between Palmdale and Burbank would be significantly shorter than Metrolink service. Currently, the travel time between Palmdale and the Burbank Airport - North Metrolink stations is approximately 1 hour and 35 minutes [see Train Schedules | Metrolink (metrolinktrains.com)], whereas it is projected that HSR service would take about 13 minutes between the Palmdale and Burbank stations (<https://hsr.ca.gov/wp-content/uploads/2022/05/2022-Business-Plan-FINAL-A11Y.pdf>). As required by Mitigation Measure TR-MM#9, the Authority would work with Metrolink (and other affected transit providers) via preparation of a transit coordination plan to ensure revisions to services to account for the HSR operations, thus providing transit connectors to HSR riders. Please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

4389-9931

The commenter notes that that local unions have requested that construction projects hire local labor and requests that the Authority demonstrate its consideration of this request.

The Community Benefits Agreement, executed among the Authority, State Building and Construction Trades Council of California, and the signatory craft councils and local unions, is designed to promote employment opportunities and careers in the construction industry during the construction of the California HSR System. As discussed in Section 3.18.6.3, in Section 3.18, Regional Growth of the Draft EIR/EIS, the Community Benefits Agreement is a cooperative partnership and commitment between the Authority, contractors, and unions. See California High-Speed Rail Authority, Community Benefits Agreement website at: <https://hsr.ca.gov/business-opportunities/general-info/community-benefits-agreement/>.

As described in Section 5.8.3 in Chapter 5, Environmental Justice of the Draft EIR/EIS, the Authority has implemented a variety of programs to increase both the number and ability of local workers and firms to compete for available HSR construction jobs. Through its partnership with skilled craft unions, the Authority is promoting and helping to develop education, pre-apprenticeship, and apprenticeship training programs. These activities in economically disadvantaged communities focus on helping lower-income persons, persons receiving public assistance, single parents, persons with no high school diploma or a General Education Development diploma, and/or those who suffer from chronic unemployment to compete for available jobs. Moreover, many construction workers residing in the project Resource Study Area may already have obtained HSR construction experience by working on one of the current construction packages awarded by the Authority beginning in 2013, and could therefore contribute to the workforce required for this segment.

Submission 4409 (Sean Carlson, Metropolitan Water District, December 1, 2022)

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Palmdale - Burbank - RECORD #4409 DETAIL

Status :	Delimited
Record Date :	12/1/2022
Interest As :	Local Agency
First Name :	Sean
Last Name :	Carlson
Attachments :	PB_4409_Carlson_Email_Original.pdf (4 mb)



Office of the General Manager

November 30, 2022

EMAIL

Mr. Serge Stanich
 Director of Environmental Services
 California High Speed Rail Authority
 355 S. Grand Ave. Suite 2050
 Los Angeles, CA 90071
 serge.stanich@hsr.ca.gov

Dear Mr. Stanich:

Notice of Availability of the Draft Environmental Impact Report/Environmental
Impact Statement for the California High Speed Rail System – Palmdale to Burbank Section

4409-10663

The Metropolitan Water District of Southern California (Metropolitan) reviewed the Notice of Availability of the Draft Environmental Impact Report/Environmental Impact Statement for the California High Speed Rail (HSR) System– Palmdale to Burbank Section (Project). The California HSR System would provide intercity, high-speed service on more than 800 miles of tracks throughout California, connecting the major population centers. The approximately 31- to 38-mile Palmdale to Burbank Project Section would be a critical link in the California HSR System. The Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS) evaluates facilities required to construct and operate the Palmdale to Burbank Project Section as well as the construction footprint. The California HSR Authority is the lead agency for both CEQA and NEPA. This letter contains Metropolitan’s response to the public notice as a Responsible public agency “expected to use the EIR/EIS in their decision-making” per CEQA Guidelines Section 15124(d)(A).

Metropolitan previously provided correspondence (enclosed) in August 2014 on the Notice of Intent (NOI) to prepare a DEIR/DEIS for the HSRPBS, which noted the infrastructure in the project vicinity that would be affected by the HSRPBS. Based on the review of the DEIR/DEIS, the project scope has changed and shows the Foothill Feeder as an additional affected infrastructure. The Preferred Alternative will impact the East Valley Feeder and the Foothill Feeder San Fernando Tunnel and fee property right-of-way. Additionally, Alternative E1, E1A, E2, E2A may not require East Valley Feeder relocation and may not require use of Metropolitan’s fee property at Foothill Feeder San Fernando Tunnel.

The following comments address the proposed relocation of the East Valley Feeder and the tunneling under the Foothill Feeder San Fernando Tunnel and fee property right-of-way.

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

Submission 4409 (Sean Carlson, Metropolitan Water District, December 1, 2022) - Continued

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THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Serge Stanich
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The procedures and specifications of construction equipment to be used for the removal, placement, and compaction of soil and pavement over and adjacent to Metropolitan’s pipeline must be submitted to Metropolitan for review and written approval a minimum of 60 days before starting work in the vicinity of Metropolitan’s facilities. Metropolitan will not permit procedures that could subject our facilities to excessive impact or vibratory loads. The procedures for the removal and placement of soil over our pipeline must be such that excessive unbalanced loads are not imposed on the pipeline.

As requested in the August 14, 2014 Comment Letter on the Notice of Intent and Scoping, any future design plans associated with this project should be submitted to the attention of Metropolitan’s Substructures Team. Approval of the project should be contingent on Metropolitan’s approval of design plans for portions of the proposed Project that could impact its facilities.

Based on the Utility Relocation Plans, Metropolitan’s East Valley Feeder pipeline, appurtenant manhole structures and facilities are proposed to be relocated. The relocation must be designed and constructed in accordance with Metropolitan’s standard specifications and design criteria and all costs associated with the modification design, protection, and inspection of our facilities to accommodate this project must be borne by the California HSR Authority as the project proponent. A general cost estimate will need include Metropolitan’s design, inspection, administration and any required shutdown and dewatering. The cost may vary, depending on the actual site conditions. Note that our 2014 letter requested that future design plans associated with the Project should be submitted to the attention of the Substructures Team.

In order for Metropolitan to determine a detailed scope for relocation of the East Valley Feeder , the Substructures Team will require a \$100,000 deposit to apply toward the cost of our review of the HSR Authority’s project plans and to prepare a detailed cost estimate for the proposed protection and modification design of our facility. Subsequently, a utility agreement between Metropolitan and the California HSR Authority will need to be executed to cover costs and responsibilities. Please contact the Substructures Team at EngineeringSubstructures@mwdh2o.com to start the process of creating a utility agreement.

Metropolitan provides the following additional specific comments on the DEIR/DEIS for the HSR System– Palmdale to Burbank Section:

4409-10664

1. Table 3.6-2: describes Urban Water and Sewer Management Plans and Regional Water Management Documents, this list includes MWD’s Potential Regional Recycled Water Program Feasibility Study (now called PURE Water) but does not include the 2020 Urban Water Management Plan, approved June 2021, in the table under Urban Water Management Plans. Metropolitan requests that the California High Speed Rail Authority include the 2020 Urban Water Management Plan into Table 3.6-2.

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THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Serge Stanich
Page 3
November 30, 2022

4409-10665

2. Section 3.6.4.2 Impact Avoidance and Minimization Features lists PUE-IAMF#4 Utilities and Energy, which describes the California HSR Authority’s commitment to minimize or avoid utility service interruptions during construction. This IAMF is in direct conflict with the Utility Relocation Plans in Volume 3 of the DEIR/EIS. The below are drawings showing MWD pipelines being relocated:

- a. Utility Relocation Plan Volume I of II Drawing No. UT-C4081-S14
- b. Utility Relocation Plan Volume I of II Drawing No. UT-C4082-S14
- c. Utility Relocation Plan Volume II of II Drawing No. UT-C4077-E1
- d. Utility Relocation Plan Volume II of II Drawing No. UT-C4078-E1

As indicated in Metropolitan’s 2014 letter on the NOI, design plans associated with the HSR need to be submitted to the attention of Metropolitan’s Substructures Team. Approval of the project should be contingent on Metropolitan’s approval of design plans for portions of the proposed Project that could impact its facilities.

We recommend the pipeline names be added to the Utility Relocation Plan Drawings. Based on the Utility Relocation Plan Drawings, Metropolitan’s 48-inch-inside-diameter prestressed concrete East Valley Feeder No. 1 pipeline, appurtenant manhole structures and facilities are proposed to be relocated. All costs associated with the modification design, protection, and inspection of our facilities to accommodate this project must be borne by the Project proponent. Regarding the schedule of work, the relocation would typically take 12 to 18 months from preliminary to final design and construction, and pipeline shutdowns would only take place between the months of November and March.

4409-10666

3. Table 3.6-10: Water Distributors and Suppliers within the Expanded Utility Resource Study Area lists the Metropolitan Water District and lists the sources of Water Supply as the State Water Project and the Colorado River Aqueduct. Water supply does come from those sources, but the pipelines that transport the water should be noted and recognized, Metropolitan’s affected pipelines are the East Valley Feeder and the Foothill Feeder, please note these in Table 3.6-10. Metropolitan recommends that the EIR/EIS include reference to Metropolitan’s property and granting of an agreement. Property rights must be obtained from Metropolitan for any project activities within Metropolitan’s property, including studies such as potholing or the granting of a road easement or license. Please contact Metropolitan’s Real Property Group regarding the process for obtaining access or property rights at RealEstateServices@mwdh2o.com.

4409-10667

4. Section 3.6.5.5. Water Supply Infrastructure and Facilities does mention that the Metropolitan Water District is one of many water agencies that distribute water supplies throughout Southern California but does not have a separate header for the two impacted pipelines. Metropolitan requests inclusion of a header and paragraph explaining the Build Alternatives that will impact and cross over the East Valley Feeder and Foothill Feeder.

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Submission 4409 (Sean Carlson, Metropolitan Water District, December 1, 2022) - Continued

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THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

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4409-10668

- Impact PUE#7: Permanent Reduced Access to Existing Utilities states that underground utilities that conflict with the HSR right-of-way would be relocated or reinforced underneath the HSR right-of-way inside a casing pipe. As previously mentioned, the Utility Relocation Plans show that a few sections of Metropolitan's pipelines are planned to be relocated. Metropolitan requests that the California HSR Authority consider the protect in place method for Metropolitan's pipelines that will be crossed by the HSR.

We appreciate the opportunity to provide input to your planning process and look forward to receiving future plans and documentation for this Project. If we can be of further assistance, please contact Liz Florence at (213) 217-7193 or at elflorence@mwdh2o.com.

Very truly yours,

DocuSigned by:

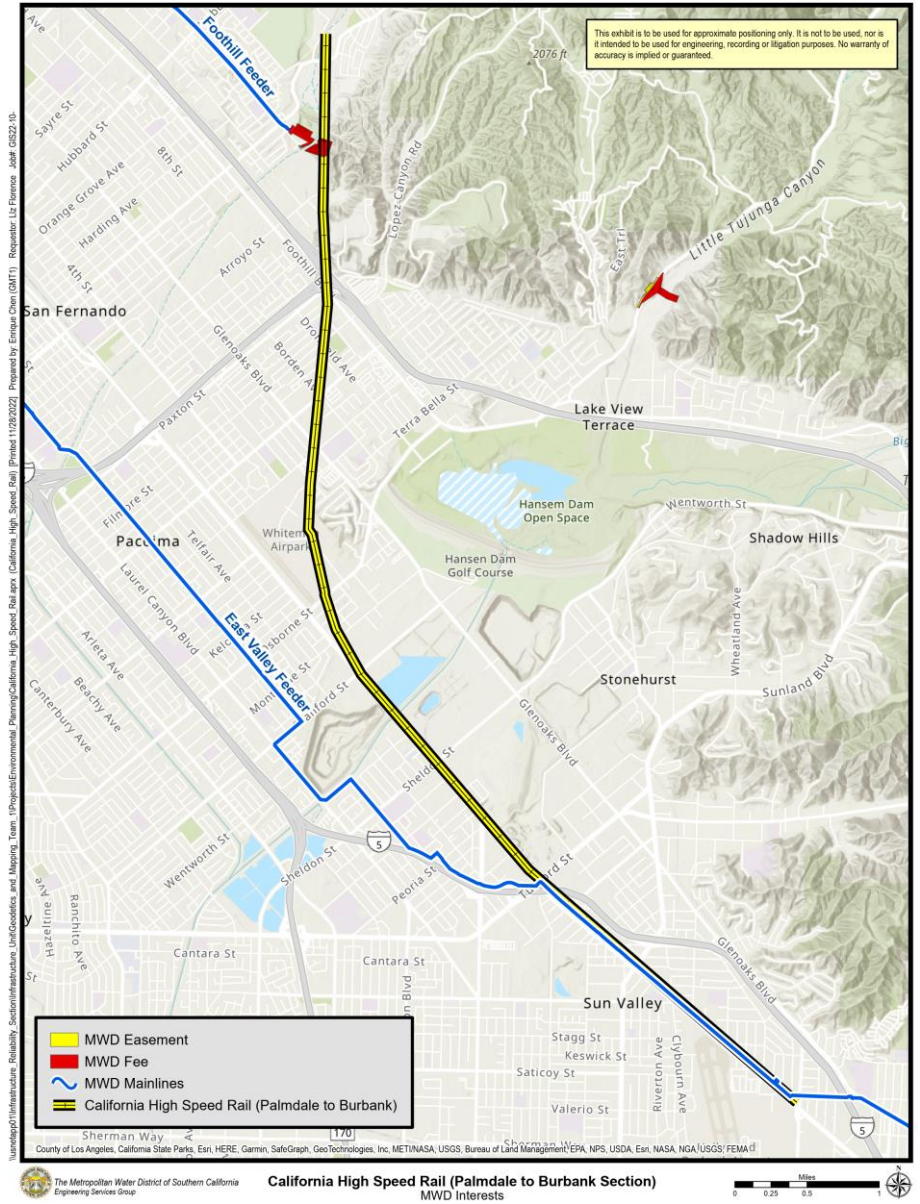
Sean Carlson
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Sean Carlson
Team Manager, Environmental Planning Section

LAF:ds

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Enclosures (2)



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Submission 4409 (Sean Carlson, Metropolitan Water District, December 1, 2022) - Continued



MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

4409-10669

Mr. McLoughlin
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August 14, 2014

Hand Delivery

Mr. Mark A. McLoughlin
Director of Environmental Services
California High Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Dear Mr. McLoughlin:

4409-10669

Notice of Intent and Scoping to prepare a
Draft Environmental Impact Report/Environmental Impact Statement
for the California High Speed Rail System-Palmdale to Burbank Section

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Federal Register Notice of Intent (NOI) for the California High Speed Rail Authority (Authority) to prepare an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the Palmdale to Burbank Section of the California High Speed Rail (HSR) System project in Los Angeles County, California. The Authority proposes to construct, operate, and maintain an electric-powered steel-wheel-on-steel-rail HSR System, approximately 800 miles long, capable of operating speeds up to 220 mph on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. Work on the HSR is underway in the Central Valley. This proposed project would continue the effort between Palmdale and Burbank. The HSR corridor that was selected by the Authority and Federal Railway Administration in the Statewide Program EIR/EIS follows Soledad Canyon from the City of Palmdale to the community of Sylmar in the City of Los Angeles and then follows the Metro/Metrolink railroad line to Burbank Airport and on to Los Angeles Union Station. In addition, in response to stakeholder and public feedback, the Palmdale to Burbank Section EIR/EIS will address potential alignment alternatives that provide a more direct connection between the Palmdale station and the Burbank Airport station. This letter contains Metropolitan's comments to the proposed project as a Responsible Agency.

Metropolitan owns and operates the Santa Monica Feeder, East Valley Feeder, and Balboa Inlet Tunnel within the proposed project area of the Palmdale to Burbank Section. The Santa Monica Feeder is a 42-inch-inside-diameter pipeline that extends through the proposed project boundaries in a northeast-southwest direction and is located below Verdugo Avenue. Metropolitan also owns and operates the 48-inch-inside-diameter East Valley Feeder within this project segment. The East Valley Feeder pipeline extends through the proposed project area in a general north-south direction, crossing under the existing Metrolink railroad tracks at Tuxford

Street, then turning in a southerly direction, below the north side of San Fernando Road, in the community of Sun Valley. The Balboa Inlet Tunnel extends in a north-south direction, and bisects Interstate 5 and existing railroad lines in the community of Sylmar.

Based on a review of the proposed project boundaries, the project has potential to impact Metropolitan's Santa Monica Feeder, East Valley Feeder, and Balboa Inlet Tunnel. Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to its facilities in order to maintain and repair its system. In order to avoid potential conflicts with Metropolitan's facilities and rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval.

The placement or removal of fill over our pipelines may be restricted because of design cover limits. In addition, the procedures for and specifications of construction equipment to be used for the removal and placement of soil in proximity to Metropolitan's pipelines must be submitted to Metropolitan for review and approval a minimum of 30 days prior to starting work in the vicinity of our pipelines. Metropolitan will not permit procedures that could subject the pipelines to excessive vehicle impact or vibratory loads. Procedures for the removal and placement of soil over pipelines must be such that excessive unbalanced loads are not imposed on these pipelines. Any future design plans associated with this project should be submitted to the attention of Metropolitan's Substructures Team. Approval of the project should be contingent on Metropolitan's approval of design plans for portions of the proposed project that could impact its facilities.

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easement of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation and plans for this project. For further assistance, please contact Ms. Michelle Morrison at (213) 217-7906.

Very truly yours,

Deirdre West
Manager, Environmental Planning Team

J:\Environmental Planning&Compliance\COMPLETED JOBS\July 2014\EPT Job No. 2014073001

Enclosures: Planning Guidelines and Map of Metropolitan Facilities in Project Vicinity

Response to Submission 4409 (Sean Carlson, Metropolitan Water District, December 1, 2022)

4409-10663

The commenter indicates requirements for the proposed relocation of the East Valley Feeder and the tunneling under the planned Foothill Feeder San Fernando Tunnel. Impact to East Valley Feeder is identified in Appendix 3.6-A - High Risk and Major Utility Impact Report Section 5.2.3. The SR14A Build Alternative alignment does not conflict with the existing Foothill Feeder or the future planned tunnel extension. The SR14A Build Alternative Tunnel is 200 feet below the future Foothill Feeder tunnel extension. The Authority will continue to coordinate with MWD regarding any need to alter or relocate their facilities during the detailed design phase in accordance with applicable requirements.

4409-10664

The comment asserts that Table 3.6-2 in the Draft EIR/EIS Section 3.6, Public Utilities and Energy, does not include the MWD 2020 Urban Water Management Plan (approved in June 2021) and requests that this be added. In response to this comment, the Authority has reviewed the MWD 2020 Urban Water Management Plan and incorporated it into Table 3.6-2 in the Final EIR/EIS. The addition of this plan does not affect the impact analysis or the conclusions presented in the Final EIR/EIS.

4409-10665

The commenter states there is a conflict between PUE-IAMF#4 and the utility relocation plans, specifically referencing several Volume 3 Drawings indicating relocation of MWD pipelines. The commenter also indicates that Design Plans involving MWD infrastructure are to be submitted to MWD Substructures Team for review and approval and the Authority is to bear all relocation associated costs. The intent of PUE-IAMF#4 is to minimize or avoid utility service interruptions, not to avoid utility relocations entirely. The Draft EIR/EIS acknowledges that there would be utility relocations because of the HSR Palmdale to Burbank Project Section and commits to minimizing or avoiding interruptions to utilities via PUE-IAMF#4. There is no conflict between Section 3.6.4.2 and Volume 3 Utility Drawings and some MWD pipelines will need to be relocated. The Authority will continue to coordinate with MWD during future project design stages and will comply with all applicable MWD standards and processes. The Authority will be responsible for all relocation costs. No change has been made to the document in response to this comment.

4409-10666

This comment is a duplicate of Comment #9866. Please refer to Response to Comment #9866.

4409-10667

The commenter requests that additional text be added to the EIR/EIS to explain how the HSR Palmdale to Burbank Project Section would affect the MWD East Valley Feeder and MWD Foothill Feeder. The impact to the East Valley Feeder is identified in Appendix 3.6-A High Risk and Major Utility Impact Report of the Draft EIR/EIS (see Section 5.2.3). Section 3.6.5.5 of the Final EIR/EIS has been revised to include a separate discussion of the MWD East Valley Feeder. The Refined SR14 and SR14A Build Alternatives would cross this facility but would not impact or conflict with this facility because the tunnel would be several hundred feet below this feeder line. The existing portions of the MWD Foothill Feeder are not within the project area of the Build Alternatives; however, a planned extension of this facility would cross the project alignment. As with the MWD East Valley Feeder, the project would not create a conflict or impact this future facility as the project tunnel would be several hundred feet below ground where they would cross this future pipeline.

4409-10668

The commenter reiterates Metropolitan's request that the Authority consider protection of Metropolitan's pipelines rather than relocation.

The Authority will continue to coordinate with MWD regarding any need to alter or relocate their facilities during the detailed design phase. As indicated in the comment, Impact PUE #7 addresses both methods of addressing potential utility conflicts. If protection in place is not possible and relocation is deemed necessary under PUE-IAMF#2 prior to disconnecting the original facility, the contractor will verify the new facility is operational prior to disconnecting the original facility, where relocating an irrigation facility is necessary and feasible. Such coordination would help avoid/minimize the impact of service disruption.

Response to Submission 4409 (Sean Carlson, Metropolitan Water District, December 1, 2022) - Continued

4409-10669

The comment represents an attachment to a letter submitted by the Metropolitan Water District of Southern California. The attachment, dated August 14, 2014, responds to the publication of a Notice of Intent in the Federal Register July 24, 2014, indicating the Authority's intention of preparing an EIR/EIS for the Palmdale to Burbank Project Section. The response to comments raised in this 2014 letter are addressed in Response to Comments #9870 through #9873. Please refer to those Response to Comments.

Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022)

Palmdale - Burbank - RECORD #4416 DETAIL

Status : Action Pending
 Record Date : 12/1/2022
 Interest As : Local Agency
 First Name : Katie
 Last Name : Lample
 Attachments : HSRPalmdaletoBurbankDEIR-LosAngelesDRPCCommentsFinal.pdf (352 kb)

Stakeholder Comments/Issues :
 Please see attached pdf for comments



AMY J. BODEK, AICP
 Director,
 Regional Planning

DENNIS SLAVIN
 Chief Deputy Director,
 Regional Planning

December 1st, 2022

VIA EMAIL TO: Palmdale_Burbank@hsr.ca.gov

California High-Speed Rail Authority
 Southern California Regional Office
 355 Grand Avenue, Suite 2050
 Los Angeles, CA 90071

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

Dear California High-Speed Rail Authority:

4416-8586

The County of Los Angeles Department of Regional Planning (LA County Planning) offers the following comments on the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the Palmdale to Burbank Project Section of the California High-Speed Rail System. LA County Planning supports the project, specifically the SR14A preferred alternative, as it contributes to sustainable intercity mobility that is environmentally sensitive and complementary to regional economic development. While the project aligns with the County's General Plan, Santa Clarita Valley Area Plan, and Antelope Valley Area Plan policies to support the development of the High-Speed Rail System to improve mobility and reduce greenhouse emissions, its full implementation requires close attention to environmental impacts in the unincorporated areas of Los Angeles County (unincorporated LA County). The following comments are submitted for your review and consideration.

3.7 Biological and Aquatic Resources

4416-8587

Page 3.7-32, Watershed description: The statement that the entire Los Angeles River watershed is in Los Angeles County is incorrect; small portions are within Ventura County in the Simi Hills.

4416-8588

Page 3.7-32, Vegetation Communities and Landcover Types: It is likely that not all sensitive vegetation types have been identified within the Resource Study Area (RSA). Vegetation mapping for this Draft EIR/EIS was prepared using CWHR-defined communities; however, California Department of Fish and Wildlife (CDFW) currently assigns sensitivity rankings to vegetation types based on an alliance/association convention of vegetation classification. Therefore, vegetation types identified as sensitive in this document may not capture the full suite of likely sensitive types within the RSA. While access restrictions within the RSA may have contributed to a need to settle on less precise data in order to provide a coarse level analysis, a fuller description of vegetation, which includes impacts to sensitive vegetation types that would have to be mitigated in a like-for-like manner, is needed. Please provide a fuller explanation of the planning and analysis phases of the overall project, including how more specific alliance-level information will be obtained at finer scales for the development of mitigation and revegetation plans.

Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

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- 4416-8589 | **Page 3.7-50, Slender-horned spineflower:** There is a known slender-horned spineflower population in Bee Canyon, not mentioned in the occurrences listed here, which may be impacted by the SR14/SR14A alignment.
- 4416-8590 | **Page 3.7-60, Unarmored three-spine stickleback:** Presence/absence of fish can be highly variable depending on season. Unarmored three-spine stickleback (UTS) should not be presumed to be absent from any reach of the Santa Clara River or its tributaries, where historical records are known, if there is a possibility that they may move into the reach any time hydrological connectivity with Soledad Canyon populations may be established (such as during the rainy season).
- 4416-8591 | **Figure 3.7-25, Mountain Lion Habitat:** The figure should illustrate the points of connectivity between major habitat blocks that are currently in jeopardy, and that have been identified as important for preservation in the South Coast Missing Linkages project. Illustrating massive blocks of habitat in the way they are presented gives no indication of how the alignments will impact highly sensitive locations within the overall expanse of areas that mountain lions may utilize.
- 4416-8592 | **Figure 3.7-36, Significant Ecological Areas:** This figure shows a much greater extent of potential surface disturbance than any other figure in the Biological and Aquatic Resources section, presumably due to access roads, portals, and disposal sites. These features, along with intermediate windows and any other causes of surface disturbance, should be shown on other figures as well in order to show the full extent of impacts clearly and consistently throughout the document. Likewise, the effect of these additional features needs further elaboration throughout the document so that the full extent of impacts may be better understood.
- 4416-8593 | **Page 3.7-92, Protected Trees:** All native trees within SEAs are afforded protection under the SEA Ordinance. Add a bullet describing the protected tree provisions of the SEA Ordinance.

The statement that "...the majority of protected trees present, besides those of unknown type, are landscape, ornamental, or nonnative trees, which are less ecologically significant because they do not provide natural habitat or are less likely to provide preservation value for native species" is incorrect for two reasons: 1) non-native trees are not protected in unincorporated LA County; and 2) the majority of trees in unincorporated areas of the RSA are native and within natural areas, and where they occur within SEAs they are protected.
- 4416-8594 | **Page 3.7-92, Wildlife Movement Corridors:** This section emphasizes the degraded character of wildlife movement opportunities into and out of the San Gabriel Mountains, but fails to include any discussion of the key remaining bottlenecks and other constrictions to movement that are present within the otherwise hard to traverse sections of the RSA. Areas such as specific under- and over-passes, as well as traversable culverts or other such features, should be identified as highly important facilities for movement that must be

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

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- 4416-8594 | preserved or else recognized as significant impacts in the event that they are further constricted or severed. Movement opportunities are limited and therefore any impacts—even if they are few in number—are correspondingly substantial.
- The statement that the San Gabriel Mountains contain "corridors" is incorrect. The San Gabriel Mountains are themselves a large block of core habitat that are connected to other core habitat blocks via a tenuous set of "corridors." Where these external corridors are most viable, they have been identified as least-cost corridors and are delineated as part of the Missing Linkages project designs.
- The section gives the erroneous impression that lands within the Sierra Madre-Castaic Linkage Design, SEAs, and Nature Conservancy Ecoregional Priority Areas are protected. They are identified to highlight their importance to maintaining opportunities for movement (and hence serve to point them out as priorities for preservation), but many of the parcels within them are privately owned and may be developed.
- Please provide a figure illustrating protected areas and their spatial relationship to the HSR project.
- Bridges and culverts that provide potential crossing opportunities under the SR 14 freeway need further discussion and should be acknowledged in impact discussions related to wildlife movement. Any further obstruction of crossing opportunities must be acknowledged as a significant impact.
- 4416-8595 | **Pages 3.7-93 and 94, Overview of impacts:** Impact BIO#12 appears to be incomplete and should include the word "trees" (i.e., "Project Construction Effects on Protected **trees**").
- Impacts to wildlife movement should be added to the list of Operations Impacts.
- 4416-8596 | **Page 3.7-95, Construction Impacts:** Adits, intermediate windows, and station option footprints are all correctly included as sources of disturbance; however, the section fails to mention disturbances related to access roads and tunnel portals. All sources of disturbance from project development must be fully discussed in this section and any others addressing project impacts and mitigation.
- Also, it is unclear whether the tables throughout the document, which summarize various acreages (such as Table 3.7-10), include all potential disturbance areas or only the acreages of the rail alignments. Please clarify.
- 4416-8597 | **Page 3.7-102, Indirect impacts:** In the case of the slender-horned spineflower population in Bee Canyon, altered hydrology could also affect scour/deposition dynamics important to the species if flood control devices are needed to protect the rail line. Please discuss.

Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

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4416-8597

Please include the potential impact of ignition sources arising from operation of the project (such as from sparks), in addition to the construction phase impacts mentioned in the bulleted list.

4416-8598

Page 3.7-112 and 113, CEQA conclusions: BIO MM#2 is unlikely to provide adequate mitigation for impacts to rare plants. Relocation and transplantation may be viable mitigation measures for some of the species addressed by this MM, but not for most of the species potentially affected by the project. There should be a finer breakdown of the suite of special-status species affected by the project, with recognition of the requirements and the likelihood of success for different mitigation approaches for each species. There should also be a quantification of the likelihood of finding sufficient unoccupied suitable habitat for each species (within which mitigation could be located).

BIO MM#3 does not address structural changes to vernal pools or their supporting watersheds. Seasonal avoidance of vernal pools would not result in avoidance of impacts to the pools if the hydrological system supporting the pools is upset or if the pan is punctured. In those cases, the pools may be unlikely to fill again, and the habitat would be permanently lost. Please explain how seasonal avoidance would reduce impacts to less than significant without additional provisions to protect the hydrological system of the vernal pool catchment area and the water-retaining characteristics of the pool itself.

Springs and seeps that are reliant on groundwater and complex subterranean geological features cannot be created. Please provide an explanation of how compensatory mitigation for lost groundwater-fed features mentioned at the bottom of page 3.7-113 can be accomplished.

4416-8599

Page 3.7-114, Red-legged frog: There are known occurrences of red-legged frog in Aliso Canyon that are not mentioned in the Draft EIR/EIS. Please include or explain why they are not included.

4416-8600

Page 3.7-117 (and elsewhere), Ephemeral streams and groundwater: Coast Range newt, western spadefoot, and other species may be dependent on groundwater in stream or depressional habitats where groundwater may be expressed at the surface on a seasonal basis, such as in tenajas along creeks above shallow bedrock. General statements regarding these and other species dismiss the importance of groundwater to their habitats, since there may be an important nexus between groundwater elevation and the seasonal availability of surface water.

4416-8601

Page 3.7-150, Impacts to Mountain Lion: The conclusory statement regarding significance of impacts to mountain lion is incorrect. The primary threat to mountain lions is not a loss of hunting or denning habitat; it is the fragmentation and isolation of core habitat blocks by suburban development and road construction, and other linear features that increase edge effects and create impediments to dispersal. The HSR has potential to further constrict

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

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4416-8601

bottlenecks to wildlife movement across the Soledad Canyon/I-14 corridor and those impacts should be discussed as impacts to dispersal habitat.

Movement considerations are applicable as well to the other non-volant special status mammal species addressed in the Draft EIR/EIS—American badger, Mohave ground squirrel, ringtail, San Diego black-tailed jackrabbit, San Diego desert woodrat, and southern grasshopper mouse.

4416-8602

Figure 3.7-45 Non-FESA-Listed Special-Status Mammal Habitat Within the Tunnel Construction Resource Study Area: The figure only shows ringtail habitat. Please correct or clarify.

4416-8603

Page 3.7-159, Indirect effects on special-status reptiles: A discussion of construction of new access roads should be included since it can potentially impacts special status reptiles due to vehicle strikes. This potential would be heightened for snakes on paved roads since they often warm themselves on the pavement surface well into nighttime hours.

4416-8604

Figure 3.7-46 Non-FESA-Listed Special-Status Reptile Habitat Within the Tunnel Construction Resource Study Area: Overestimates western pond turtle habitat, which would be limited to within about a mile of permanent or seasonal surface water habitats. However, the orange label could probably be used to represent habitat for many of the other non-listed special status reptile species within the RSA.

4416-8605

Page 3.7-163 (and elsewhere), “San Joaquin coachwhip”: Numerous references to this species throughout the document appear to be leftover boilerplate from other HSR section Draft EIR/EIS’s. This species does not occur within the study area. The local subspecies of *Coluber flagellum* is *C. f. piceus* (red racer) is not a special-status species. Mitigation measure #52 also neglects to include the other sensitive reptile species that do have potential to occur within the RSA: California glossy snake, coast patch-nosed snake, coastal rosy boa, coastal whiptail, San Bernardino ringneck, San Bernardino Mountain kingsnake, south coast garter snake, two-striped garter snake, and western pond turtle.

4416-8606

Page 3.7-179: The statement that “only the E2 and E2A Build Alternatives Risk Areas include riparian habitat” is incorrect. All of the build alternatives cross sections of riparian habitat.

4416-8607

Page 3.7-181, Surface construction impacts to designated Critical Habitat: Acreage estimates for impacts to arroyo toad upland non-breeding habitat may need revision. Any upland non-breeding habitat that becomes isolated from breeding habitat as a result of project construction should be considered permanently impacted since it will no longer be of use to toads. Such areas should also be thoroughly surveyed for the presence of aestivating toads prior to construction so that they do not become stranded in uplands.

4416-8608

Page 3.7-183 – 186 (and elsewhere), Significant Ecological Areas: The Draft EIR/EIS insufficiently addresses the impacts of the project on County designated SEAs and does not

Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

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4416-8608

fully consider the development standards and mitigation requirements of the SEA Ordinance or the SEA Program Implementation Guide. Please provide thorough discussions of how the project will fully assess project impacts to SEA Resources, including SEA Resource Categories 1 – 5, SEA protected trees, and SEA locally rare species and habitats. Also indicate how the project design is consistent with the SEA Ordinance findings, how proposed mitigation will be provided within the SEAs in which the impacts occur, and who will review the various mitigation plans to ensure consistency with requirements of the SEA Program.

Please note that more than mitigation may be needed to meet the findings for the SEA Ordinance. In general, a project must be *highly compatible* with SEA resources in order to meet the findings. This may require additional efforts to provide ecological “lift,” such as restoration of additional degraded habitats or improvements to connectivity within the SEA. Note as well, that all mitigation would have to be performed within the affected SEA in order to meet the findings.

4416-8609

Page 3.7-193, Wildlife crossing at I-14 and Stonecrest Road: This crossing is incorrectly described as being located south of the SR14/SR14A alignment, but it is located to the north. In addition to the high value of this crossing identified in the South Coast Missing Linkages report, this crossing is already severely compromised and will be made more so with construction of the Spring Canyon subdivision. The HSR will contribute to the cumulative impact on wildlife movement through this region and should provide an additional crossing opportunity over or under the I-14.

4416-8610

Page 3.7-200, Herbicides and pesticides: Please also indicate that herbicides and pesticides will be subject to restrictions within riparian areas so that only proper formulations (e.g., Rodeo instead of Roundup) are used.

4416-8611

Page 3.7-202 – 206: Throughout the discussion of noise and vibration impacts, there is a persistent implication that because elevated noise would only occur for a few seconds at a time (e.g., “brief and localized” as stated on page 3.7-205), it would not result in a significant adverse impact. However, this is incorrect when considered in the full context of frequency and timing of noise throughout the day. Regular and persistent repetition of startling noise and vibration is very disturbing and should not be dismissed or minimized by characterizing its duration as only “9 minutes per day” (as stated on page 3.7-202). Trains are proposed to run 176 times a day between the hours of 6am – 12am. This represents an average spacing of loud noise every 6 minutes for 18 hours/day. Such intense and persistent disturbance is sufficient for many species to avoid habitats near the rail line that might otherwise be available for breeding, foraging, or resting. This should be calculated as a permanent loss of habitat.

Errors in the analysis of noise and vibration impacts are also made in several instances by assuming that noise and vibration occurring outside of a species’ active period (such as daytime for nocturnal species) is inconsequential. These disturbances would be sufficient to upset the regular diurnal cycle of rest and activity. This is highly stressful and may result in

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4416-8611

increased energy expenditure, susceptibility to predation, nest failures, etc. Areas in which these impacts may occur should be assessed as permanently impacted habitat.

Burrowing rodents, and other mammals while in their burrows, are not highly mobile, as is stated on page 3.7-206, and are likely to be induced to abandon use of areas near the tracks if vibration makes residence within nearby burrows intolerable.

4416-8612

Table 3.7-30 Operational Noise Effects on Special-Status Bird Habitat: Please provide units.

4416-8613

BIO-MM#2: Prepare and Implement Plan for Salvage and Relocation of Special-Status Plant Species: Mitigation for rare plants is being deferred since there are insufficient details regarding the methods and likelihood of success for transplantation, which is the only mitigation option being proposed. In addition, no suitable receptor sites have been identified, so it cannot be known whether appropriate mitigation sites exist or can be located.

4416-8614

BIO-MM#4: Implement Seasonal Vernal Pool Work Restriction: For this and MM#5, the procedures to be followed in the event that vernal pools and their buffers cannot be avoided during the rainy season or while inundated are not clear. Both of the measures are too vague, and allow undefined “where feasible” allowances to work within sensitive locations and at sensitive times of the year. There is no effective prohibition against such work and no contingency measures proposed in the event that restrictions cannot be met.

4416-8615

BIO-MM#6: Prepare and Implement a Restoration and Revegetation Plan: The requirement that the Project Biologist will obtain a “locally sourced native seed mix” is too vague. It is not clear if it is from a local plant nursery, or derived from seeds and propagules originally collected from near the project site. It is also not clear if these species are native to the region or immediate vicinity, or merely native to California. There should be reference to biologically relevant criteria, such as seeds and propagules originating from within [XX] miles of the site, adapted to local climate and conditions, locally-indigenous populations and varieties, etc.

4416-8616

BIO-MM#14: Conduct Pre-construction Surveys and Delineate Active Nest Buffers Exclusion Areas for Breeding Birds: This mitigation measure is insufficient in that it prioritizes setting up buffers over avoiding take of an active nest. To that end, the baseline buffer width should be set conservatively, and an allowance for narrowing the buffer can be included if reduction of the buffer is not likely to cause distress to the nest. The measure should include a monitoring component to ensure that the buffer is sufficient and to provide authority to the construction monitor to increase the buffer if it is determined that it is not wide enough. Additionally, there is no survey radius given in the measure. The minimum standard survey radius in Los Angeles County is typically 300 feet for non-raptors; this is also the standard protective buffer width. These numbers come from CDFW guidance and should be included here.

Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

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- 4416-8617 | **BIO-MM#16: Implement Avoidance Measures for California Condor:** Provisions for drone usage should be added to the mitigation measure in the event that they might be used during construction near condor roosts and raptor nests.
- 4416-8618 | **BIO-MM#21: Implement Avoidance and Minimization Measures for Burrowing Owl:** This mitigation measure should include provisions not just for burrow relocation but also for ensuring suitability of type and amount of foraging habitat surrounding the relocation receptor site.
- 4416-8619 | **BIO-MM#32: Restore Temporary Riparian Habitat Impacts:** A general deadline of 90 days may not be appropriate or feasible if it results in a requirement to plant during hot, dry seasons of the year. Any planting for restoration work should be done during the season in which planting success is most likely (which will generally be late fall or early spring).
- 4416-8620 | **BIO-MM#33: Restore Aquatic Resources Subject to Temporary Impacts:** See previous comment on BIO-MM#32 regarding the 90-day deadline for restoration work. Also see earlier comment on BIO-MM#6 regarding seed and propagule sources.
- 4416-8621 | **BIO-MM#35: Implement Transplantation and Compensatory Mitigation Measures for Protected Trees:** Please include references to LA County Oak Tree and Significant Ecological Areas ordinances, since they define the suite of protected trees within unincorporated LA County.
- 4416-8622 | **BIO-MM#37: Minimize Effects on Wildlife Movement Corridors During Construction:** The mitigation measure defines "potential wildlife movement areas" as all lands dominated by native vegetation that are outside the final Build Alternative footprint. However, since many species will use non-native or ruderal habitats for movement, especially when other options are not available, this statement should be removed. Alternatively, the statement can be broadened to include any lands that are not hindered by structures or physical objects, such as walls or impermeable fencing, and which may be traversed by wildlife.
- 4416-8623 | **BIO-MM#43: Provide Compensatory Mitigation for Loss of Swainson's Hawk Nesting Trees and Habitat:** The mitigation measure defines active Swainson's hawk nest trees as trees in which Swainson's hawks were observed building nests during protocol-level surveys; however, this definition does not capture all the trees considered "active" by CDFW. Expand the definition to include any tree used for nesting at least once during the previous five years.
- 4416-8624 | **BIO-MM#52: Conduct Blainville's Horned Lizards, San Joaquin Coachwhip, and Silvery Legless Lizards Monitoring, and Implement Avoidance and Minimization Measures:** See prior comment regarding San Joaquin coachwhip and other special-status reptile species with potential to occur within the RSA.
- 4416-8625 | **Page 3.7-277 and 278, Wildlife Movement Corridors:** The assessment of permeability along the various alignments given in the bulleted list is an overestimate. It is calculated over

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

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4416-8625

the entire length of the alignments, which does not acknowledge that permeability across key portions of the alignment is already severely compromised. A more meaningful assessment would be to indicate the permeability of the alignments where they traverse critical points within the South Coast Missing Linkages, such as was done in the Wildlife Corridor Assessment Report, where it is plainly stated that:

- Two at-grade segments cross 44 percent of the mountain lion LCC
- Three at-grade segments cross 48 percent of the mule deer LCC
- Five at-grade segments cross 41 percent of the American badger LCC
- Nine at-grade segments cross 40 percent of the San Gabriel-Castaic Linkage Design

Further options to maintain permeability of at-grade segments of the Build Alternatives should be explored, such as by designing at-grade sections within SC Wildlands linkage to be fully enclosed, with vegetated overpasses.

4416-8626

Wildlife Corridor Assessment Report

Page ES-2: Although the least cost modeling did not directly identify the freeway as a barrier, the report is based on the recognition of the I-14 as the primary obstacle to movement between the San Gabriel and Castaic Mountains. The report for the San Gabriel-Castaic linkage provides numerous recommendations for preserving any existing remnant connectivity between the two ranges and asserts that the connection at Spring Canyon represents the last opportunity to ensure a connection of coastal habitats between the San Gabriel and Castaic ranges. A critical reason for developing the South Coast Missing Linkages design was to point out areas of highest sensitivity within the linkage and to make recommendations on how to make wildlife movement more tenable. The area where this project would cross the linkage is one of the most sensitive in the entire linkage, and any adverse effect should be viewed as significant.

The breakdown impacts given in the third paragraph on page ES-2 fails to recognize differences in sensitivity for different sections of the alignment, and minimizes impacts by characterizing everything as "less than" X miles and using percentages to quantify at-grade mileage rather than simply stating mileages in a transparent manner. The description should be clarified by saying that 2.5 – 3 miles of mule deer habitat and 4.25 – 5.75 miles of badger habitat will be affected, as well as saying the positive number of miles of kit fox habitat rather than "less than 2.0 miles," which is an undefined number.

Page ES-3: Characterizing the remaining fenced track segments that are located in the non-urban areas as "relatively short" is a drastic mischaracterization in this context, since 40% of the San Gabriel-Castaic linkage width would be lost due to project construction, based on the numbers given on page ES-2.

Page 2.44, Vulcan Mine: This mine is seeking closure. It is not clear how the disposal of spoils at this or any other mine site would affect the closure or reclamation permit for the mine,

Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

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or if that process would have to be re-initiated or extended. Please address this question in the DEIR

Should you have any questions or need further clarification on the comments provided, please feel free to contact to contact Mark Herwick, AICP, Supervising Planner at mherwick@planning.lacounty.gov or 213 974-7476.

Sincerely,

Amy Bodek
Director of Regional Planning



Connie Chung
Deputy Director
Advance Planning Division

AJB:CC:MSH:JD:kl

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022)

4416-8586

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the SR14A Build Alternative (Preferred Alternative), and states that full implementation will require close attention to environmental impacts in the unincorporated areas of LA County. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's preference for the SR14A Build Alternative is acknowledged. This comment serves as an introduction to the commenter's more detailed comments, which are subsequently responded to. For more information on the Preferred Alternative SR14A, please see Chapter 8, Preferred Alternative of the Final EIR/EIS.

4416-8587

The commenter notes that a small proportion of Los Angeles River Watershed is in Ventura County. Ventura County and Simi Hills are not within the resource study area for the Palmdale to Burbank Project Section. This comment does not relate to the impact analysis and as such, no change to the EIR/EIS is necessary.

4416-8588

The commenter notes that it is likely not all sensitive vegetation types have been identified within the Resource Study Area (RSA) because the Draft EIR/EIS uses CWHR-defined communities, while CDFW currently assigns sensitivity rankings to vegetation types based on an alliance/association convention of vegetation classification. The commenter is correct that while vegetation communities based on alliance/association are considered in the CWHR dataset, CWHR communities cannot be used to infer presence of CDFW sensitive vegetation communities to the level of alliance/association. The analysis provided in the Draft EIR/EIS is an assessment of the impacts to California sensitive vegetation communities given the current design stage and limited ability to perform field mapping surveys given limited right of entry to private property within the study area. BIO-MM#1, provided in the Draft EIR/EIS, requires that the Project Biologist conduct presence/absence botanical field surveys for special-status plant species and special-status plant sensitive natural communities in all potentially suitable habitats within work areas. The surveys shall be consistent with Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018) and Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants (USFWS 2001). The Project Biologist will flag and record, using a geographic information system (GIS), the locations of any observed special-status plant species and special-status plant sensitive natural communities. During this field survey effort, sensitive natural communities will be mapped to the alliance/association level according to the above-mentioned protocols. Please also refer to BIO-MM#2 (Prepare and Implement Plan for Salvage and Relocation of Special-Status Plant Species), BIO-MM#6 (Prepare and Implement a Restoration and Revegetation Plan), and BIO-MM#58 (Establish Environmentally Sensitive Areas and Nondisturbance Zones).

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

4416-8589

Refer to Standard Response PB-Response-BIO-1: Impacts in Bee Canyon.

The commenter notes that there is a population of slender-horned spineflower in Bee Canyon that may be impacted by the SR14A and Refined SR14 Build Alternatives alignment. The Authority acknowledges the known population of slender-horned spineflower in Bee Canyon. Section 3.7 of the Final EIR/EIS has been revised to acknowledge the known habitat for slender-horned spineflower in Bee Canyon (Section 3.7.5.3). Impacts from the project on special-status plants, including spineflower, are fully evaluated in Impact BIO#1, Section 3.7 of the Draft EIR/EIS. The Refined SR14 and SR14A Build Alternatives pass through the northern extent and close to a known population of slender-horned spineflower and modeled suitable habitat for the species occurs to the north of the alignment in Bee Canyon where the alignment will be at grade. Construction of at-grade track through Bee Canyon would result in the permanent removal of suitable modeled habitat for spineflower, but the construction footprint, namely the permanent and temporary impact footprint consisting of the rail alignment and fenced facilities and the construction staging and laydown areas, is sufficiently distant (approximately 80 feet) from the known population in Bee Canyon such that effects to the known population could be avoided. The Authority has undertaken a focused rare plant survey in Bee Canyon in May 2023 to determine the presence and extent of slender-horned spineflower. The species was not detected during the survey; however, potentially suitable habitat was mapped. Potentially suitable habitat for slender-horned spineflower does not occur in the project impact footprint. To mitigate impacts to slender-horned spineflower, avoidance and minimization features and mitigation measures are provided in Section 3.7.7 of the Draft EIR/EIS (specifically: BIO-MM#1, BIO-MM#2, BIO-MM#6, BIO-MM#38, BIO-MM#53, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60). In addition, refer to Standard Response PB-Response-BIO-1: Impacts in Bee Canyon.

4416-8590

The commenter notes that UTS should not be presumed to be absent from any reach of the Santa Clara River or its tributaries. UTS have not been assumed to be absent along any reach of the Santa Clara River where historical records are known. To the contrary, the impacts analysis provided in the Draft EIR/EIS assumes UTS to be present and mitigation measures (BIO-MM#6 BIO-MM#32 BIO-MM#33, BIO-MM#34, BIO-MM#46, BIO-MM#47, BIO-MM#50, BIO-MM#53, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#61, BIO-MM#62, BIO-MM#63, BIO-MM#76, BIO-MM#84, BIO-MM#85, BIO-MM#86, BIO-MM#87, BIO-MM#88, BIO-MM#89, BIO-MM#90) to avoid impacts to the species are provided. The Authority continues to coordinate with resource agencies to ensure that impacts have been identified and mitigated to less than significant under CEQA and no adverse effect under NEPA. This species is also evaluated under CESA as a state endangered and a fully protected species, and the Authority has identified no impacts to this species. Lastly, the Authority has determined under FESA the project would not jeopardize the continued existence of the species (based on consultation pursuant to section 7 of the Endangered Species Act).

4416-8591

The commenter suggests Figure 3.7-25 should illustrate the points of connectivity between major habitat blocks that are currently in jeopardy and identified for preservation in the South Coast Missing Linkages project. The intent of Figure 3.7-25 is to show the type of potential mountain lion habitat (breeding vs foraging) crossed by the project in order to quantify impacts. Effects to mountain lion movement are addressed in the Wildlife Corridor Assessment (WCA) and show core mountain lion habitat on Figure 6-1 in the WCA. The figure that shows the least cost corridor analysis from South Coast Wildlands Missing Linkage Project is provided on Figure 4-3 in the WCA and Figure 2-9 in the Supplemental WCA.

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4416-8592

The comment requests further elaboration on alignment features and their impact on SEAs and requests that surface disturbance features displayed on Figure 3.7-36 should likewise be displayed on other figures. As described in Section 3.7, Biological and Aquatic Resources, there are several distinct Resource Study Areas (RSA) which encompass the construction footprint. As described in Section 2.3.5 High Speed Rail Ancillary Features, the Build Alternative footprints include all components of the Palmdale to Burbank Project Section and right-of-way needed to construct, operate, and maintain all permanent HSR features. This includes features that provide necessary support for the construction, operations, and maintenance of the Build Alternatives, otherwise known as ancillary features. Each of the six Build Alternative footprints includes ancillary features such as equipment storage areas, temporary and permanent access roads, TPSS, switching stations and PSs, train signaling and communication facilities, grade separations (overcrossings and undercrossings), intrusion protection barriers, and wildlife crossing structures. Each of the six Build Alternative footprints also includes areas for utility relocation, roadway relocation, electrical power connection, and construction activities (including laydown, storage, and similar areas). Additionally, construction of deep bored tunnels could require some temporary surface impact areas such as adits and intermediate windows. These ancillary features are described in detail in Chapter 2. Therefore the RSAs developed and studied throughout the EIR/EIS are inclusive of all ancillary features such as portals, adits, etc., and include additional buffers to evaluate direct and indirect impacts. The core habitat resource study area is the Build Alternative footprint plus a 1,000-foot buffer to evaluate direct and indirect impacts on wildlife habitats and the special-status species that use those habitats. Project-specific vegetation mapping was conducted within this 1,000-foot buffer. The core-habitat RSA was used to analyze and determine impacts to special-status wildlife and plants and was not limited to the analysis of impacts to SEAs. As depicted on Figure 3.7-36, there are several SEAs within the core habitat RSA, including the San Andreas SEA, Santa Clara River SEA, and Tujunga Valley/Hansen Dam SEA. Furthermore, because of the amount of detail to be displayed on each graphic, considerations had to be made on what data to display on which graphics so as to avoid clutter and obscuring information. The extent of potential surface disturbance was equally analyzed in all impact analysis regardless of on which graphic it was displayed. No change has been made to the document in response to this comment.

4416-8593

The commenter notes that all native trees within Significant Ecological Areas (SEAs) are afforded protection under the SEA Ordinance and asks that text be included describing the protected tree provisions of the SEA Ordinance. The commenter notes that the text on Page 3.7-92 of the Draft EIR/EIS, stating “However, the majority of protected trees present, besides those of unknown type, are landscape, ornamental, or nonnative trees, which are less ecologically significant because they do not provide natural habitat or are less likely to provide preservation value for native species” is incorrect because non-native trees within unincorporated Los Angeles (LA) County are not protected. The commenter also notes the majority of trees within the unincorporated LA County portion of the Resource Study Area (RSA) are native and these native trees are protected within the SEA.

Section 3.7.5.11 of the Final EIR/EIS has been updated to clarify what constitutes a protected tree; a bullet point has been added that describes the protected tree provision of the LA County SEA Ordinance; and incorrect language has been removed. Specifically, per the commenter’s request, a bullet point has been added in the Final EIR/EIS describing the protected tree provisions of the SEA Ordinance, including trees protected under this ordinance as well as the applicable diameters that trigger protection. Tree species that are not listed in the SEA Ordinance or have not met the minimum trunk size diameter are not protected under the SEA Ordinance. Impacts on protected trees are analyzed in the Draft EIR/EIS as part of Impact BIO#12 (construction) and Impact BIO#19 (operation). Impacts on SEAs are analyzed as part of Impact BIO#11 (construction) and BIO#18 (operations). No additional updates to the impact analysis for protected trees or SEAs are needed.

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4416-8594

The commenter notes that Section 3.7.5.12, Wildlife Movement Corridors of the Draft EIR/EIS (Page 3.7-92) emphasizes the degraded character of wildlife movement opportunities into and out of the San Gabriel Mountains but fails to include any discussion of the key remaining bottlenecks and other constrictions to movement that are present within the otherwise hard to traverse sections of the RSA. Section 3.7.5.12 of the Draft EIR/EIS is a summary of the Palmdale to Burbank Project Section: Wildlife Corridor Assessment Report (WCA: Authority 2020a) and Palmdale to Burbank Project Section: SR14A, E1A, and E2A Build Alternative Supplement to Wildlife Corridor Assessment Report (Supplemental WCA: Authority 2020b). The WCA and the South Coast Missing Linkages Project: A Linkage Design for the San Gabriel - Castaic Connection (Penrod et al. 2004) identify the SR 14 freeway as the largest impediment to wildlife movement in the Linkage Design. The commenter states that under- and overpasses, as well as traversable culverts should be identified as highly important facilities for movement that must be preserved or recognized as a significant impact in the event they are further constricted or severed. As noted above, the WCA acknowledges that the SR 14 freeway creates bottlenecks for wildlife movement. Section 5.3.1 and Figure 4-5 in the WCA identifies existing crossing structures such as bridges and culverts under the SR 14 freeway. Potential crossing opportunities across the SR 14 freeway are provided below and photographs are provided in Appendix C in the WCA: California Aqueduct undercrossing of the SR14; SR14 undercrossing south of California Aqueduct; Sierra Highway-SR14 undercrossing; Mountain Springs Road-SR14 overcrossing; Sierra Highway-SR14 overcrossing; Santiago Road-SR14 undercrossing; Crown Valley Road-SR14 undercrossing; Red Rover Mine Road-SR14 undercrossing; Culvert under SR14 near Red Rover Mine Road; Ward Road-SR14 undercrossing; Culvert under SR14 near Ward Road; Puritan Mine Road-SR14 undercrossing; Escondido Canyon Road-SR14 overcrossing; Pacific Crest Trail SR14 undercrossing; Culvert under SR14 near Vasquez Rocks; Agua Dulce Canyon Road-SR14 undercrossing; Culvert under SR14 near Agua Dulce Canyon Road; Stone Crest Road-SR14 undercrossing; Soledad Canyon Road-SR14 undercrossing. Furthermore, Figure 4-5 in the WCA shows the spatial relationship between these wildlife crossing opportunities at the existing bridges on the SR 14 freeway and the alignment with the adjacent permeable elevated and underground HSR segments that maintain wildlife movement opportunities. The commenter states that the Draft EIR/EIS incorrectly states the San Gabriel Mountains contain "corridors". The commenter further states that the

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San Gabriel Mountains are themselves a large block of core habitat that are connected to other core habitat blocks via a tenuous set of "corridors." The Angeles National Forest, Land Management Plan (USFS 2005) identifies three wildlife corridors, including Big Tujunga Canyon Place, I-5 Corridor Place, and the Sheep Mountain Wilderness Area in and around the San Gabriel Mountains. The San Gabriel Mountains are largely undeveloped and are identified as Natural Landscape Blocks in the California Essential Habitat Connectivity Project (Spencer et al. 2010). As shown on Figure 4-2 of the WCA, the California Essential Habitat Connectivity Project also identifies Essential Connectivity Areas, specifically the San Gabriel Mountains West - San Francisquito and the Contract Point - Santa Susana Mountains. The commenter states that where external corridors are most viable, they have been identified as least-cost corridors and are delineated as part of the Missing Linkages project designs. The WCA incorporated the Missing Linkages Project's least-cost corridor models and Linkage Design in the analysis. As described in the WCA, the South Coast Missing Linkages least-cost corridor were based on topography, vegetation, road density, and elevation, while the size of the road such as the SR 14 freeway and existing undercrossings were not variables in this modeling effort. The resulting least-cost corridor modeling do not correlate to the perceived bottlenecks associated with the SR 14 freeway undercrossings. The commenter states that the section gives the erroneous impression that lands within the Sierra Madre-Castaic Linkage Design, SEAs, and Nature Conservancy Ecoregional Priority Areas are protected. The commenter goes on to explain that these designations are identified to highlight their importance to maintaining opportunities for movement (and hence serve to point them out as priorities for preservation), but many of the parcels within them are privately owned and may be developed. The Final EIR/EIS has been revised to clarify that the Sierra Madre-Castaic Linkage Design, SEAs, and Nature Conservancy Ecoregional Priority Areas are not protected lands but identified as ecologically important areas consistent with the WCA and supplemental WCA. Figure 5-3 in the WCA and Figure 2-5 in the supplemental WCA show The Nature Conservancy Ecological Priorities, Los Angeles County Significant Ecological Areas in relation to conservation easements and protected lands. Figure 4-4 in the WCA and Figure 2-10 in the supplemental WCA show the spatial relationship between the permeable segments of the Build Alternatives with the South Coast Missing Linkages: San Gabriel -Castaic Connection Linkage Design. The commenter requests a figure illustrating protected areas and their spatial relationship to

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the HSR project. Figure 5-2 in the WCA and Figure 2-4 in the supplemental WCA show existing protected and conserved land in spatial relationship with the permeable segments of the Build Alternatives. The commenter states bridges and culverts that provide potential crossing opportunities under the SR 14 freeway need further discussion and should be acknowledged in impact discussions related to wildlife movement and that any further obstruction of crossing opportunities must be acknowledged as a significant impact. Again, Figure 4-5 in the WCA shows the spatial relationship between these wildlife crossing opportunities at the existing bridges on the SR 14 freeway and the alignment with the adjacent permeable elevated and underground Build Alternative segments that maintain wildlife movement opportunities. Table 6-6 in the WCA and Table 2-13 in the supplemental WCA show the extensive lengths of the permeable viaducts and tunnel segments that maintain wildlife movement across the Build Alternative alignments.

4416-8595

The commenter is correct that the summary statement of Impact BIO#12 on page is missing the word "Trees". This has been corrected in the Final EIR/EIS. The effects on wildlife movement would occur from construction of the project and as such are evaluated in Impact BIO#13. Once constructed the project would not result in ongoing impacts to wildlife movement beyond those discussed in Impact BIO#13.

4416-8596

Refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc..

The commenter asks about impacts related to access roads and tunnel portals as well as the clarity of the acreage specifics from impact tables found throughout the document. As described in Section 3.7, Biological and Aquatic Resources, there are several distinct Resource Study Areas (RSA) that encompass the construction footprint, inclusive of all ancillary features such as portals, adits, etc., and include additional buffers to evaluate direct and indirect impacts. For example, access roads and tunnel portals are discussed with respect to direct and indirect impacts due to surface construction on Page 3.7-101 of the Draft EIR/EIS and again on Pages 3.7-185, 186, 187, and 200. The impact acreages listed in tables are inclusive of impacts from the rail alignments construction footprint and all ancillary areas including staging yards, laydown yards, utility corridors, access roads, and tunnel portals. Please see Standard Response PB-Response-ALT-2: Unique Tunnel Elements –Windows, Adits, Tunnel Boring Machines, etc., which describes what unique tunneling elements are associated with the Build Alternatives in further detail.

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4416-8597

Refer to Standard Response PB-Response-BIO-1: Impacts in Bee Canyon, PB-Response-S&S-1: Wildfire.

The commenter asks for information on altered hydrology in Bee Canyon and its effects on slender-horned spineflower and on impacts from ignition sources arising from operation of the project. Indirect effects to slender-horned spineflower, including changes in hydrology, were considered in the Draft EIR/EIS in Sections 3.7.6, Impact BIO#1 on page 3.7-102 and in Appendix 3.7-C: Supplemental Analysis of Tunneling Effects on Biological Resources. Changes to groundwater levels were found to not be significant in the area of Bee Canyon where slender-horned spineflower occurs and no effect to the species is expected as a result of tunnel construction.

No flood control devices are planned in Bee Canyon and no changes to scour/deposition dynamics are expected in Bee Canyon as a result of the project. Please see standard response PB-Response-BIO-1: Impacts in Bee Canyon for more information. Hazards and impacts associated with ignition sources are discussed in detail in Section 3.11. As discussed on page 3.11-25, "For analysis of wildfire hazards, the Authority reviewed FHSZ [fire hazard severity zones] maps for state and local responsibility areas throughout the RSA [Resources Study Area] to determine where wildfire hazards exist within the RSA. Using an overlay of each Build Alternative footprint, the Authority evaluated the potential for project construction and operation to increase fire risks in these areas. In particular, the Authority evaluated the storage and use of flammable or combustible materials, operation of heavy machinery, presence of electrical facilities, and other factors resulting from increased human activity." Please see Standard Response PB-Response-S&S-1: Wildfire for more information.

4416-8598

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter suggests that BIO-MM#2 is unlikely to provide adequate mitigation for impacts to rare plants because relocation and transplantation may not be viable for all species potentially affected by the Project. The commenter is also requesting a finer breakdown of the suite of special-status species affected by the project, with recognition of the requirements and the likelihood of success for different mitigation approaches for each species, as well as a quantification of the likelihood of finding sufficient unoccupied suitable habitat for each species (within which mitigation could be located). The commenter also states that BIO-MM#3 does not address structural changes to vernal pools or their supporting watersheds. The commenter states that vernal pools impacts could still occur despite seasonal avoidance conditions and that vernal pool hydrological systems may not be able to recover. The commenter requests an explanation of how compensatory mitigation for lost groundwater-fed features mentioned at the bottom of page 3.7-113 in the Draft EIR/EIS can be accomplished.

BIO-MM#2 (Prepare and Implement Plan for Salvage and Relocation of Special-Status Plant Species) requires implementation of a salvage and relocation plan for special-status plants that might otherwise be impacted by the project. As noted in the measure, the plan will include provisions that address the techniques, locations, and procedures required for the collection, storage, and relocation of seed or plant material, and collection, stockpiling, and redistribution of topsoil and associated seed. The plan will also include requirements related to outcomes such as percent absolute cover of highly invasive species, as defined by the California Invasive Plant Council (less than documented baseline conditions); maintenance; monitoring; implementation; and annual reporting. The plan will reflect conditions required under regulatory authorizations issued for federal or state-listed species. The Project Biologist will submit the plan to the Authority for review and approval. In addition, the Authority would prepare a Compensatory Mitigation Plan, as specified under BIO-MM#53, for federal and state-listed species and their habitat, fish and wildlife resources regulated under Section 1600 et seq. of the Fish and Game Code, and certain other special-status species (which would include special-status plant species that cannot be salvaged or relocated). As discussed in the Draft EIR/EIS beginning on Page 3.7-95, the Project has the potential

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4416-8598

to impact special-status plants or plant communities. These impacts are clearly defined for individual species and communities and the analysis was based on modeling and other methodologies that often overestimate actual impacts. The Authority believes that mitigation outlined in the Draft EIR/EIS is adequate and is consistent with the mitigation provided in other sections of the High-Speed Rail program with certified EIR/EIS documents. Therefore, a finer breakdown of affected special-status species, different mitigation approaches for each species, and quantification of unoccupied suitable habitat for habitat mitigation is not able to be completed until the pre-construction surveys are completed (BIO-MM#1). The CMP described under BIO-MM#53 is required to include this information on each species the CMP is required for.

The commenter is correct that BIO-MM#3 (Conduct Pre-construction Surveys for Vernal Pool Wildlife Species) does not address structural changes to vernal pools or their supporting watersheds; BIO-MM#3 provides the guidelines for conducting pre-construction surveys for vernal pool wildlife species. The commenter is also correct that seasonal avoidance of vernal pools would not result in avoidance of impacts to the pools if the hydrological system supporting the pools is upset or if the pan is punctured. Section 3.7.5.6 of the Draft EIR/EIS states that fourteen vernal pool features are within 1,000 feet of all six Build Alternatives; however, none were identified within the aquatic resources study area. Therefore, effects to the water-retaining characteristics of the vernal pools are not expected because no vernal pools are expected to be present in the direct effect area. Impact BIO#5 (Page 3.7-146) discusses direct and indirect impacts to special-status invertebrates and included changes to hydrology. Implementation of BIO-IAMF#1 (Designate Project Biologist, Designated Biologists, Species-Specific Biological Monitors and General Biological Monitors), BIO-IAMF#2 (Facilitate Agency Access), BIO-IAMF#3 (Prepare WEAP Training Materials and Conduct Construction Period WEAP Training), BIO-IAMF#5 (Prepare and Implement a Biological Resources Management Plan), BIO-IAMF#6 (Establish Monofilament Restrictions), BIO-IAMF#7 (Prevent Entrapment in Construction Materials and Excavations), BIO-IAMF#8 (Delineate Equipment Staging Areas and Traffic Routes), BIO-IAMF#9 (Dispose of Construction Spoils and Waste), BIO-IAMF#10 (Clean Construction Equipment), and BIO-IAMF#11 (Maintain Construction Sites) (Section 3.7.4.2) were incorporated into the design to reduce impacts on special-status invertebrates.

4416-8598

Section 3.8.6.3 (starting on page 3.8-34) in Section 3.6, Hydrology and Water Quality of the Draft EIR/EIS addresses permanent alteration of surface drainage patterns, alteration of upland topography, stormwater flows, and construction-induced erosion in Impact HWR#1. Implementation of HYD-IAMF#1 and HYD-IAMF#2 will ensure impacts on hydraulic capacity would be reduced by minimizing alterations to watercourses, implementing BMPs, and maintaining stormwater patterns. HYD-IAM#3 involves the preparation of a SWPPP which would minimize changes to drainage, stormwater, and erosion patterns during construction.

BIO-MM#3 will determine if listed or special-status wildlife species occur within the vernal pools in the work areas within 250 feet. If habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp is determined to occur within the direct impact area, BIO-MM#39 states the Authority will provide compensatory mitigation for direct and indirect effects to vernal pool branchiopod habitat at a 1:1 ratio, unless a higher ratio is required by the FESA. BIO-MM#4 is intended to protect the wildlife species that may occupy vernal pools when they are inundated. The vernal pool itself could be damaged or destroyed during the dry season and become unusable during subsequent wet periods. Compensatory mitigation will be provided using one or more of the methods described in BIO-MM#47 (Prepare and Implement a CMP for Impacts on Aquatic Resources), which identifies mitigation to address temporary and permanent loss, including functions and values, of aquatic resources (including vernal pools) as defined as Waters of the U.S. under the CWA and/or waters of the state under the Porter-Cologne Act. In addition, BIO-MM#53 (Prepare a CMP for Species and Species Habitat), which identifies compensatory mitigation that will be provided to offset permanent and temporary impacts on federal and state-listed species and their habitat, fish and wildlife resources regulated under Section 1600 et seq. of the Fish and Game Code, and certain other special-status species. BIO-MM#47 requires the preparation and implementation of a Compensatory Mitigation Plan, which will specify where suitable relocation sites will occur and the amount of land or number of features that will be required for compensatory mitigation. Where vernal pools cannot be avoided by project activities and they are determined to be occupied by special-status wildlife species through implementation of BIO-MM#3, BIO-MM#5 (Implement and Monitor Vernal Pool Avoidance and Minimization Measures within Temporary Impact Areas) requires that prior to the initiation of a ground disturbing activity occurring during the dry season, the

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4416-8598

Project Biologist will collect a representative sampling of soils from the affected vernal pools to obtain viable plant seeds and vernal pool branchiopod cysts. After collecting soil, the Project Biologist may also put rinsed gravel in the vernal pools and cover it with geotextile fabric to minimize damage to the soils and protect the pools' contours, as provided by regulatory authorizations issued under FESA. The soil containing seeds and cysts may later be returned to the affected pool after work has been completed or incorporated into other vernal pools, as provided by regulatory authorizations issued under FESA.

The Authority does not intend to recreate springs and seeps reliant on groundwater. Rather, hydrogeological studies have shown few areas within the Tunnel Construction resource study area for the SR14A Build Alternative (the Preferred Alternative) where impacts from tunneling could have a moderate to high risk of occurring. In fact, no known springs or seeps are known to exist along the SR14A Build Alternative alignment, and there are no anticipated impacts to vernal pools or generally to lacustrine wetland special-status plant communities from changes in hydrological conditions (Table 3.7.12 in the Draft EIR/EIS). BIO-MM#93 (Adaptive Management Plan for Groundwater Effects on Species and Habitat) requires ongoing monitoring of possible effects from tunneling on groundwater and surface habitats that rely on groundwater. In the unlikely event that effects are detected, the Adaptive Management and Monitoring Plan outlines responses, as outlined on page 3.7-236 of the Draft EIR/EIS.

The Authority is committed to the protection of California's sensitive natural resources and is collaborating with resources agencies to develop the most appropriate and effective mitigation for impacts from construction and operation of the project. Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

4416-8599

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter asks for an explanation of the occurrences of red-legged frog in Aliso Canyon. As stated on page 3.7-26 of the Draft EIR/EIS, Aliso Creek was not surveyed because California red-legged frogs are known to occur within the creek upstream of the project alignment. Therefore, the Authority and USFWS assumed the species to be present (page 3.7-26 of the Draft EIR/EIS). Please see Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, for more information.

4416-8600

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest.

The commenter expresses concerns about ephemeral streams and a suite of sensitive species, including coast range newt, western spadefoot, and other species that may be dependent on groundwater in stream or depressional habitats where groundwater may be expressed at the surface on a seasonal basis, such as in the tenajas along creeks above shallow bedrock. The Authority disagrees with the comment regarding Section 3.7 making general statements regarding species impacts as this section does go into detail regarding potential impacts to surface features from changes in groundwater flow. Table 3.7-26 identifies potential impacts by acre to aquatic resources from changes in hydrologic conditions to known seeps, springs, and perennial streams. Ephemeral streams are by definition not fed by groundwater, and perched water tables on shallow bedrock are unlikely to be impacted by tunneling deeper.

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4416-8601

The commenter disagrees with the conclusion that the primary threat to mountain lions is loss of hunting and denning habitat, but rather from fragmentation and isolation of core habitat blocks by suburban development, road construction, and other linear features that increase edge effects and impediments to dispersal. Effects to wildlife movement corridors from habitat fragmentation are summarized in Section 3.7, Biological and Aquatic Resources (Section 3.7.5.12) of the Draft EIR/EIS and analyzed in the Wildlife Corridor Analysis (WCA) and supplemental WCA. Section 5.2.5.1 of the WCA describes “the primary threats to mountain lion are habitat fragmentation, loss of large undeveloped tracts of land, vehicle collisions, illegal shooting, animal control measures, and loss of natural prey base.” The Final EIR/EIS has been revised to be consistent with the WCA.

The commenter also expressed specific concern for further constriction of bottlenecks to wildlife movement at the Soledad Canyon/I-14 corridor (SR 14 freeway). Section 5.3.1 and Figure 4-5 in the WCA identifies existing crossing structures, such as bridges and culverts, under the SR 14 freeway that create bottlenecks for wildlife movement. Potential crossing opportunities across the SR 14 freeway are provided below and photographs are provided in Appendix C in the WCA.

- California Aqueduct undercrossing of the SR14
- SR14 undercrossing south of California Aqueduct
- Sierra Highway-SR14 undercrossing
- Mountain Springs Road-SR14 overcrossing
- Sierra Highway-SR14 overcrossing
- Santiago Road-SR14 undercrossing
- Crown Valley Road-SR14 undercrossing
- Red Rover Mine Road-SR14 undercrossing
- Culvert under SR14 near Red Rover Mine Road
- Ward Road-SR14 undercrossing
- Culvert under SR14 near Ward Road
- Puritan Mine Road-SR14 undercrossing
- Escondido Canyon Road-SR14 overcrossing
- Pacific Crest Trail SR14 undercrossing
- Culvert under SR14 near Vasquez Rocks
- Agua Dulce Canyon Road-SR14 undercrossing

4416-8601

- Culvert under SR14 near Agua Dulce Canyon Road
- Stone Crest Road-SR14 undercrossing
- Soledad Canyon Road-SR14 undercrossing

Furthermore, Figure 4-5 in the WCA shows the spatial relationship between these wildlife crossing opportunities at the existing bridges on the SR 14 freeway and the alignment with the adjacent permeable elevated and underground HSR segments that maintain wildlife movement opportunities.

The commenter disagrees with the less than significant impact conclusion to mountain lion and expresses concern about movement for other non-volant special-status species such as American badger, Mohave ground squirrel, ringtail, San Diego black-tailed jackrabbit, San Diego desert woodrat, and southern grasshopper mouse. Again, Figure 4-5 in the WCA shows the spatial relationship between the wildlife crossing opportunities at the existing bridges on the SR 14 freeway and the alignment with the adjacent permeable elevated and underground HSR segments that maintain wildlife movement opportunities. Appendix C in the WCA shows photographs of each of the bridges and culverts on the SR 14 freeway. Table 6-6 in the WCA and Table 2-13 in the supplemental WCA shows the extensive lengths of the permeable viaducts and tunnel segments that maintain wildlife movement across the HSR alignment. The SR14A Build Alternative includes six permeable segments that includes a 13.25 mile, an 8.28 mile, and a 1.04 mile tunnel segment, a 0.43 mile, a 0.40 mile, and a 0.19 mile elevated viaduct segment, a 13.06 mile, a 7.21 mile, a 3.14 mile, a 1.62 mile, a 0.99, and a 0.51 mile tunnel segment, and a 0.68 mile, a 0.65 mile, a 0.44 mile, a 0.37 mile, a 0.32 mile, a 0.16 mile, a 0.06 mile, and a 0.03 mile elevated viaduct where these species can cross the HSR alignment.

As described in Section 3.7 of the Draft EIR/EIS, the Authority developed mitigation measure BIO-MM#64 that applies to installation of one wildlife crossing south of the California Aqueduct and one wildlife crossing east of Una Lake to improve the permeability of the SR14A Build Alternative. Other mitigation measures were developed to further reduce impacts, including: preparation and implementation of a restoration and revegetation plan that will restore vegetation surrounding wildlife movement corridors to provide appropriate cover for wildlife species (BIO-MM#6); installations of aprons or

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4416-8601

barriers within security fencing to direct animals toward crossing structures where there would be no threat of injury or death from rail and vehicular strikes (BIO-MM#36); minimize effects on wildlife movement corridors during construction by implementing measures to ensure that movement corridors are more accessible to wildlife species, including special-status wildlife, during construction activities (BIO-MM#37); establish environmentally sensitive areas which would reduce construction-related disturbance to movement corridors and would minimize the prevention of wildlife species from utilizing movement corridors in proximity to the construction footprint (BIO-MM#58); limit vehicle traffic and construction site speeds to minimize encroachment of construction activities into wildlife movement corridors and minimize wildlife species' aversion to utilizing movement corridors in proximity to the construction footprint (BIO-MM#60); implement wildlife height requirements for enhanced security fencing to direct wildlife species, including special-status wildlife, to movement corridors where wildlife would not become entrapped or harmed within the right-of-way (BIO-MM#77); install wildlife jump-outs to ensure that wildlife species, including special-status wildlife, do not become entrapped or harmed within the right-of-way, which would facilitate their access to movement corridors (BIO-MM#78); and implementation of measures to reduce, avoid and minimize effects on wildlife movement to promote wildlife species, including special-status wildlife, in utilizing implemented movement corridors (BIO-MM#83). Refer to Section 3.7.7 of the Final EIR/EIS for the full text in these measures. Collectively, the above mitigation measures would provide avoidance and minimization of the impacts such that potentially significant effects on wildlife movement corridors would be reduced to less than significant levels.

4416-8602

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter requests clarification on Figure 3.7-45 only depicting ringtail habitat. As explained on Page 3.7-151 of the Draft EIR/EIS, the ringtail is the only special-status mammal occurring in the tunnel construction RSA that requires riparian habitats and therefore could be adversely affected by changes in groundwater levels (Figure 3.7-45). Other mammals, such as bat species, are not considered groundwater dependent for the purposes of the tunnel construction analysis, as they do not require aquatic or riparian conditions to complete a significant portion of their life cycle. Please see Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife for more information.

4416-8603

The commenter requests that a discussion of impacts from construction of new access roads and resulting vehicles strikes be included in the Draft EIR/EIS. The Draft EIR/EIS discloses the impact of increased traffic and vehicles strikes on wildlife, especially in wildlife movement corridors, under Impact BIO#13 and in Section 3.7.7.1. Strikes of reptiles on access roads would be considered a direct effect as it is an immediate impact to individuals. Direct effects on special-status reptiles are addressed on Page 3.7-158 and include impacts such as killing or injuring individuals as a result of construction activities, including vehicle strikes on access roads. Mitigation measures have been provided in the Draft EIR/EIS to reduce the chance of vehicle strikes. BIO-MM#8 requires a biological monitor to be present during all ground disturbing activities in suitable reptile habitat. The biological monitor would ensure that no reptiles are present near work activities such that they could be harmed. Additionally, BIO-MM#36 and BIO-MM#77 require exclusion barriers and fencing to prevent wildlife from accessing the work area, and BIO-MM#60 includes establishing a 15-mph speed limit on unimproved access roads and construction areas that will reduce impacts to special status wildlife, including reptiles.

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4416-8604

The commenter suggests Figure 3.7-46 overestimates western pond turtle habitat in the RSA. The Authority has undertaken a careful and conservative analysis of species distributions within the RSA, and based on the conservative nature of the species habitat modeling agrees with the commenter that the area depicted is likely an overestimate.

4416-8605

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter notes that the “San Joaquin coachwhip” (*Coluber flagellum ruddocki*) is not present in the Resource Study Area (RSA); however, the closely related “red racer” (*Coluber flagellum piceus*) is present within the RSA and that this species is not a special-status species. The commenter also notes that the following special-status reptile species are not included in the Draft EIR/EIS: California glossy snake, coast patch-nosed snake, coastal whiptail, coastal rosy boa, San Bernardino Mountain kingsnake, San Bernardino ringneck, south coast garter snake, two-striped garter snake, and western pond turtle. The commenter is correct regarding the San Joaquin coachwhip, and this has been revised accordingly in the Final EIR/EIS (Section 3.7, Biological and Aquatic Resources; Impact BIO#7). Regarding the additional nine reptile species, the impact on these nine reptile species were included in Impact BIO#7 in Section 3.7, Biological and Aquatic Resources of the Draft EIR/EIS (see Table 3.7-7). However, the names of these nine species were not included in BIO-MM#52 in the Draft EIR/EIS. The Final EIR/EIS has been revised to clarify that BIO-MM#52 would apply for these nine species. Please note that other non-special-status reptile species would also be expected to benefit from implementation of BIO-MM#52. Please also refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife for more information.

4416-8606

The commenter suggests that all Build Alternatives cross sections of riparian habitat. The cited text is in reference to impacts associated with changes in groundwater levels during tunnel construction potentially resulting in indirect impacts on surface waters and associated aquatic resources within the identified Risk Areas. As described in Section 3.8, Hydrology and Water Resources, areas potentially subject to changes in groundwater levels as a result of tunnel construction were identified based on hydrogeological and hydrological information and were divided into “No/Low Risk”, “Moderate Risk”, and “High Risk” areas. All at-risk areas are encompassed within the 2-mile-wide tunnel construction RSA. It is correct that all Build Alternatives would impact riparian habitat areas; however, in the context of indirect impacts to surface resources from tunnel construction, only the E2 and E2A Build Alternative Risk Areas include riparian habitat (See Table 3.7-28 of the Draft EIR/EIS).

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

4416-8607

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter suggests that all upland non-breeding habitat for arroyo toad that becomes isolated from breeding habitat should be considered permanently impacted as well as a need for appropriate surveys to assess the presence/absence of arroyo toads prior to construction.

The project footprint within arroyo toad habitat (including critical habitat) is limited to the Santa Clara River and consists of a small area limited to footings for bridge pilings. No work will occur in the wetted channel. No permanent activities or facilities will result in permanent isolation of arroyo toad habitat. Impact calculations provided in the Draft EIR/EIS are conservative in that they account for a larger area of the project footprint than would actually be impacted by project construction or ongoing operations and maintenance. Additionally, measures BIO-MM#7, BIO-MM#8, BIO-MM#34, BIO-MM#36, BIO-MM#56, BIO-MM#58, BIO-MM#63, and BIO-MM#76 in the Biological and Aquatic Resources document detail means of assessing presence of arroyo toad prior to construction as well as minimizing impacts during construction. BIO-MM#7 will be revised in the Final EIR/EIS to emphasize that surveys for special-status species will occur prior to ground disturbance and will be conducted using the appropriate protocol level methodology according to agency standards. Please see PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife for information on impacts to arroyo toad habitat. For revision in the Final EIR/EIS: BIO-MM#7: Conduct Pre-construction Surveys for Special-Status Reptile and Amphibian Species prior to any ground disturbing activities, the Project Biologist will conduct pre-construction surveys in suitable habitat to determine the presence or absence of special-status reptiles and amphibian species within the work area. Surveys will be conducted no more than 30 days before the start of ground disturbing activities in a work area providing enough time to complete a given species' protocol survey methodology. Protocol surveys for the detection of special-status reptiles and amphibians will be according to CDFW Survey and Monitoring Protocols and Guidelines (<https://wildlife.ca.gov/Conservation/Survey-Protocols#377281282-amphibians>) and the USFWS Survey Protocols and Guidelines (<https://www.fws.gov/library/collections/survey-protocols-and-guidelines-recovery->

4416-8607

permits-pacific-southwest-region). The results of the pre-construction surveys will be used to guide the placement of ESAs, approach for conducting species relocation, and will inform the preparation of the CMP under BIO-MM#53. For federal or state-listed species, relocations will be undertaken in accordance with regulatory authorizations issued under the FESA and/or CESA and/or Fish and Code §§1002, 1002.5, 1003 and/or Cal. Code Regs., tit. 14, §650. The qualified Project Biologist will prepare an Amphibian Relocation and Avoidance Plan that includes species-specific avoidance buffers and suitable relocation areas at least 50 feet outside of the Project site. The qualified Project Biologist will submit a copy of an Amphibian Relocation and Avoidance Plan to the CDFW and USFWS for approval prior to any clearing, grading, or excavation work on the Project site. This mitigation measure is anticipated to be effective because it identifies and documents special-status reptile and amphibian species and their habitat within the project footprint, informing methods for the species' avoidance, protective fencing placement, and relocation activities.

Implementation of this measure would have temporary impacts on special-status reptiles and amphibians resulting from take (harassment) of a few individuals, if identified during surveys. The sampling is an assessment that would be useful in understanding the species present and would help guide the implementation of the performance standards to be consistent with other mitigation requirements. In general, the surveys are minimally invasive and would not result in physical disturbance outside the project footprint. Implementation of this measure would not trigger secondary environmental impacts because it would not change the scope, scale, or location of construction activities beyond those that have been described as part of the Build Alternatives.

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4416-8608

Refer to Standard Response PB-Response-GEN-6: Impacts on the Santa Clara River.

The commenter requests a thorough discussion of how the project will fully assess project impacts to SEA Resources, including SEA Resource Categories 1 –5, SEA protected trees, and SEA locally rare species and habitats, and how the project design is consistent with the SEA Ordinance findings, how proposed mitigation will be provided within the SEAs in which the impacts occur, and who will review the various mitigation plans to ensure consistency with requirements of the SEA Program. Impact BIO#11: Project Construction Effects on Significant Ecological Areas evaluated the effects of each Build Alternative on SEAs in the project area. As depicted on Figure 3.7-6, the six Build Alternative alignments would traverse the San Andreas, Santa Clara River, and Tujunga Valley/Hansen Dam SEAs. This section describes, from north to south, each of the SEA crossings for each of the six Build Alternatives. The Authority's analysis identified where surface construction would occur within each of these SEAs and the potential impacts that could occur. The Authority's analysis also references several impact avoidance and minimization features (IAMFs) –BIO-IAMF#1 through BIO-IAMFs#5 and BIO-IAMF#12, which will ensure that measures are applied in a timely manner, that the Palmdale to Burbank Project Section site and construction activities comply with all regulatory procedures intended to avoid and minimize impacts on applicable resources, and that biological resources are appropriately identified and preserved, to the extent feasible. However even after application of these IAMFs, the Authority's analysis concludes that construction of each of the six Build Alternatives would result in a substantial adverse effect on biological resources, including protected plant or wildlife species, habitat, or other natural communities. The biotic viability of SEAs would be degraded such that their functionality for species would be compromised and this represents a significant impact. In response, the Authority identified four mitigation measures (BIO-MM#6, BIO-MM#47, BIO-MM#50, and BIO-MM#53) to reduce direct and indirect impacts on SEAs. These mitigation measures include restoration and revegetation plans, as well as compensatory mitigation plans which require compensatory mitigation to occur near the impact. These measures are consistent with the commenter's suggestion that measures are needed to "lift" ecological values, including restoration of habitat. With implementation of these mitigation measures, the biotic viability of SEAs to function as habitat for wildlife and plant species would be preserved and would be consistent with the development standards and mitigation

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requirements associated with the SEA program. As such, the Authority determined that with the mitigation noted above, the potential impact to SEAs in the project area would be less than significant.

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4416-8609

Refer to Standard Response PB-Response-BIO-3: Wildlife Movement Corridors.

The commenter correctly states that the Stonecrest Road crossing at the SR 14 freeway is located to the north of the Refined SR14/SR14A Build Alternative alignments. The Stonecrest Road bridge under the SR 14 freeway is the only freeway crossing in the Soledad Canyon area. The Refined SR14/SR14A Build Alternative alignments will maintain a 0.4-mile crossing under the elevated viaduct at the Santa Clara River and Soledad Canyon that aligns with the Stonecrest Road/SR 14 freeway bridge. In addition, these two alternatives extend to the southwest underground in 13.06 miles and 8.28 miles of tunnel, respectively. The Final EIR/EIS was revised to correctly indicate that the crossing is located to the north at Stonecrest Road.

The commenter is also concerned with the HSR's cumulative impact on wildlife movement through this region and asserts that the Authority should provide an additional crossing opportunity over or under the SR 14. Operation of the Build Alternatives, in combination with other past, present, and reasonably foreseeable future land development and transportation plans/projects (refer to Draft EIR/EIS Appendix 3.19A) would convert currently undeveloped habitat to residential, commercial, industrial, and transportation uses, thereby creating barriers to wildlife movement, reducing natural habitat, and impacting special-status plants, special-status wildlife, and aquatic resources in surrounding areas. This potentially significant cumulative impact was disclosed in Section 3.19, Cumulative Impacts, of the Draft EIR/EIS (refer to pages 3.19-50 and 3.19-51). However, the SR14A Build Alternative maintains wildlife movement connectivity across the extensive series of tunnels and viaducts that correspond with existing crossing opportunities along the existing constrained SR 14 freeway. The lengths of those tunnels and viaducts are listed in Table 6-6 in the Wildlife Corridor Assessment Report (WCA and Table 2-13 of the supplemental WCA.

The SR14A Build Alternative includes six permeable segments that include 13.25-mile, 8.28-mile, and 1.04-mile tunnel segments where wildlife can cross over the alignment. Furthermore, the SR14A Build Alternative includes 0.43-mile, 0.40-mile, and 0.19-mile elevated viaduct segments where wildlife can cross underneath the HSR alignment. Eighty-three percent of the SR14A Build Alternative alignment consists of tunnel and viaduct that will not impede wildlife movement. Wildlife movement will be further

4416-8609

enhanced at two proposed wildlife crossing locations; one located near East Barrel Springs Road (east of Una Lake) and a second crossing south of the Soledad Siphon (south of the California Aqueduct). These two crossings are subject to design considerations as outlined in BIO-MM#64 of the Draft EIR/EIS. Furthermore, implementation of mitigation measures, such as BIO-MM#83: Measures Intended to Reduce, Avoid, and Minimize Effects on Animal Movement, would reduce the project's contribution to this significant cumulative impact such that it would not be cumulatively considerable. The Spring Canyon subdivision has been in process for many years, with a 15-year-old development plan approved in 2019. However, minimal additional information about this project was able to be obtained, including whether it will be able to move forward to development. As such, this project was not identified as a standalone reasonably foreseeable project; however, if reasonably foreseeable, it also would have been captured in long-range planning documents, such as the Los Angeles County General Plan covering the period of 2015 to 2023. Nevertheless, while there could be an overall cumulative significant impact to wildlife movement resulting from all past, present, and foreseeable projects, given the design of the HSR Palmdale to Burbank Section to be permeable and given the fact that the HSR Palmdale to Burbank Section would add wildlife movement opportunities in the form of mitigation, the HSR Palmdale to Burbank Section's contribution to a cumulative impact would not be considerable. Please also refer to standard response PB-Response-BIO-3: Wildlife Movement Corridors for additional detail. Because the project's contribution to a cumulative impact would not be considerable, an additional crossing opportunity over or under the SR 14 would not be warranted.

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4416-8610

The commenter requests clarification on the restrictions of use of herbicides and pesticides within riparian area, including specifying that only proper formulations (Rodeo versus Roundup) are used. As discussed in Section 3.7, Biological and Aquatic Resources, mitigation measures BIO-MM#54 and BIO-MM#55 include requirements related to use of herbicides and pesticides. The text of BIO-MM#54 has been modified to add additional clarification regarding the use of the appropriate formulations for vegetation management, including the use of the glyphosate Roundup only in the uplands and outside of a watercourses and riparian areas, and the use of a glyphosate like Rodeo for aquatic weed control.

4416-8611

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

The commenter expresses a concern that the noise analysis in the Draft EIR/EIS underestimates the impact on noise on species by implying that impacts would not be significant because elevated noise would only occur for a few seconds at a time, and that the analysis improperly assumes noise outside of a species' active period is inconsequential. The commenter states that the noise will be regular and persistent and should be calculated as a permanent loss of habitat.

The train passing by any point locality would be brief; a train would take approximately 2 seconds to pass any given point. At a maximum of 217 trains per day, that amounts to a total exposure of about 11 minutes per day, or 0.8 percent of the time each day. The exposure time of 11 minutes per day is not "per train", but a total day cumulative exposure time. Train passages would occur primarily during the day, while most activity by vulnerable wildlife receptors is nocturnal. For clarity, the Final EIR/EIS was revised to indicate that there would be 189 trains in both directions during daytime hours (7 a.m. to 10 p.m.) and 28 trains operating in both directions during nighttime hours. This totals at 217 trains in both directions per day.

The proportion of each of the six HSR Build Alternatives that is above ground and therefore generating noise effects is small; the majority of rail alignment is underground for each HSR Build Alternative. The Draft EIR/EIS, Section 3.7.6, Impact BIO#17: Project Operation Effects on Designated Critical Habitat states "The noise exposure limit of sound exposure level of 100 A-weighted decibels for wildlife would be limited to locations within 40 to 50 feet of the aboveground alignment centerline, which is typically within the fenced right-of-way. Such fencing would preclude wildlife from approaching the alignment at a proximity of 40 to 50 feet. Where the Build Alternative alignments would occur within urban areas or adjacent to highways, noise exposure would be masked by other noisy features of the landscape". Please see Standard Responses PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife and PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife for more information on noise impacts to wildlife. The Authority would install sound barrier walls to

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4416-8611

minimize noise trespass on adjacent special-status bird habitat as required by BIO-MM#101.

4416-8612

The commenter requests that units be provided to Table 3.7-30 (now Table 3.7-31). As noted on page 3.7-204 of the Draft EIR/EIS Table 3.7-30 (Table 3.7-31 in the Final EIR/EIS) summarizes the acreage of modeled habitat for FESA-listed special-status bird species that would be subject to noise in excess of 65 A-weighted decibel (this excludes areas within the fenced right-of-way that would already be replaced with facilities and areas where noise levels generated by existing transportation facilities already exceed 65 dBA).

The title of Table 3.7-31 has been changed to "Acreages of Special-Status Bird Habitat Affected by Operational Noise."

4416-8613

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter expresses concern that mitigation for rare plants is being deferred and that suitable mitigation sites have not been identified and may not exist to receive transplanted special-status plants.

BIO-MM#2 requires implementation of a salvage and relocation plan for special-status plants that might otherwise be impacted by the project. As noted in the measure, the plan will include provisions that address the techniques, locations, and procedures required for the collection, storage, and relocation of seed or plant material, and collection, stockpiling, and redistribution of topsoil and associated seed. The plan will also include requirements related to outcomes such as percent absolute cover of highly invasive species, as defined by the California Invasive Plant Council (less than documented baseline conditions); maintenance; monitoring; implementation; and annual reporting. The plan will reflect conditions required under regulatory authorizations issued for federal or state-listed species. The Project Biologist will submit the plan to the Authority for review and approval. Special requirements of individual species will be addressed in the plan. This mitigation measure is anticipated to be effective because it salvages unavoidable special-status species within the project footprint; relocates salvaged species to suitable habitat acquired within the region, and monitors relocated species per the Special Plant Species Management Plan to provide for suitable survival of special-status plant species, reducing the potential for disturbance during construction.

Mitigation measure BIO-MM#38 requires the preparation of a compensatory mitigation plan for direct impacts on federal and state-listed plant species, which will specify where suitable relocation sites will occur and the amount of land or number of plants that will be required for compensatory mitigation. The Authority is committed to protecting California's sensitive biological resources and is actively consulting with resource agencies to address impacts and mitigation to plant species. This mitigation measure is anticipated to be effective because it provides a minimum compensatory mitigation standard for special-status plants (i.e., 1:1 ratio). Please see Section 3.7.7, Mitigation Measures in Section 3.7, Biological and Aquatic Resources of the Final EIR/EIS for full

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4416-8613

discussion of proposed compensatory mitigation for direct impacts on federal and state-listed plant species based on the number of acres of plant habitat directly affected.

Please see Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife for more information on impacts to wildlife. The Authority would commit to its mitigation through adoption of an MMEP; BIO-MM#2 and BIO-MM#38 include sufficient detail and performance standards (e.g., percent absolute cover) to ensure that impacts would be mitigated to a less-than-significant level, as concluded in the Draft EIR/EIS.

4416-8614

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter expresses concern that mitigation measures related to vernal pools are too vague and undefined. The Draft EIR/EIS mitigation measures provide the level of specificity to meet the standard under CEQA Guidelines Section 15126.4. The use of the phrase "to the extent feasible" is necessary to ensure that the project can be constructed. In cases where avoiding impacts to vernal pools is not feasible, the mitigation measure BIO-MM#5 provides that the work would be required to occur during the dry season and that prior to the initiation of a ground disturbing activity occurring during the dry season, the Project Biologist will collect a representative sampling of soils from the affected vernal pools to obtain viable plant seeds and vernal pool branchiopod cysts. After collecting soil, the Project Biologist may also put rinsed gravel in the vernal pools and cover with geotextile fabric to minimize damage to the soils and protect the pools' contours, as provided by regulatory authorizations issued under FESA. The soils containing seeds and cysts may later be returned to the affected pool after work has been completed or incorporated into other vernal pools, as provided by regulatory authorizations issued under FESA. Please see standard responses PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife for more information on impacts and mitigation measures.

4416-8615

The commenter expresses concern with the source of native seed mix for the restoration and revegetation plan. The intention of the restoration and revegetation plan is to source seed native from the local region, as availability allows. At the Draft EIR/EIS stage of the analysis, it is difficult to specify the precise sources of the seed mixes, and thus the basis for including a requirement to use locally-sourced seed mix. The Authority recognizes a typical approach to utilizing local sources included the seeds being from the same watershed, or if in the mountains, using seed mixes from the same elevation as the impact areas. With the Angeles National Forest (ANF), it is anticipated the use of seeds collected from the surrounding impact area and grown in a nursery to produce the quantity of plants will produce the necessary quantity of seed materials to restore temporary impact areas. The following language has been added to BIO-MM#6 in the Final EIR/EIS, "The Project Biologist will obtain a locally-sourced native seed mix, including native seed collected from local populations, through propagation of seeds collected locally, and from nursery stock. The sources of the seeds are not currently known but the Authority intends to develop the seed sourcing details as part of the restoration and revegetation plan. The Authority also intends to utilize seed stock from the same Hydrologic Unit Code as the revegetation or restoration area." The exact location or distance from the restoration site is unknown at this time.

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4416-8616

The commenter expresses concern that establishing avoidance buffers are prioritized over avoiding take of active nests and suggests that biological monitoring be performed and the baseline buffer width for surveys be set conservatively.

The specific purpose of avoidance buffers is to avoid take of birds and nests during the nesting season. Nest avoidance buffers have been shown to be effective at avoiding disturbance of nesting birds during construction activities, and successful fledging of young from nests near construction sites where avoidance buffers have been established is common. The Authority is required to implement biological monitoring of active nests and associated avoidance buffers under BIO-MM#14: Conduct Pre-construction Surveys and Delineate Active Nest Buffers Exclusion Areas for Breeding Birds. The biological monitor, in coordination with the Project Biologist, will provide relevant information for determining if avoidance buffers may be reduced or must be increased. The Authority has revised BIO-MM#14 in this Final EIR/EIS to indicate that the survey for the identification and documentation of active nests will occur up to 500 feet away from the proposed construction area, which exceeds the minimum Los Angeles County survey radius cited by the commenter. BIO-MM#14: Conduct Pre-construction Surveys and Delineate Active Nest Buffers Exclusion Areas for Breeding Birds identifies a minimum buffer of 75 feet; however, buffers would be larger for some specific species. Species-specific mitigation measures that require equivalent or avoidance buffers larger than 300 feet mentioned by the commenter include BIO-MM#15 (raptors), BIO-MM#16 (condor), BIO-MM#18 (Swainson's hawk), BIO-MM#21 (burrowing owl), BIO-MM#66 (eagles), BIO-MM#68 (white-tailed kite), BIO-MM#69 (tricolored blackbird), BIO-MM#80 (least Bell's vireo), BIO-MM#81 (southwestern willow flycatcher), and BIO-MM#82 (western yellow-billed cuckoo).

4416-8617

The commenter indicates that provisions for the use of drones during construction should be included in mitigation measures for California condors and nesting raptors. At this time no plans are included in the project description for the HSR Palmdale to Burbank Project Section to use drones during construction. If the use of drones becomes necessary, per California and federal law, all drone use would be compliant with Federal Aviation Administration (FAA). The Authority agrees that drone use should be addressed in the Final EIR/EIS to avoid impacts to condor and nesting raptors. As such, the following text has been added to BIO-MM#16: Implement Avoidance Measures for California Condor in the Final EIR/EIS: "The operation of any unoccupied aircraft system (UAS) will be performed only by FAA-licensed personnel and all UAS operations will be compliant with California and federal aviation laws. Operation of UAS will observe all wildlife buffers and UAS operation will not occur over any condor roosting or nesting locations or other raptor nesting locations. All UAS operations would require the same buffer as other aerial equipment helicopters."

4416-8618

The commenter suggests including provisions in BIO-MM#21 for ensuring that habitat surrounding locations of burrows for relocated burrowing owls is suitable. BIO-MM#21 outlines the process for establishing no-work buffers around occupied burrowing owl burrows as a first measure of avoidance. In the event that occupied burrows cannot be avoided by project activities, per CDFW's Staff Report (2012), burrowing owls will be passively relocated out of harm's way. Passive relocation will not be conducted if eggs or young are present and the natal burrow will be avoided. CDFW's Staff Report (2012) does not require establishing relocation sites or burrows. Passive relocation is conducted by excluding birds from occupying a burrow while avoiding contact with the bird so as to reduce stress and harm. Burrowing owls have been shown to respond to this passive relocation by moving to new burrows a distance away from the excluded burrow, but still within the same general region and foraging area, and resuming normal behavior. Additional mitigation for the loss of suitable burrowing owl habitat is required under BIO-MM#53, which requires the development of a Compensatory Mitigation Plan. Mitigation outlined in the Draft EIR/EIS is adequate to support successful burrowing owl relocation efforts given a long history of the use of this methodology in California.

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4416-8619

The commenter expresses concern that 90 days may not be sufficient considering seasonal limitations for restoration work. The Authority agrees that restoration should be conducted during the appropriate time to ensure success. The project biologist will determine the best timing for implementing restoration so as to ensure maximum possible success.

4416-8620

The commenter expresses concern that 90 days may not be sufficient considering seasonal limitations for restoration work (BIO-MM#33). The mitigation measures require that restoration begin at minimum within 90 days of construction ceasing, providing a clear standard. The intent and as written, these measures would allow the project biologist to determine the best timing for implementing restoration so as to ensure maximum possible success. This could be much sooner than 90 days after ceasing construction. Additionally, the commenter requests the native seed mix and propagules for the restoration and revegetation plan be sourced locally (BIO-MM#6). The intention of the restoration and revegetation plan is to source plant materials to the local region, as availability allows. However, flexibility is provided as to whether that seed is sourced from a local native seed nursery, or harvested in the immediate geographical location, depending on availability. The Authority will continue to work with resource agencies to coordinate on the best approach for restoration planning.

4416-8621

The commenter requests the LA County Oak Tree and SEA ordinance be referenced in the Final EIR/EIS. In the Draft EIR/EIS, the LA County SEAs are discussed in Section 3.7.5.9 and the Oak Tree Ordinance is discussed in Section 3.7.5.11. The Authority strives to consider all regulation relevant to the project. The Authority is committed to addressing all regulations as appropriate to protect natural biological resources as feasible. The Authority is a state agency and therefore is not required to comply with local regulations and ordinances; however, it has endeavored to design and construct the HSR project so that it is consistent with local and regional policies and regulations. For example, the proposed Build Alternatives would incorporate IAMFs, including BIO-IAMF#1, BIO-IAMF#2, BIO-IAMF#3, and BIO-IAMF#5 through BIO-IAMF#11 (described in Section 3.7.4.2), which will ensure that mitigation measures are applied in a timely manner, that the Palmdale to Burbank Project Section site and construction activities comply with all regulatory procedures intended to avoid and minimize impacts to applicable resources, and that biological resources are appropriately identified and preserved, to the extent feasible. Further, implementation of mitigation measures would reduce direct and indirect impacts on protected trees (BIO-MM#6, BIO-MM#35, BIO-MM#50, BIO-MM#55, BIO-MM#56). Collectively, the above mitigation measures would ensure that construction activities remain consistent with local and regional policies requiring the compensation of impacts and promoting the preservation of protected trees. As a result, this impact would be less than significant for all Build Alternatives. The comment does not require any revision to the EIR/EIS.

4416-8622

The commenter is correct that wildlife can use areas vegetated by either native or nonnative vegetation as well as bare ground. The description of “potential wildlife movement areas” in BIO-MM#37 will be revised to include ruderal and vegetated wildlands dominated by non-natives that would provide movement opportunities across HSR alignment.

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

4416-8623

The commenter notes BIO-MM#43 defines active Swainson's hawk nest trees as trees in which Swainson's hawks were observed building nests during protocol-level surveys but disagrees with this definition as commenter states it does not capture all the trees considered "active" by CDFW. The commenter requests the definition be expanded to include any tree used for nesting at least once during the previous five years.

BIO-MM#18 defines active nest in the manner recommended by commenter (i.e., trees in which Swainson's hawks were observed building nests during protocol-level surveys or nest sites that were used one or more times in the last five years per the California Energy Commission and California Department of Fish and Game 2010 guidelines).

4416-8624

The commenter references their prior comment, which correctly notes that San Joaquin coachwhip (*Coluber flagellum ruddocki*) is not present in the Resource Study Area; however, the closely related "red racer" (*Coluber flagellum piceus*) could occur and is not a special-status species. This correction was made in Impact BIO#7 in Section 3.7, Biological and Aquatic Resources of the Final EIR/EIS.

Impacts to desert tortoise, Blainville's horned lizard, California glossy snake, California legless lizard, coast patch-nosed snake, coastal rosy boa, coastal whiptail, San Bernardino ringneck, San Bernardino Mountain kingsnake, south coast garter snake, two-striped garter snake, and western pond turtle were appropriately analyzed in Impact BIO#7 of the Draft EIR/EIS but were not listed in BIO-MM#52. Revisions have been made to BIO-MM#52 in the Final EIR/EIS to accurately reflect the species covered under this measure. Please also refer to Response to Comment #8605. No other applicable revisions to Final EIR/EIS Section 3.7 are needed in response to this comment.

4416-8625

Refer to Standard Response PB-Response-BIO-3: Wildlife Movement Corridors.

The commenter states that the Draft EIR/EIS overestimates the permeability over the entire length of the alignments and suggests that a more meaningful assessment would be to indicate the permeability of the alignments where they traverse critical points, as was done for the least cost corridors and the Linkage Design in the Wildlife Corridor Assessment (WCA). The Draft EIR/EIS contains accurate project quantitative statistics and is supported by the detailed analysis contained in the WCA. The Draft EIR/EIS provides a high-level overview summarizing the extensive analysis performed in the WCA and WCA Supplement, which includes detailed analyses, including the portion of the least cost corridors and Linkage Design crossed by the alignments.

Further detail highlighting the project's permeability at the least cost corridor and Linkage Design can be found in Table 6-6 in the WCA and Table 2-13 of the WCA Supplement. The project maintains permeability through an extensive network of tunnels and viaducts that align with the existing crossing locations under the SR 14 freeway as well as those areas shown as wildlife vehicle collision hotspots collected by UC Davis (UC Davis 2023). Figure 4-5 in the WCA identifies the existing bridges on the adjacent SR 14 freeway and illustrates how the viaduct segments of the Build Alternatives align with the existing freeway crossings. By aligning viaduct segments with existing crossing locations along the SR 14 freeway, wildlife movement is facilitated across both corridors. Figures 1 and 2 below further illustrate wildlife movement opportunities across the SR 14 freeway at the existing undercrossings that line up with the adjacent permeable tunnel and viaduct segments for the SR14A Build Alternative, which would maintain gene flow. For these reasons, the calculations of reduced permeability are a better metric for assessing the project's impact on wildlife movement than the total percent of Linkage Design crossed.

The commenter suggests that options to maintain the permeability of at-grade segments, which involve fully enclosing at-grade sections in the Linkage Design, should be explored. Because the commenter suggests the at-grade sections be "fully enclosed... with vegetated overpasses," the Authority interprets this as a suggestion for a covered, at-grade segment. The Authority carefully reviewed the requested design refinement and concluded that the refinement would not provide biological benefit because the SR 14 freeway is a complete barrier at this location due to the high traffic

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

4416-8625

volumes (cited below), and the steep road cuts and natural terrain (see Figure 3 and 4 below). This is confirmed by the lack of wildlife-vehicle conflict occurrences adjacent to Bee Canyon between Stonecrest Road and Agua Dulce Canyon Road. Substantial evidence developed for the WCA indicates that the approximately 1-mile stretch of the SR 14 freeway adjacent to Bee Canyon is a complete barrier to movement. The 2014 annual average daily traffic volume (AADT) for the SR 14 freeway ranges between 71,000 and 99,000 vehicles in Palmdale and Santa Clarita (Caltrans 2014), which is seven to ten times the volume that Clevenger and Huijser (2009) found to repel wildlife due to the almost constant level of disturbance and heavy traffic volume. In addition, the steep road cuts and steep terrain along the SR 14 freeway, between Stonecrest Road and Agua Dulce Canyon Road, make the freeway less likely to facilitate wildlife movement as highlighted in the UC Davis roadkill data. Examples of the steep road cuts are provided in the Google Streetview images below.

A multidisciplinary team of engineers from SENER reviewed the topography and the design for the HSR Palmdale to Burbank Project Section and found that construction of a covered at-grade section would not be feasible. This at-grade section has a cut of variable height, with the highest cuts on the southeast side of the alignment, with small cuts or fully at-grade sections on the northwest side. After the excavation and earthwork are completed, the suggested fully enclosed at-grade section with a vegetated overcrossing would require the construction of two artificial twin-tunnel structures to cover the tracks, followed by covering these structures with dirt from the excavation and revegetation. The final profile of the covered HSR tracks would be above the original ground elevation. This cover layer would intercept the water courses running downhill from the mountains southeast of the HSR alignment toward the bottom of Bee Canyon. A multidisciplinary team of engineers from SENER found that accumulation of water would occur within the lowest areas of the natural watercourses southeast and adjacent to the alignment, impeding efficient drainage. This would substantially change the local hydrology runoff conditions and would affect the stability of the cover layer and the tunnel structures. There is nowhere else along this HSR project section where the design includes mounds on top of the tunnel that would impede the natural water runoff. In addition, the slopes needed to build up the ground cover, considering the need to replicate as much as possible the existing ground conditions, would extend beyond the grading limits on the northwest side of the alignment proposed in the design included in

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the Draft and Final EIR/EIS. This would require increasing the environmental footprint and hence the impact on the lower part of Bee Canyon would also increase. The increased environmental footprint is estimated to be approximately 10 acres. Construction cost and duration would significantly increase due to the new tunnel structures and earthworks for the cover. The cost would increase by approximately \$510 million and the construction duration in the Bee Canyon area would last 18 additional months. The additional mile of the tunnel would also increase the maintenance and operation costs due to the augmented lighting, ventilation, monitoring, and safety systems.

Based on these constructability, cost, and other engineering, economic, and environmental constraints, construction of a fully enclosed at-grade section would not be feasible through the Linkage Design.

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

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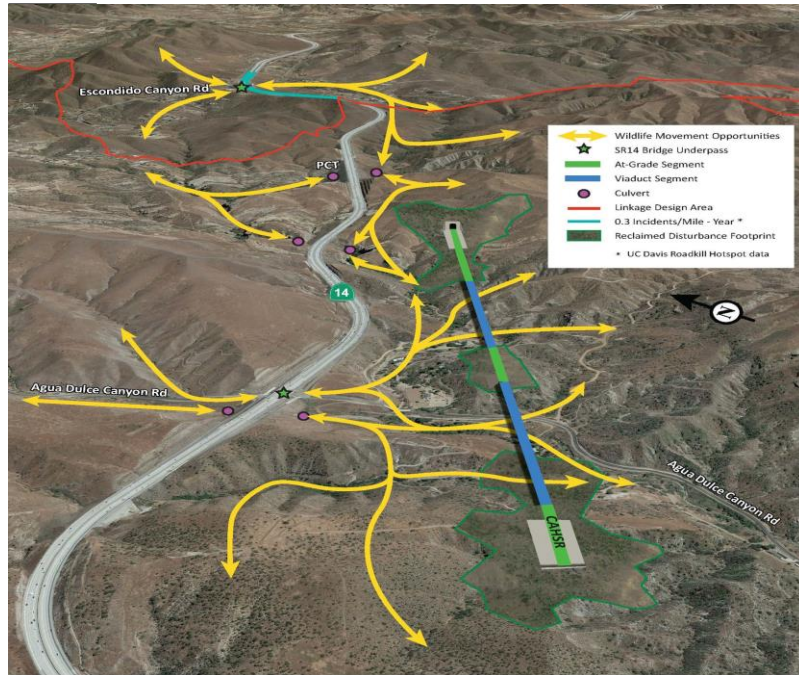


Figure 1. Aerial photograph showing wildlife movement opportunities, looking north from Agua Dulce Canyon Road, through the Linkage Design, across the SR 14 freeway corridor with UC Davis Wildlife-Vehicle Conflict Hotspots identified.

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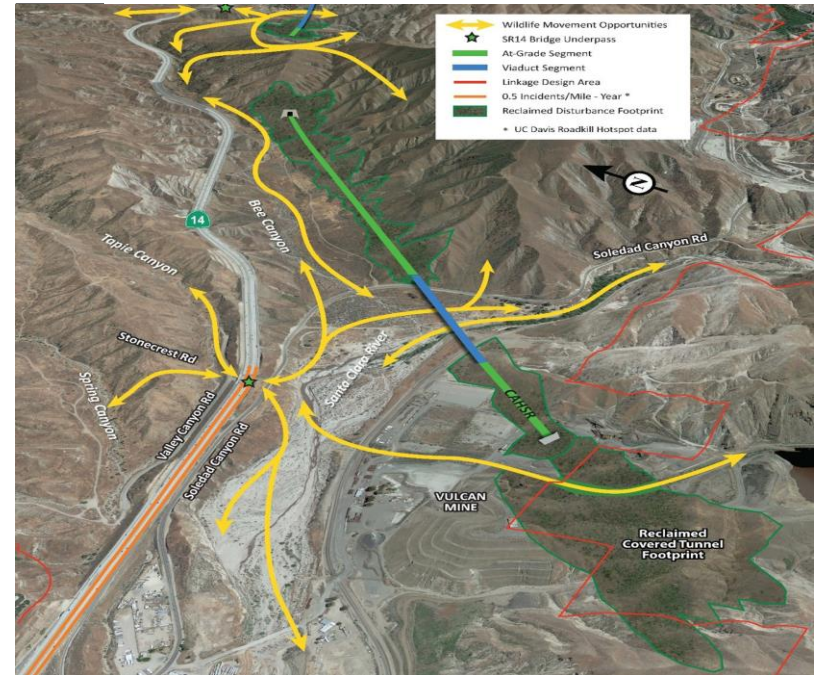


Figure 2. Aerial photograph showing wildlife movement opportunities, looking north from Stonecrest Road, through the Linkage Design, across the SR 14 freeway corridor with UC Davis Wildlife-Vehicle Conflict Hotspots identified.

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

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Figure 3. Looking northwest at the steep cut slopes along the SR 14 freeway adjacent to Bee Canyon.

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Figure 4. Looking northwest at the steep natural terrain and steep road cuts along the SR 14 freeway adjacent to Bee Canyon.

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

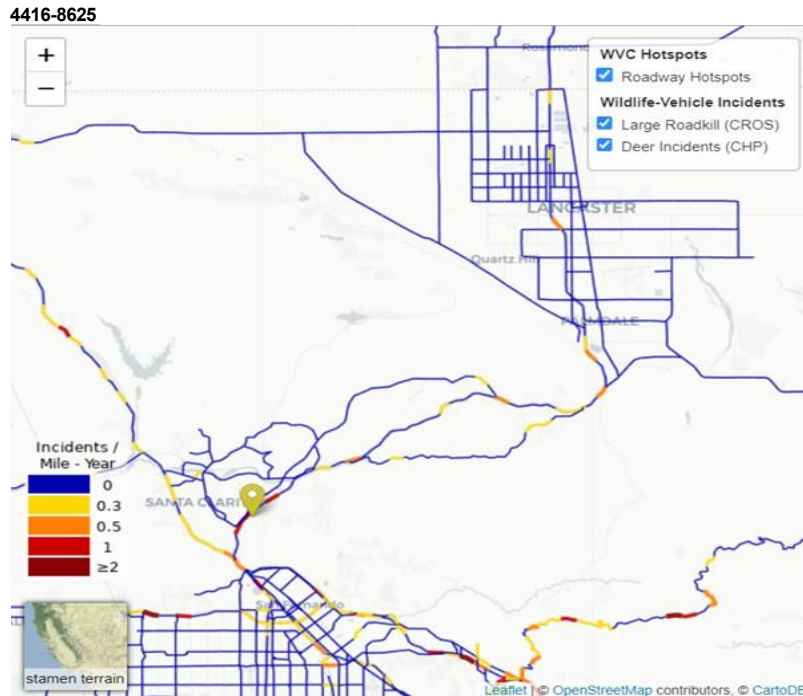


Figure 5. UC Davis' Real-time Deer Incidents & Wildlife-Vehicle Conflict (WVC) Hotspots map, September 16, 2023.

4416-8626

The comment refers to the Executive Summary and other parts of the Wildlife Corridor Assessment (WCA) Report. The summary pages referred to in the comment are intended to be a high-level executive summary and do not include all of the complexities and details in the analysis, which are provided in the body of the WCA Report. The commenter highlights the following regarding the South Coast Missing Linkages Project: A Linkage Design for the San Gabriel –Castaic Connection (Penrod et al. 2004) identifies the SR 14 freeway as the largest impediment to wildlife movement in the Linkage Design and that the least cost corridors were based on topography, vegetation, road density, and elevation, while the size of the road such as the SR 14 freeway and existing undercrossing were not variables in this modeling effort. The WCA identifies the South Coast Missing Linkages San Gabriel-Castaic Connection least cost corridors and Linkage Design are crossed by the Refined SR14 and SR14A Build Alternatives.

The commenter also highlights that the Missing Linkages Report identifies Spring Canyon as the last opportunity to ensure a connection of coastal habitats between the San Gabriel and Castaic ranges. The commenter points out that where the project would cross the Linkage Design is one of the most sensitive in the entire linkage and any adverse effect should be viewed as significant.

The Stonecrest Road –SR 14 freeway undercrossing identified in the WCA is within the Linkage Design, and provides a connection from Spring Canyon (referenced by the commenter) to the north of the SR 14 freeway to the Santa Clara River where wildlife can cross underneath a 0.4-mile-long elevated viaduct. Figure 4-4 of the WCA and Figure 2-10 in the supplemental WCA show the Linkage Design and the 0.4-mile elevated viaduct adjacent to the Stonecrest Road undercrossing. Other existing crossing opportunities under the SR 14 freeway are identified in Section 5.3.1 and Figure 4-5 in the WCA identifies existing crossing structures, such as bridges and culverts, under the SR 14 freeway that create bottlenecks for wildlife movement. Potential existing crossing opportunities across the SR 14 freeway are provided below and photographs are provided in Appendix C in the WCA.

- California Aqueduct undercrossing of the SR14
- SR14 undercrossing south of California Aqueduct
- Sierra Highway-SR14 undercrossing

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

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- Mountain Springs Road-SR14 overcrossing
- Sierra Highway-SR14 overcrossing
- Santiago Road-SR14 undercrossing
- Crown Valley Road-SR14 undercrossing
- Red Rover Mine Road-SR14 undercrossing
- Culvert under SR14 near Red Rover Mine Road
- Ward Road-SR14 undercrossing
- Culvert under SR14 near Ward Road
- Puritan Mine Road-SR14 undercrossing
- Escondido Canyon Road-SR14 overcrossing
- Pacific Crest Trail SR14 undercrossing
- Culvert under SR14 near Vasquez Rocks
- Agua Dulce Canyon Road-SR14 undercrossing
- Culvert under SR14 near Agua Dulce Canyon Road
- Stone Crest Road-SR14 undercrossing
- Soledad Canyon Road-SR14 undercrossing

Furthermore, Figure 4-5 in the WCA shows the spatial relationship between these wildlife crossing opportunities at the existing bridges on the SR 14 freeway and the alignment with the adjacent permeable elevated and underground HSR segments that maintain wildlife movement opportunities.

As described in Section 3.7, Biological and Aquatic Resources, of the Draft EIR/EIS, the Authority developed BIO-MM#64 that applies to the installation of one wildlife crossing south of the California Aqueduct and one wildlife crossing east of Una Lake to improve the permeability of the SR14A Build Alternative. Other mitigation measures were developed to further reduce impacts, including: preparation and implementation of a restoration and revegetation plan that will restore vegetation surrounding wildlife movement corridors to provide appropriate cover for wildlife species (BIO-MM#6); installations of aprons or barriers within security fencing to direct animals toward crossing structures where there would be no threat of injury or death from rail and vehicular strikes (BIO-MM#36); minimize effects on wildlife movement corridors during construction by implementing measures to ensure that movement corridors are more accessible to wildlife species, including special-status wildlife, during construction

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activities (BIO-MM#37); establish environmentally sensitive areas which would reduce construction-related disturbance to movement corridors and would minimize the prevention of wildlife species from utilizing movement corridors in proximity to the construction footprint (BIO-MM#58); limit vehicle traffic and construction site speeds to minimize encroachment of construction activities into wildlife movement corridors and minimize wildlife species' aversion to utilizing movement corridors in proximity to the construction footprint (BIO-MM#60); implement wildlife height requirements for enhanced security fencing to direct wildlife species, including special-status wildlife, to movement corridors where wildlife would not become entrapped or harmed within the right-of-way (BIO-MM#77); install wildlife jump-outs to ensure that wildlife species, including special-status wildlife, do not become entrapped or harmed within the right-of-way, which would facilitate their access to movement corridors (BIO-MM#78); and implementation of measures to reduce, avoid and minimize effects on wildlife movement to promote wildlife species, including special-status wildlife, in utilizing implemented movement corridors (BIO-MM#83). Refer to Section 3.7.7 of the Final EIR/EIS for the full text in these measures. Collectively, the above mitigation measures would provide avoidance and minimization of the impacts such that potentially significant effects on wildlife movement corridors would be reduced to less than significant levels.

The commenter also states that the impact breakdown in the third paragraph of ES-2 in the WCA fails to recognize differences in sensitivities for different sections of the alignment and characterizes the results in a generalized manner. The Executive Summary is a high-level overview providing a summary of the results for all of the alternatives, which is why a range is used to describe the amount of desert kit fox core and patch habitat outside of urban areas crossed by at-grade segments versus discussing the specific statistics of each species by alternative. Additional detailed analysis and results can be found in the body of the WCA technical document. Table 6-5 of the WCA provides the specific lengths of at-grade segments for each of the focal species. The analysis was conducted by segment to consider the different sensitivities by location.

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

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Table 6-5 Length of Suitable Core-and-Patch Habitat Outside of Urban Areas Crossed by the HSR Centerline (miles)

Build Alternative	Construction Type	American Badger	Mountain Lion	Mule Deer	Desert Kit Fox	Desert Tortoise
Refined SR14	At-Grade	4.10	2.93	2.93	1.34	-
	Tunnel	18.15	17.70	17.72	0.21	-
	Viaduct	2.40	2.21	2.34	-	-
	Total	24.65	22.84	22.99	1.55	-
E1	At-Grade	4.82	2.43	2.21	1.56	-
	Tunnel	18.27	16.99	16.97	-	-
	Viaduct	0.56	0.07	0.09	-	-
	Total	23.65	19.49	19.27	1.56	-
E2	At-Grade	4.82	2.43	2.21	1.56	-
	Tunnel	16.26	15.47	15.45	-	-
	Viaduct	0.56	0.06	0.09	-	-
	Total	21.08	17.96	17.75	1.56	-

Sources: SC Wildlands (2008); California High-Speed Rail (2016); California Wildlife Habitat Relationships System (2016)
 HSR = high-speed rail
 SR = State Route

The commenter is concerned that characterizing the fenced track segment located in non-urban areas as being "relatively short" is a mischaracterization in the Linkage Design, given that 40% of the San Gabriel-Castaic linkage width would be lost due to project construction, based on the numbers provided on page ES-2 of the Draft EIR/EIS. It is important to note that within the San Gabriel-Castaic Linkage Design where 40 percent of the HSR is at-grade, that amount of at-grade segments are regularly interrupted by an alternative wildlife crossing opportunity with substantial viaducts and tunnel sections. Table 6-6 of the WCA and Table 2-13 of the supplemental WCA further illustrates the lengths of tunnel and viaduct sections as they cross the Missing Linkages Linkage Design and least cost corridors. Refer to the length of the tunnel and viaducts adjacent to the at-grade segment below represented in green.

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Table 6-6 Refined SR14 Build Alternative At-Grade Segment Lengths (miles) from North to South

Segment ID (North to South)	Construction Type	Length (miles)	Linkage Design	Mountain Lion LCC	Mule Deer LCC	American Badger LCC
1	At-Grade	4.00	Urban			
1	At-Grade	1.52				
2	Tunnel - Cut and Cover	7.21				
3	At-Grade	0.24				
4	Viaduct	0.58				
5	At-Grade	0.09				
6	Tunnel - Bore	3.14				
7	At-Grade	0.15				
8	Viaduct	0.16				
9	At-Grade	0.51				
10	Viaduct	0.32				
11	At-Grade	0.07				
12	Viaduct	0.03				
13	At-Grade	0.13				
14	Viaduct	0.06				
15	At-Grade	0.12				
16	Tunnel - Bore	0.51				
17	At-Grade	0.39				
18	Viaduct	0.37				
19	At-Grade	0.11				
20	Viaduct	0.44				
21	At-Grade	0.21				
22	Tunnel - Bore	0.52				
23	At-Grade	0.11				
24	Viaduct	0.12				
25	At-Grade	0.89				
26	Viaduct	0.40				
27	At-Grade Covered Tunnel	0.68				
28	Tunnel - Bore	7.51				
28	Tunnel - Bore	4.87	Urban			
29	At-Grade	0.62				
30	Viaduct	0.65				
31	At-Grade	1.43				
32	Tunnel - Cut and Cover	1.62				
33	At-Grade	3.79	Urban			
Grand Total		44.11				

Details of wildlife crossings are subject to change based on refinement of the design. Segment types are visually differentiated by cell shading consistent with HSR maps. Green shading denotes Surface or At-Grade Segment. Blue shading denotes Elevated or Viaduct Segment. Red shading denotes Underground or Tunnel Segment. At-grade intersections with Linkage Design and Focal Species Least-Cost Corridors correspond with Figure 4-3 and Figure 4-4. # = Splitcell. HSR = high-speed rail. LCC = least-cost corridor. m = mile/miles. PM = Post Mile. SR = State Route.

Response to Submission 4416 (Katie Lample, Los Angeles County Department of Regional Planning, December 1, 2022) - Continued

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Table 2-13 SR14A Build Alternative At-Grade Segment Lengths (miles) in the San Gabriel-Castaic Linkage Design and the LCCs from North to South

Segment ID (North to South)	Construction Type	Length (miles)	Linkage Design	Mountain Lion LCC	Mule Deer LCC	American Badger LCC
1	At-Grade	2.99				
2	Tunnel	13.25	X			X
3	At-Grade	0.30	X			X
4	Viaduct	0.19	X			X
5	At-Grade	0.10	X			X
6	Viaduct	0.43	X			X
7	At-Grade	0.19	X			X
8	Tunnel	1.04	X	X	X	
9	At-Grade	1.13	X	X	X	X
10	Viaduct	0.40	X	X	X	X
11	At-Grade	0.20	X	X	X	X
12	Tunnel	8.28	X	X	X	
Grand Total		28.50				

Sources: SC Wildlands, 2008; Authority, 2020
 Details of wildlife crossings are subject to change based on refinement of the design.
 Segment types are visually differentiated by cell shading consistent with HSR maps:
 Green shading denotes surface or at-grade segment.
 Blue shading denotes elevated or viaduct segment.
 Red shading denotes underground or tunnel segment.
 At-grade intersections with Linkage Design and focal species LCCs correspond with Figure 2-9.
 ft = foot/feet
 HSR = high-speed rail
 LCC = least-cost corridor
 mi = mile/miles
 PM = Post Mile
 SR = State Route

These at-grade segments through the Linkage design are appropriately described as relatively short and also illustrate the amount of adjacent permeability.

The commenter requests clarification regarding how the disposal of spoils at the Vulcan or any other mine site would affect the closure or reclamation permit for the mine, or if that process would have to be re-initiated or extended.

As described in Chapter 2, Alternatives on page 2-96 of the Draft EIR/EIS, the twin tunnels would pass through the San Gabriel Fault Zone and the Sierra Madre Fault Zone. Upon completion of the tunnels, the Vulcan Mine site would be re-graded to better reflect the surrounding topography. Improvements at the Vulcan Mine would involve

4416-8626

recontouring the existing surface grade and installing drainage facilities to intercept and convey surface drainage away from the Vulcan Mine. Section 2.9.5.3 of the Draft EIR/EIS notes that some spoils generated by the construction of the Refined SR14 Build Alternative would be deposited at the Vulcan Mine, filling the existing mine pit. Deposition of spoils at the Vulcan Mine would require an agreement with the mine owner and coordination with the U.S. Forest Service.

The commenter also requests clarification on how the disposal of soil at the mine would affect the closure or reclamation permits or if that process would need to be reinitiated or extended. The Authority will continue to coordinate with the Vulcan Company and appropriate agencies regarding the approach and details that would guide any deposition of tunnel spoils at the Vulcan mine site, such that these actions would be consistent with reclamation efforts at the site. GEO-MM#1, described in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, (Section 3.9.7) of the Draft EIR/EIS, specifically requires a restoration plan for the Vulcan Mine be drafted if Vulcan Mine is used for spoils retention. As discussed in Section 3.16.10.2 of the Draft EIR/EIS, upon the completion of mining activities at Vulcan Mine, the leaseholders will be responsible for restoring the mine site consistent with Surface Mining and Reclamation Act regulations and requirements, which would be anticipated to enhance visual harmony at the site relative to existing conditions, constituting a beneficial change in visual quality to the area.

Submission 4417 (Roderick Diaz, Metrolink, December 1, 2022) - Continued

Palmdale to Burbank Project Section – Draft EIR/EIS Comments
Page 2

4417-7994

5. To support phased flexibility of the passenger train service in the Palmdale to Burbank HSR corridor, CHSRA should build a connection between HSR tracks and Metro-owned regional rail tracks near where the HSR right-of-way crosses Sand Canyon Boulevard just to the east of the northern portal to the tunnel that connects to Hollywood Burbank Airport. Such a connection will build flexibility and redundancy for the HSR trains, allowing for several flexible service options:
- Phased implementation of HSR service to Los Angeles Union Station before the tunnel under the San Gabriel Mountains is complete
 - Connectivity with shorter travel times between the Antelope Valley and Santa Clarita via regional rail service
 - A detour service for HSR to Los Angeles Union Station if the tunnel under the San Gabriel Mountains is unavailable for service on a temporary basis (e.g., during an emergency, during required inspections of the tunnel after a major earthquake, or during any other unscheduled maintenance incident)

Thank you again for providing us with the opportunity to comment on this important transportation project. We look forward to our continued participation with CHSRA on this important transportation project that will benefit the public and the Southern California region.

If you have any questions, please don't hesitate to contact me at (213) 452-0468 or via e-mail at HublerP@scrra.net or Roderick Diaz at (213) 452-0455 or via e-mail at DiazR@scrra.net.

Sincerely,



Paul Hubler
CHIEF STRATEGY OFFICER



Response to Submission 4417 (Roderick Diaz, Metrolink, December 1, 2022)

4417-7989

This comment contains introductory material and notes that the Southern California Regional Rail Authority (SCRRA) has received and reviewed the Draft EIR/EIS for the project and appreciates the working relationship with the Authority and stakeholders. The Authority will continue to coordinate with the SCRRA on issues relative to the Metrolink regional rail system operated by SCRRA within the project limits. Responses are provided for each substantive comment in this comment letter.

4417-7990

The commenter, SCRRA, is requesting additional coordination with the Authority. Additionally, the commenter indicates that the Authority must enter into agreements with SCRRA and LA Metro before advancing plans and designs for project implementation. The Authority will continue to coordinate with SCRRA and LA Metro and seek out all necessary permits and agreements.

4417-7991

The commenter requests that the Authority coordinate with SCRRA and LA Metro to ensure minimal impacts to the Brighton to Roxford project. Comment noted. The Authority will continue to coordinate with SCRRA and LA Metro and seek out all necessary permits and agreements.

4417-7992

The commenter notes its requirement that the Authority comply with Metrolink's Design Criteria Manual when project construction and/or operations impact or run adjacent to Metrolink infrastructure. And, the commenter states that it will require coordination with the Authority, specifically with respect to the operational impact of the proposed SCRRA track bridge over the HSR track south of Avenue R Eight (R-8) in the City of Palmdale.

The Authority's analysis related to compliance with SCRRA/Metrolink's design criteria is included in Draft EIR/EIS Appendix 2-D Design Baseline Report, specifically Table 17-5 Third-Party Design Variances –SCRRA, which identifies the design variances from SCRRA's design standards. SCRRA design criteria are met except in the instances identified in Appendix 2-D. The Authority will continue to work with Metrolink through subsequent design stages to ensure that the final design for the project meets the needs of all operators in the corridor.

The Palmdale to Burbank Project Section Preliminary Engineering for Project Definition (PEPD) planset calls for the HSR alignment to cross under SCRRA single track south of Avenue R-8 in Palmdale, supporting the SCRRA track with a straddle bent with a minimum horizontal width of 60 ft. This width allows for construction of the double track design shown in the drawings included in Draft EIR/EIS Volume 3. To avoid operational conflicts with Metrolink service, a temporary shoofly has been designed and included in Draft EIR/EIS SR14A/E1A/E2A Construction Staging Plans Drawing CV-I4001-14A, which will allow the SCRRA line to remain operational during project construction.

To clarify the Authority commitment to coordination with SCRRA, the following text has been added to the Impact TRA#11 Project Construction Effects on Rail and Transit Services discussion in Final EIR/EIS Chapter 3.2 Transportation: "The Authority will coordinate with the Southern California Regional Rail Authority regarding compliance with Metrolink's Design Criteria Manual."

Response to Submission 4417 (Roderick Diaz, Metrolink, December 1, 2022) - Continued

4417-7993

The commenter notes that the SR14A Build Alternative proposes a rail bridge structure over the SCRRA track and suggests that the CHSRA should accommodate future double track and third track options in areas where SCRRA and CHSRA tracks intersect. For the bridge structure over the tracks, the commenter also indicates that lighting should be placed beneath all overhead bridges over Metrolink tracks for safety and to deter trespassing and loitering per SCRRA's Design Criteria Manual.

The SR14A Build Alternative intersects SCRRA tracks in three locations: near the Soledad Siphon on the California Aqueduct, near the Santa Clara River, and north of Avenue S in Palmdale. At each of these locations, SCRRA infrastructure includes one single, non-electrified track. In the crossings near Soledad Siphon and the Santa Clara River, HSR tracks span over SCRRA track with over 100 ft horizontal clearance. This clearance would allow the implementation of double track and an eventual third track. North of Avenue S in Palmdale, HSR crosses under the SCRRA single track, supporting the SCRRA track with a straddle bent with a minimum horizontal width of 60 ft. This width would allow the implementation of double track, and as such is designed and presented in the Palmdale to Burbank Preliminary Engineering for Project Definition (PEPD) drawings. The Refined SR14 Build Alternative would only cross the SCRRA track near the Santa Clara River similarly to SR14A, spanning the SCRRA tracks with over 100 ft horizontal clearance. This clearance would allow the implementation of double track and an eventual third track. Similar to alternative SR14A, Alternatives E1A and E2A would cross SCRRA infrastructure near Soledad Siphon and north of Avenue S. North of Avenue S in Palmdale, HSR crosses under the SCRRA single track, supporting the SCRRA track with a straddle bent with a minimum horizontal width of 60 ft. In the crossing near Soledad Siphon, HSR tracks span over SCRRA track with over 100 ft horizontal clearance. This clearance would allow the implementation of double track and an eventual third track. Build Alternatives E1 and E2 do not cross SCRRA infrastructure at-grade or with elevated structures.

The Authority will continue to coordinate with SCRRA during the detail design phase and comply with all applicable standards and requirements, including the addition of lighting beneath overhead bridges. As acknowledged on page 3.6-4 of Section 3.6 of the Final EIR/EIS, the base standards for design, construction, installation, operation, and maintenance are established by California Public Utilities Commission General Order

4417-7993

(GO) 176. GO 176 requires coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., SCRRA) so that the facilities of both parties are not prevented from performing as required or intended.

Response to Submission 4417 (Roderick Diaz, Metrolink, December 1, 2022) - Continued

4417-7994

The commenter recommends a connection between HSR tracks and Metro-owned regional rail tracks near the proposed crossing of "Sand Canyon Boulevard", east of the northern portal to the tunnel that connects to Hollywood Burbank Airport. The commenter appears to be referring to a location near Portal 9, south of the Santa Clara River which is near Soledad Canyon Road rather than Sand Canyon Road. The commenter suggests that such a connection would support several flexible service options including phased implementation of HSR service to Los Angeles Union Station (LAUS) prior to completion of the Palmdale to Burbank Project Section tunnels, shorter travel times between the Antelope Valley and Santa Clarita, and detour service for HSR to LAUS in case of temporary unavailability of Palmdale to Burbank Project Section tunnels after completion.

The connection suggested by the commenter has not been incorporated into the Build Alternatives analyzed in the Draft EIR/EIS for several reasons. As discussed in Draft EIR/EIS Chapter 1, Project Purpose, Need, and Objectives, specifically Section 1.2.2 Purpose of the Palmdale to Burbank Project Section, the project purpose involves provision of electric-powered HSR service. The commenter's suggestion to connect HSR tracks to Metro-owned regional rail tracks implies that HSR trains would run on rail right-of-way currently used by diesel-powered Metrolink locomotives, as the existing Metro-owned right-of-way does not support use of electric-powered trains. This use does not meet the project's purpose and need. Additionally, such a connection would not substantially lessen any of the significant effects of the project, and the commenter does not offer evidence that it would. Notwithstanding the above, the current design does not preclude a future connection between HSR and Metro-owned tracks, and the Authority intends to continue to coordinate with SCRRA as design advances. For example, an interoperability analysis between Metrolink and HSR rail networks and a study of this connection may be performed in the future, in coordination with SCRRA. As indicated in the Draft EIR/EIS Chapter 3.6, Public Utilities and Energy page 3.6-4, the base standards for design, construction, installation, operation, and maintenance established by General Order 176 require coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., SCRRA) so that the facilities of both parties are not prevented from performing as required or intended. For example, the preferred alternative SR14A would intersect SCRRA tracks near the Santa Clara River. At this location, SCRRA infrastructure includes one single, non-

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electrified track. At this location, HSR tracks would span the SCRRA track with over 100 feet of horizontal clearance. This clearance allows the initial implementation of double track, eventually a third track, and complies with SCRRA design criteria. As such, the project does not preclude such connections in the future. The Authority will continue to coordinate with SCRRA during the detailed design phase and comply with all applicable standards and requirements.

Submission 4433 (Danica Nguyen, South Coast Air Quality Management District, December 2, 2022)

Palmdale - Burbank - RECORD #4433 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : State Agency
First Name : Danica
Last Name : Nguyen
Attachments : LAC220901-10 DEIR California High Speed Rail System Project - Palmdale to Burbank Project Section.pdf (215 kb)

Please note South Coast AQMD is closed on Mondays.

Stakeholder Comments/Issues :

Hello Danica,

Thank you for sending your comments and also copying the project file. Confirming receipt.

Serge

From: Danica Nguyen <dnguyen1@aqmd.gov>
Sent: Wednesday, November 30, 2022 4:03 PM
To: HSR palmdale_burbank@HSR <palmdale_burbank@hsr.ca.gov>; Stanich, Serge@HSR <Serge.Stanich@hsr.ca.gov>
Cc: Sam Wang <swang1@aqmd.gov>
Subject: South Coast AQMD Staff's Comments on the Draft EIR/EIS for the California High-Speed Rail System Project - Palmdale to Burbank Project Section

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

Dear Mr. Stanich,

Attached are South Coast AQMD staff's comments on the Draft Environmental Impact Report/Environmental Impacts Statement (Draft EIR/EIS) for the California High-Speed Rail System Project - Palmdale to Burbank Project Section (SCH Number: 2014071074) (South Coast AQMD Control Number: LAC220901-10). Please contact me if you have any questions regarding these comments.

Regards,

Danica Nguyen
Air Quality Specialist, CEQA-IGR
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov<mailto:dnguyen1@aqmd.gov>

Submission 4433 (Danica Nguyen, South Coast Air Quality Management District, December 2, 2022) - Continued



SENT VIA E-MAIL:

Palmdale_Burbank@hsr.ca.gov

Serge.Stanich@hsr.ca.gov

Serge Stanich, Director of Environmental Services
California High-Speed Rail Authority
355 S Grand Avenue, Suite 2050
Los Angeles, CA 90071

November 30, 2022

Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the California High-Speed Rail Project – Palmdale to Burbank Project Section August 2022 (Proposed Project) (SCH No.: 2014071074)

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South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The California High-Speed Rail System Authority (Authority) is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. The following comments include recommended revisions to CEQA regional construction air quality analysis, health risk assessment (HRA), ambient air quality, impact avoidance and minimization features (IAMFs), additional air quality mitigation measures, and information about South Coast AQMD permits that the Lead Agency should include in the Final EIR/EIS.

South Coast AQMD Staff's Summary of Project Information in the Draft EIR/EIS

Based on the Draft EIR/EIS, the Authority proposes to develop the High-Speed Rail (HSR) system, which is an important transportation strategy. The HSR provides service for intercity travel in California on electrically powered, high-speed railroad tracks of more than 800 miles.¹ The Proposed Project is one of the project sections in the HSR system and spans approximately 31-38 miles between the city of Palmdale and Burbank, including a station in the city of Burbank near the Hollywood Burbank Airport.² The Proposed Project evaluates six Build Alternatives in the Draft EIR/EIS.³ Construction of the Proposed Project will occur over nine years from 2020-2029.⁴ It is anticipated that operations will begin in 2029.

South Coast AQMD Staff's Comments on the Draft EIR

CEQA Regional Construction Air Quality Analysis

In the Draft EIR/EIS, the Authority discusses that all six Build Alternatives would involve the use, storage, transport, and disposal of hazardous materials and wastes, such as wasted materials and contaminated soil or groundwater.⁵ Additionally, excavation and tunneling would generate

¹ Draft EIR/EIS, Summary Section, Page S-1.

² *Ibid.*

³ *Ibid.*, Summary Section, Page S-2.

⁴ *Ibid.*, Section 3.3, Page 3.3-28.

⁵ *Ibid.*, Section 3.10, Page 3.10-21.

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different quantities of potentially hazardous spoil materials, such that Refined SR14 and SR14A have 9.2 million cubic yards (mcy), E1 and E1A have 3.0 mcy, and E2 and E2A have 3.8 mcy of hazardous spoil.⁶ However, the Authority does not explain how this amount was developed in the Draft EIR/EIS. Furthermore, the Authority identifies the number of high-priority Potential Environmental Concerns (PEC) sites with known and/or suspected contamination during construction.⁷ The maximum number of high-priority PEC sites is 26 among all six Build Alternatives.⁸ It is unclear if the removal of hazardous spoil materials for those 26 sites is in addition to or included in the above million cubic yards of hazardous spoil materials and should be clarified in the Final EIR/EIS. The Authority identifies potential disposal sites for spoil materials within 25 miles one-way for the Palmdale to Burbank Section, which are Vulcan Mine, Boulevard Mine, and CalMat Mine in the Air Quality and Global Climate Change Technical Report.⁹ It is assumed that spoils would be hauled by trucks with an 18-cubic yard capacity.¹⁰ However, the number of hauling trucks during these activities and how the associated hauling trucks' emissions were calculated are not discussed in detail.

In the Public Utilities and Energy Section of the Draft EIR/EIS, the Authority also identifies five off-site disposal landfill facilities for solid waste collections: Antelope Valley Recycling and Disposal Facility in the City of Palmdale, Sunshine Canyon Landfill in the community of Sylmar, Burbank Landfill in the City of Burbank, Lancaster Landfill in the Los Angeles County, and Mojave Rosamond Landfill in the Kern County,¹¹ which are less than 20 miles away from the Proposed Project site (one-way) for most of the off-site landfills. As mentioned, the Proposed Project will require the removal of spoil materials. Depending on the type of spoil materials, those might not be accepted at any of the listed off-site disposal landfills. It may need to be disposed of at a permitted hazardous disposal facility outside Los Angeles County with a one-way trip length that is likely longer than 20 miles, which is the default trip length in the CalEEMod. Therefore, South Coast AQMD staff recommends that the Authority identifies the permitted hazardous disposal facility that the Proposed Project will use to dispose of hazardous materials, the number of hauling truck trips during the activities, re-calculate the Proposed Project's construction emissions from haul truck trips based on the appropriate one-way trip length and disclose it in the Final EIR/EIS. If the revision is not included in the Final EIR/EIS, the Authority should provide reasons supported by substantial evidence in the record to explain why it is not included.

Recommended Revisions to the Health Risk Assessment (HRA)

HRA Analysis Results

In the Draft EIR/EIS, the Authority discusses cancer and noncancer maximum health risk from the Proposed Project's construction, with the detailed analysis and results provided in the Air Quality and Global Climate Change Technical Report.¹² The HRA analyzes six discrete cases chosen for the worst-case scenario along the Build Alternatives alignments.¹³ However, South Coast AQMD

⁶ *Ibid.*, Section 3.10, Page 3.10-22.

⁷ *Ibid.*, Section 3.10, Page 3.10-32.

⁸ *Ibid.*, Section 3.10, Page 3.10-32.

⁹ Air Quality and Global Climate Change Technical Report, Page 2-41,42.

¹⁰ Air Quality and Global Climate Change Technical Report, Page 2-42.

¹¹ *Draft EIR/EIS*, Section 3.6, Page 3.6-56.

¹² *Ibid.*, Section 3.3 Page 3.3-106.

¹³ *Ibid.*

Submission 4433 (Danica Nguyen, South Coast Air Quality Management District, December 2, 2022) - Continued

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found that the cancer risks stated in the Draft EIR/EIS results differ from the Air Quality Technical Report. According to the Draft EIR/EIS, the maximum cancer risk is 9 in a million, as shown in Table 3.3-31 in the Draft EIR/EIS.¹⁴ The Authority concludes that the Proposed Project construction would not exceed applicable thresholds for cancer risk¹⁵ compared to the South Coast AQMD Air Quality CEQA Significance Thresholds¹⁶ for toxic air contaminants and therefore does not require any mitigation. In contrast, Table 13 in the Air Quality and Global Climate Change Technical Report shows the maximum cancer risk associated with the Proposed Project's construction is 41 in a million,¹⁷ which exceeds the South Coast AQMD Air Quality CEQA Significance Thresholds for toxic air contaminants. Therefore, South Coast AQMD staff recommends that the Authority review and revise the HRA analysis in the Draft EIR/EIS and the Air Quality and Global Climate Change Technical Report with consistent results and include them in the Final EIR/EIS. In the event that the cancer risks exceed the South Coast AQMD Air Quality CEQA Significance Thresholds for toxic air contaminants, the Authority should include additional air quality mitigation measures in the Air Quality Section of the Final EIR/EIS to commit to evaluating the potential impacts to reduce the cancer risk prior to any construction activities. If the additional air quality mitigation measures are not included in the Final EIR/EIS, the Authority should provide reasons supported by substantial evidence in the record to explain why the additional air quality mitigation measures are not necessary.

Additional HRA Analysis

From the time when the Draft EIR/EIS was prepared till the current review day in November 2022, it is possible that new sensitive land uses were sited in proximity to the Proposed Project. These could be projects, including residential units, schools, etc. As a result, the number of sensitive receptors used in the analysis for the Proposed Project Build Alternatives alignments and the estimated maximum cancer risks from all the receptors could be underestimated. Based on the HRA technical files, the HRA analysis was prepared in October 2020 and possibly did not include sensitive receptors from the approved and foreseeable projects between late 2020 and the present. Although the Authority lists planned, submitted, in progress, and approved projects based on the City (e.g., City of Burbank) in Appendix 3.19-A: Cumulative Project List,¹⁸ South Coast AQMD staff recommends that the Authority checks with the planning divisions of the City and County (e.g., City of Burbank,¹⁹ City of Palmdale,²⁰ etc.) to determine if any recently approved or foreseeable future projects that might have sensitive receptors located nearby the Proposed Project, and if so, re-evaluate the HRA analysis with the additional potential sensitive receptors along the Proposed Project, determine the cancer risks, and include the information in the Final EIR/EIS. Moreover, the Authority should also have these currently approved and foreseeable future projects, which have not been discussed in the Cumulative Analysis Section, under the cumulative impacts analysis, pursuant to the CEQA Guidelines Section 15130.²¹ If the revision is not included in the

¹⁴ *Ibid*

¹⁵ *Ibid*

¹⁶ South Coast AQMD Air Quality Significance Thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/ceqamd-air-quality-significance-thresholds.pdf>.

¹⁷ *Ibid*. Air Quality Technical Report (Authority 2020). Page C-31.

¹⁸ *Ibid*. Appendix 3.19-A: Cumulative Project List.

¹⁹ City of Burbank. Access at: <https://www.burbankca.gov/web/community-development/active-projects>.

²⁰ City of Palmdale. Access at: <https://cityofpalmdale.org/277/Environmental-Documents>.

²¹ 2022 CEQA Statute & Guidelines. Access at: https://www.califaep.org/docs/2022_CEQA_Statute_and_Guidelines.pdf.

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Final EIR/EIS, the Authority should provide reasons supported by substantial evidence in the record to explain why it is not included.

Recommended Revisions to the Ambient Air Quality

Under Air Quality Section in the Draft EIR/EIS, the Authority discusses the existing air quality conditions by monitoring data collected in the region, as shown in Table 3.3-8. The Authority summarizes the ambient monitoring results at three stations, Lancaster, Santa Clarita, and Reseda, for three years between 2017-2019.²² South Coast AQMD staff recommends that the Authority revise the section and use the most current updated data for the historical monitoring data, as provided via South Coast AQMD website,²³ and include the revision in the Final EIR/EIS. If not, the Authority should provide reasons supported by substantial evidence in the record to explain why those years were selected in the analysis.

Recommended Revisions to Existing Impact Avoidance and Minimization Features (IAMFs)

Based on an estimated construction timeframe, the Authority will require the use of off-road Tier 4 construction equipment and an average fleet mix of on-road haul trucks that meet or exceed the model year 2010 engine standard, according to the proposed Air Quality AQ-IAMF#4 and AQ-IAMF#5,²⁴ along with the Transportation TR-IAMF#7 that requires the use of construction truck routes away from sensitive receptors.²⁵ However, it is possible that the construction could be delayed beyond these timeframes. Therefore, to achieve additional emission reductions to the maximum extent feasible, South Coast AQMD staff recommends that the Authority strengthen the existing IAMFs in the Final EIR/EIS. According to the California Air Resources Board (CARB) Strategies for Reducing Emissions from Off-Road Construction Equipment, the implementation of off-road Tier 5 starting in 2027/2028 and the Governor's Executive order in September 2020 requires CARB to develop and propose a full transition to Zero Emissions (ZE) by 2035, wherever feasible.²⁶ The Authority should seek opportunities to require using zero-emissions (ZE) off-road construction equipment and ZE or near-zero emissions (NZE) material delivery and soil import/export haul trucks during construction. The Authority should also require truck routes to be clearly marked with trailblazer signs. Since the Proposed Project will result in significant and unavoidable construction air quality impacts, particularly for NOx and CO, to further reduce construction emissions and their impacts on nearby sensitive receptors, South Coast AQMD staff recommends that the Authority strengthen the existing measures AQ-IAMF#4, AQ-IAMF#5, and TR-IAMF#7 in the Final EIR/EIS given the lengthy timeline of the project and advancements in cleaner equipment over time.

²² *Ibid*. Section 3.3. Page 3.3-44.

²³ South Coast AQMD Historical Air Quality Data. Access at: <http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year>.

²⁴ *Ibid*. Section 3.3. Page 3.3-21.

²⁵ *Ibid*. Section 3.2. Page 3.2-14.

²⁶ Presentation can be found at:

<http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmp-presentations-01-27-21.pdf>.

Submission 4433 (Danica Nguyen, South Coast Air Quality Management District, December 2, 2022) - Continued

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AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment

South Coast AQMD staff's recommended revisions to AQ-IAMF#4 are in strikethrough and underlined as follows.

- All heavy-duty off-road construction diesel equipment used during the construction phase will meet Tier 4 Final engine or newer requirements, including ZE off-road construction equipment. Include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any construction activities. A copy of each unit's certified tier or model year specification shall be available upon request at the time of mobilization of each applicable equipment unit. Require periodic reporting and provision of written construction documents by construction contractor(s) to ensure compliance and conduct regular inspections to the maximum extent feasible to ensure compliance.

AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment

South Coast AQMD staff's recommended revisions to AQ-IAMF#5 are in strikethrough and underlined as follows.

- Prior to the issuance of construction contracts, the Authority would incorporate the following material hauling truck fleet mix requirements into the contract specifications:

At a minimum, all on-road trucks used to haul construction materials, including fill, ballast, rail ties, and steel, would consist of an average fleet mix of equipment model year 2010 or newer haul trucks that meet California Air Resources Board's (CARB) 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions, but no less than the average fleet mix for the current calendar year as set forth in the CARB's EMFAC 2014 database. [...] Alternatively, require using ZE or NZE material delivery and soil import/export haul trucks during construction.

TR-IAMF#7: Construction Truck Routes

South Coast AQMD staff's recommended revisions to TR-IAMF#7 are in strikethrough and underlined as follows.

- The Contractor shall deliver all construction-related equipment and materials on the appropriate truck routes and shall prohibit heavy-construction vehicles from using alternative routes to get to the site. Truck routes would be established away from schools, daycare centers, and residences or along routes with the least impact if the Authority determines those areas are unavoidable. This measure shall be addressed in the CTP. The Authority should also require that truck routes are clearly marked with trailblazer signs so that trucks will not enter areas where sensitive receptors are present.

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Additional Recommended Air Quality Mitigation Measures

Construction-Related Air Quality Mitigations Measures

In the Draft EIR/EIS, the Authority proposes under Air Quality Mitigation Measures AQ-MM#1²⁷ to purchase emissions credits from South Coast AQMD to offset the Proposed Project's construction emissions. South Coast AQMD staff looks forward to further discussions with the Authority on the approach and mechanism to demonstrate that General Conformity requirements have been met. CEQA requires that the Lead Agency considers mitigation measures to minimize significant adverse impacts (CEQA Guidelines Section 15126.4) and that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. The Authority can and should require additional air quality mitigation measures to generate direct reductions of emissions from regional pollutants before purchasing offset emission credits. The Authority can and should incorporate emissions reductions outside the area of the Proposed Project by requiring the use of cleaner construction equipment and heavy-duty haul trucks that will be used for material delivery trucks and soil import/export. Specifically, the Authority can and should require the use of ZE or NZE trucks, such as trucks with natural gas engines that meet the CARB's adopted optional NOx emission standard of 0.02 grams per brake horsepower-hour (g/bhp-hr).

On November 17, 2022, CARB approved amendments to the In-Use Off-Road Diesel-Fueled Fleet Regulations²⁸ to further reduce emissions from the off-road sector. The off-road vehicles signed to the amendments are used in construction, industrial operations, and other industries. The amendment phases-in will start in 2024 and through the end of 2036, which includes changes to enhance enforceability and encourage the adoption of ZE technologies. It is recommended that the Authority review the amendments and other CARB regulations applicable to the Proposed Project and include the information in the Final EIR/EIS.

Technology is transforming the transportation sector at a rapid pace. ZE construction equipment and cleaner trucks, such as ZE or NZE trucks that meet the newly approved CARB standard or optional low NOx standard, will become increasingly more feasible and commercially available as technology advances. If using ZE or NZE construction equipment and heavy-duty haul trucks as a mitigation measure to reduce the Proposed Project's construction air quality impacts is not feasible today, they could become feasible in a reasonable period of time during the Proposed Project's nine-year construction period, which may be extended into the future (CEQA Guidelines Section 15364). Therefore, it is recommended that the Authority develop a process with performance standards to require and/or accelerate the deployment of the lowest emission technologies and the utilization of ZE or NZE construction equipment and heavy-duty haul trucks (CEQA Guidelines Section 15126.4(a)). The Authority can and should develop the performance standards as follows or any other comparable standards in the Final EIR/EIS.

- Develop a minimum amount of ZE or NZE construction equipment and heavy-duty haul trucks that the Proposed Project must use during each year of construction to ensure

²⁷ *Ibid.*, Section 3.3 Page 3.3-130

²⁸ CARB Approves Amendment to the In-Use Off-Road Diesel-Fueled Fleets Regulations. Access at: <https://w2.arb.ca.gov/news/carb-approves-amendments-road-regulation-further-reduce-emissions>.

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Submission 4433 (Danica Nguyen, South Coast Air Quality Management District, December 2, 2022) - Continued

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November 30, 2022

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adequate progress. Include this requirement in the Proposed Project’s construction bid documents.

- Establish a construction contractor(s)/truck operator(s) selection policy that prefers construction contractor(s)/truck operator(s) who can supply ZE or NZE construction equipment and heavy-duty haul trucks. Include this policy in the Request for Proposal for selecting construction contractor(s)/truck operator(s).
- Develop a target-focused and performance-based process and timeline to review the feasibility of implementing the use of ZE or NZE construction equipment and heavy-duty haul trucks during construction. Include this process and timeline in the Construction Management Plan.
- Develop a project-specific process and criteria for periodically assessing progress in implementing the use of ZE or NZE construction equipment and heavy-duty haul trucks during construction. Include the assessment process and criteria in the Construction Management Plan.

Implementation of the Proposed Project contributes to Basin-wide NOx emissions. Requiring the use of ZE or NZE construction equipment and heavy-duty haul trucks supports South Coast AQMD’s efforts to attain state and federal air quality standards as outlined in the 2016 Air Quality Management Plan (AQMP), specifically an additional 45 percent reduction in NOx emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment.^{29,30} Requiring the use of ZE or NZE construction equipment and heavy-duty haul trucks also fulfills the Lead Agency’s legal obligation to mitigate the Proposed Project’s significant construction air quality impacts and complies with CEQA’s requirements for mitigation measures.

Operation-Related Air Quality Mitigation Measures

Require at least six percent of the Proposed Project’s 3,000 surface parking spaces at the Burbank Airport Station³¹ to provide electric vehicle (EV) charging stations, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles to plug-in. The Authority should quantify emissions from generating additional electricity for the EV charging stations and combine them with emissions from energy consumption for the electrified trains to analyze the Proposed Project’s operational air quality impacts in the Final EIR/EIS. The Authority should also evaluate and identify sufficient power available for passenger vehicles and supportive infrastructures (e.g., EV charging stations) in Section 3.6, Public Utilities and Energy, of the Final EIR/EIS, where appropriate.

- Consider implementing Smart Parking systems to reduce vehicle idling time in parking facilities.

²⁹ South Coast AQMD, March 3, 2017. *2016 Air Quality Management Plan*. Accessed at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.

³⁰ Appendix I: *Health Effects of the 2016 AQMP*. Access at: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan-final-2016-aqmp-appendix-i.pdf>.

³¹ *Ibid*. Summary Section. Page S-27.

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- Collaborate with local and regional agencies and transportation providers to develop incentive programs or other methods to increase ridership.

South Coast AQMD Permits and Responsible Agency

In the Draft EIR/EIS, the Authority will require the use of concrete batch plants, conduct gas monitoring and collection, and abandon active oil and gas wells within 200 feet of the proposed rail tracks. The Final EIR/EIS should discuss how the Proposed Project will comply with South Coast AQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil³² and Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants.³³ The Authority should consult with South Coast AQMD’s Engineering and Permitting staff to determine if any permits from South Coast AQMD will be required. If permits from South Coast AQMD are required, the Authority should identify South Coast AQMD as a Responsible Agency in the Final EIR/EIS. Please contact South Coast AQMD’s Engineering and Permitting staff at (909) 396-3385 for questions on permits. For more general information on permits, please visit South Coast AQMD’s webpage at: <http://www.aqmd.gov/home/permits>.

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, when the Lead Agency’s position is at variance with recommendations raised in the comments, the issues raised in the comments should be addressed in detail, giving reasons why specific comments and suggestions are not accepted. There should be good faith and reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision-makers and to the public who are interested in the Proposed Project.

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang

Program Supervisor, CEQA-IGR

Planning, Rule Development & Implementation

ND:MK:MM:SW:DN
LAC220901-10
Control Number

³² South Coast AQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. Access at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf>.

³³ South Coast AQMD Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants. Access at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf>.

Response to Submission 4433 (Danica Nguyen, South Coast Air Quality Management District, December 2, 2022)

4433-9980

This comment is a duplicate of an existing submission. See responses to Submission PB-4388. No comment response required.

Submission 4440 (Shirley Zamora, Los Angeles Department of Transportation - Valley Planning & Development Review, December 1, 2022)

Palmdale - Burbank - RECORD #4440 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Local Agency
First Name : Shirley
Last Name : Zamora
Attachments : Final LADOT Comment Ltr-HSR Palmdale to Burbank.pdf (496 kb)

Stakeholder Comments/Issues :

Hello,
 Please see the attached letter containing the City of Los Angeles Department of Transportation and Department of City Planning comments pertaining to the subject document.

Let me know if you have any questions.

Thank you,

Shirley Zamora
 Transportation Engineering Associate II
 Valley Planning & Development Review
 Los Angeles Department of Transportation
 818.374.4692 <<https://twitter.com/LADOTofficial>>
 <<https://www.instagram.com/ladotofficial>>
 <<https://www.facebook.com/ladotofficial>>
 <<https://www.youtube.com/user/LADOT2012>>
 <<http://ladot.lacity.org/>>

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CITY OF LOS ANGELES
CALIFORNIA

Connie Llanos
INTERIM GENERAL MANAGER



ERIC GARCETTI
MAYOR

DEPARTMENT OF TRANSPORTATION
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December 1, 2022

Rick Simon
 Project Manager
 California High-Speed Rail Authority
 355 S. Grand Avenue, Suite 2050
 Los Angeles, CA 90071

CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION COMMENTS OF THE DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (DEIR/DEIS) FOR THE CALIFORNIA HIGH SPEED RAIL SECTION BETWEEN PALMDALE AND BURBANK

Dear Mr. Simon:

The City of Los Angeles Department of Transportation (LADOT) appreciates the opportunity to review the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS), dated August 2022, for the proposed California High Speed Rail – Palmdale to Burbank Project Section (Project).

According to the Project description, the Palmdale to Burbank Project Section is approximately 31-38 miles long. It is separated into three subsections: Palmdale, Central, and Burbank. City of Los Angeles streets are located within the Central and Burbank. There are currently six Build Alternatives proposed: Refined SR14, SR14A, E1, E1A, E2, and E2A. The Preferred Alternative for the proposed project is the SR14A Build Alternative. All Build Alternatives would begin in the Antelope Valley, within the City of Palmdale. Further south, the Build Alternative alignments would tunnel beneath the Angeles National Forest (ANF) including San Gabriel Mountains National Monument (SGMNM), before terminating in Burbank at the Burbank Airport Station. South of the ANF, the Refined SR14, SR14A, E1, and E1A Build Alternative alignments would traverse several City of Los Angeles communities including Sylmar, Pacoima, and Sun Valley. Further to the east, the E2 and E2A Build Alternative alignments would traverse the Los Angeles communities of Lake View Terrace and Shadow Hills.

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Submission 4440 (Shirley Zamora, Los Angeles Department of Transportation - Valley Planning & Development Review, December 1, 2022) - Continued

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TRANSPORTATION ANALYSIS

4440-9958

As noted in Section 3.2.4.1, Definition of Resource Study Area (RSA), the RSA within the Central and Burbank Subsection, includes a total of 86 study intersections and 32 study roadway segments. Approximately 52% of the study and close to 35% of the study segments are located within the City of Los Angeles, not including locations within the Spoils Hauling RSA. Given the scale of this analysis, it is expected that some details would be overlooked, particularly when this is our first opportunity to review a highly technical analysis after a significant change in how transportation analyses are processed under the California Environmental Quality Act (CEQA) per Senate Bill 743. We respectfully request another opportunity to review and comment on the full transportation analysis of this Project, when it is completed, prior to preparing the final environmental report.

In addition to the comments offered below, LADOT provides detailed technical comments in Attachment A and comments submitted by the City of Los Angeles Department of City Planning in Attachment B.

TOPICAL COMMENTS

4440-9959

LADOT Operational Analysis – In December 2018, the State adopted updates to CEQA guidelines that included a change to the transportation impact metric from delay/Level of Service (LOS) to Vehicle Miles Traveled (VMT). On July 30, 2019, the Los Angeles City Council followed suit and adopted new transportation assessment guidelines and VMT-based impact thresholds. During the preparation of the new CEQA guidelines, the State’s Office of Planning and Research stressed that agencies can continue to apply traditional operational analysis requirements to inform transportation project decisions provided that such analyses were outside of the CEQA process. Therefore, in addition to VMT analysis, projects within the City of Los Angeles are required to include access and circulation analyses outside of the CEQA process to address any operational concerns and deficiencies.

The Project DEIR/DEIS does include traditional LOS operational analysis. Any deficiencies identified in the Project’s operational analysis are deficiencies that the City expects the Project to address, as feasible, and should be reflected as such through the report. Corrective actions to address congestion and potential queues are proposed, however, not all proposed mitigation measures are within the recommended actions provided in the LADOT Transportation Assessment Guidelines (TAG). It should also be noted that proposed improvements are subject to the review and approval of LADOT. Additionally, the operational “impact” thresholds identified in both the DEIR and Transportation Technical Report documents are not in line with previous or current LADOT TAG. Therefore, to appropriately address this discrepancy, the Project should complete an additional discussion with LADOT to identify the appropriate methodology for correcting the analysis prior to completing the Project’s final EIR.

SPECIFIC COMMENTS

Refer to Attachment A for specific questions and comments regarding both the Transportation Section (3.2) of the EIR.

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GENERAL COMMENTS

In addition to the specific comments provided in Attachment A, please provide further clarification in the Project report to address the following general comments:

4440-9960

4440-9961

1. A criterion for a location to be selected to be analyzed is to have 50 or more project-related vehicle trips during peak hours. It would be beneficial to know what type of project-related vehicle trips they are (e.g., spoil hauling, construction, etc).
2. The report does not address adequate protection for the existing bicycle facility that runs alongside the Metrolink tracks or any ongoing or future plans for the facility.

CONCLUSION

4440-9962

As previously expressed in response to the Burbank to Los Angeles Section EIR/EIS, LADOT fully supports the Project and sees it as an important regional enhancement that can help reduce the State’s overall greenhouse gas emissions and VMT, reduce airport congestion, and modernize rail travel. In addressing the potential impacts of this project, the HSRA should engage LADOT to address a number of access, safety, and circulation issues that need to be addressed prior to completing the final design for the Project. We also recommend for the HSRA Project team to engage other City departments to discuss their comments prior to moving forward with the development of the final environmental impact report.

If you have any questions, please contact me at Jesus.Serrano@lacity.org.

Sincerely,

for

Jesus Serrano
Senior Transportation Engineer

Attachments

- c: Sahag Yedalian, Council District 2
Max Podemski, Council District 6
Rocio Hernandez, Council District 7
Tomas Carranza, LADOT Planning and Development Review
Tim Fremaux, LADOT District Operations
Judy Wong, LADOT Metro Programs
Randall Tanjiri, LADOT Permit and Plan Review
Clare Eberle, LADOT Active Transportation
Jose Hernandez, LADOT Parking MEters Division
Shirley Lau, Bureau of Engineering
Conni Pallini, Department of City Planning
Gabriela Juarez, Department of City Planning

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ATTACHMENT A

HSR EIR/EIS – TRANSPORTATION TECHNICAL REPORT
LADOT REVIEW - SPECIFIC COMMENTS

	Page	Reference	Concern	Comment	HSR Comments
4440-9963	3.2-11	Traffic Study Guidelines - City of Los Angeles	In 2019, the City of Los Angeles switched to VMT to analyze traffic impacts, in compliance with SB 743.	In 2019, the City of Los Angeles adopted new transportation assessment guidelines and VMT-based impact thresholds. During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that agencies can continue to apply traditional operational analysis requirements to inform transportation project decisions provided that such analyses were outside of the CEQA process. Therefore, in addition to VMT analysis, projects within the city of Los Angeles are required to include access and circulation analyses outside of the CEQA process to address any operational concerns and deficiencies.	
4440-9964	3.2-19	Intersections	Intersection analyses measures the delay experienced per vehicle at signalized and signalized intersections	Signalized and unsignalized	
4440-9965	3.2-88	Impact TRA#7: Project Construction Effects on Vehicles, Pedestrians, Bicyclists, and Transit.	Grade separations and roadway modifications in Sun Valley along Sheldon Street, Tuxford Street, Penrose Street, Olinda Street, and Sunland Boulevard would require construction vehicles and easements and is expected to last six years.	Grade separations are not listed comprehensively through the report. This section calls out streets where grade separation will occur within Sun Valley, however, the listed street of Sunland Boulevard does not depict grade separation by elevated/aerial structure on the drawings throughout the report.	
4440-9966	3.2-106	Section 3.2.7.2 Intersections	TR-MM#6: Widen Intersection—Widen intersection approaches by adding a through lane to improve LOS and intersection operations	Discuss a plan for right-of-way acquisition and feasibility.	
4440-9967	General	Tables		San Fernando Road is referred to as San Fernando Boulevard, San Fernando Road Minor, San Fernando Road Major, San Fernando Minor, San Fernando Major when there should only be two consistent names.	
4440-9968	General	Tables		"Lincoln Boulevard" should be corrected to Lincoln Street.	

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ATTACHMENT B

City of Los Angeles Department of City Planning
Land Use Concerns and Considerations

General Comments:

4440-9969

- The segment of the HSR that will be at-grade in the San Fernando Valley includes the communities of Sun Valley and Pacoima, which already experience exposure to high levels of contaminants and pollutants due to the operation of existing industrial sites such as active or closed landfills, solid waste, auto-dismantling and recycling facilities, etc. The City of Los Angeles has implemented zoning regulations and policies to reduce negative environmental impacts on these communities, such as the Clean Up Green Up (CUGU) ordinance and ZI No. 2427 Freeway Adjacent Advisory Notice. The EIR should identify feasible means to minimize or mitigate cumulative impacts in Sun Valley and Pacoima as identified for SR14A Build Alternative, including but not limited to noise pollution, air quality exceedances of minimum AQMD thresholds, degradation of water quality, impacts to the groundwater recharge function of the Hansen Spreading Grounds, and the release of contaminated soils by excavation near the Vulcan Mine site and Hansen Spreading Grounds. The SR14A Build Alternative currently does not provide mitigation efforts for these projected impacts in this area. Including mitigations is essential to not exacerbate the environmental justice issues already impacting these communities and align with City of Los Angeles land use and zoning regulations.

4440-9970

- SR14A Build Alternative includes the demolition and displacement of 8-11 single-family residential units, and 29 multi-family residential units, which may result in a net housing loss within a Community Plan Area and potentially involve eminent domain where the alignment is at-grade. The EIR should include the locations of the housing units that will be potentially lost along the alignment within the City of Los Angeles to assess net housing loss as necessary to comply with RHNA and adequately address resident displacement.

4440-9971

- The City of Los Angeles has highlighted a need for maintaining industrial uses and economic opportunities in both Pacoima and Sun Valley by identifying areas in both communities as Opportunity Zones to incentivize economic development and further supported by the Citywide Industrial Land Use Preservation Policy. If SR14A or any other alternative will result in a loss of industrial land and possible job displacement, the EIR should indicate which industrial parcels will be lost, consider the socioeconomic impacts, and present feasible mitigation measures.

Arleta-Pacoima Community Plan area comments:

4440-9972

- Figure 3.13-27 Construction Staging Areas in Developed Areas identifies a "Surface: Permanent" impact type on industrial land immediately adjacent to the I-210/SR-118 interchange within the Pacoima community. Impact LU#3 (page 3.13-52) states the conversion to transportation uses "could permanently alter existing land use patterns or sensitive land uses." The parcels identified for "Surface: Permanent" are adjacent to sensitive receptors including multiple residential parcels, Hillary T. Broadous Elementary

4440-9972

School, and Hubert H. Humphrey Memorial Recreation Center. Additionally, the industrial parcels identified for permanent use and all surrounding parcels are subject to the Clean Up Green Up (CUGU) ordinance and its related zoning designation which identifies transportation as a subject use. The EIR should further describe the anticipated use of the industrial parcels along with impacts to adjacent sensitive uses and identify feasible mitigation measures.

4440-9973

- The SR14A Build Alternative should include adequate mitigation measures to ensure future use of the bike path adjacent to the Metrolink tracks along San Fernando Road, and ensure the bike path is accessible and maintains connectivity from Pacoima toward the northwest.

4440-9974

The following City of Los Angeles land use policy documents have additional relevant information, were not included and/or have not been updated in Section 3.13.3 and Table 3.13-1 and should be (re)evaluated.

- Citywide Industrial Land Use Preservation Policy (2008): The City's adopted policy is to retain industrial land for job producing uses, as established in the adopted General Plan Framework and Community Plans, reinforced in several Redevelopment Plans, and consistent with the Mayor's economic development strategy.
- Clean Up Green Up (CUGU) Ordinance (2016): The purpose of the CUGU District is to reduce cumulative health impacts resulting from land uses including, but not limited to, concentrated industrial land use, on-road vehicle travel, and heavily freight-dominated transportation corridors, which are incompatible with the sensitive uses to which they are in close proximity, such as homes, schools and other sensitive uses.
- Pacoima Streetscape Plan (2004): The intent of the Streetscape Plan is to provide standards and direction for improvements to the public right-of-way that create a pedestrian-friendly environment and enhance the identity of the area. Design considerations for this space include Streetscape components such as landscape, street lighting, public art, street furniture, infrastructure, and signage components.
- Sylmar Community Plan (updated in 2015): The last comprehensive update of the Sylmar Community Plan area was completed in 1997 and since then significant changes have occurred, new issues have emerged, new community objectives have evolved. The 2015 update reflects the new policies that will be implemented moving forward.
- Table 3.13-1 'Regional and Local General Plans with Goals, Objectives, and Policies' related to Land Use in Station Planning, Land Use and Development does not mention the City of Los Angeles General Plan's R1 zones in the San Fernando Valley portion of the route alternatives.

4440-9975

Maps and Visuals:

- "Cut and Cover" and "Tunnel" are hard to distinguish on all maps in Section 3.13. Consider changing the colors and/or line width so that each is clear and more distinct.

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4440-9958

Refer to Standard Response PB-Response-GEN-7: Access to Technical Reports.

The commenter requested another opportunity to review and comment on the full transportation analysis of the project once it is completed, prior to issuing the Final EIR/EIS. The commenter's request is acknowledged; however, the Authority will not be accepting additional comments received after the close of the Draft EIR/EIS public comment period on December 1, 2022. The Final EIR/EIS will be made available to the public and public agencies pursuant to CEQA and NEPA prior to Authority decisions at the conclusion of this project-level environmental review. The transportation analysis was completed in preparation of the Draft EIR/EIS. Please refer to Standard Response PB-Response-GEN-7: Access to Technical Reports, for information on how to access the report for the full transportation analysis that was completed for the Project.

4440-9959

The commenter raises a question about the requirements for detailed traffic operations assessments and consistency with LADOT requirements. The commenter is correct in that changes to the CEQA guidelines were adopted in December 2018 and implemented as of July 1, 2020, and required the evaluation of significant transportation impacts on VMT, instead of level of service (LOS) operating conditions. Nevertheless, a full operational analysis was conducted for the project, including the determination of intersection, roadway, ramp, and freeway mainline conditions for 2028 and 2040 conditions. In addition, a separate operational assessment was conducted for construction conditions. A summary of these analyses can be found under Section 3.2.6.3 and full results are included in the Transportation Technical Report. These operational studies identified operational issues or deficiencies related to project construction and operation. With the changes in the requirements of CEQA, automobile delay is no longer a significant environmental impact, and direct mitigation of LOS conditions are not required. However, mitigation measures were identified to improve conditions, as documented in Section 3.2.7 in Section 3.2, Transportation of the Draft EIR/EIS. These included additional travel lanes, modification to intersection configurations and signalization plans, and other similar options. In addition, a supplemental VMT analysis was conducted, consistent with the new State and local requirements, which can be found in Appendix 3.2-A Vehicle Miles Traveled Methodology of the Draft EIR/EIS. IAMFs and Mitigation Measures were identified to reduce the effect of construction vehicles on traffic circulation. In addition, the Authority would add traffic signals to affected unsignalized intersections to improve LOS and intersection operations. However, automobile delay is not considered a significant environmental impact under CEQA; as such, mitigation is not required. The California High Speed Rail Authority is a state agency, and thus, is not required to comply with local ordinances and analysis requirements, such as the LADOT TAG methodology. Each of the HSR sections cross multiple jurisdictions, each of which may have their own individual traffic study methodologies and requirements. As such, an HSR-specific methodology was developed that followed generally accepted industry practices, which were then applied for entire sections. For the Palmdale-Burbank section, the traffic study guidelines for the Palmdale, Burbank, City of Los Angeles, and Los Angeles County were reviewed and considered in the development of the analysis approach used. The resulting methodology is documented in the Transportation Technical Report.

Response to Submission 4440 (Shirley Zamora, Los Angeles Department of Transportation - Valley Planning & Development Review, December 1, 2022) - Continued

4440-9960

The commenter states that it would be beneficial to know about the vehicle types assumed for the technical analysis.

As noted in Section 3.2.4.1 Definition of Resource Study Areas (pages 3.2-12 to 3.2-13) in Section 3.2, Transportation of the Draft EIR/EIS, operating conditions were assessed at roadway segments and intersections that were expected to have an increase of 50 vehicles during either the weekday AM or PM peak hour from construction or operation of the project. For this calculation, it was assumed that the vehicles would all be standard passenger cars. For the determination of analysis locations for the construction spoils hauling evaluation, the same 50 vehicle threshold was applied. However, construction spoils hauling trucks have different characteristics than standard passenger cars (longer, slower acceleration, longer braking distances, etc.). To conservatively evaluate the effects of large trucks on roadway and intersection capacity, a passenger car equivalent of 3 was applied. With this factor, locations that were expected to have an increase of 17 construction trucks were assessed. Refer to Section 3.2.4.1 of the Draft EIR/EIS for additional detail.

4440-9961

The commenter states that the Draft EIR/EIS does not address protection for the existing bicycle facility that runs alongside the Metrolink tracks or any ongoing or future plans for the facility. The HSR Palmdale to Burbank Project Section would not affect this bicycle facility (after reconfiguration of a portion of this facility) nor would it preclude future expansion of this facility along the Metrolink and San Fernando Road corridor. The existing bicycle path is located west of the Metrolink tracks and parallel to San Fernando Road. The HSR alignment is east of Metrolink or underground. The proposed design in the Draft EIR/EIS does not overlap with the existing bike path, except at the intersection on San Fernando Road that would need to be reconfigured. The reconfigured intersection along San Fernando Road and the existing bike path are included in the Draft EIR/EIS (Volume 2, Appendix 2-A Roadways and Grade Separations and Volume 3 PEPD Roadway And Grade Separation Plans). The bike path along San Fernando Road will maintain the current vertical profile except for the intersection between San Fernando Road and Sheldon Street where the bike path will be designed with a maximum grade of 4 percent following the proposed street profile. The proposed re-configurations are compliant with Public Rights-of-Way Accessibility Guidelines Section R302.5.1 and Caltrans Design Information Bulletin 82-06 Pedestrian Accessibility Guidelines for Highway Project section 4.3.4(2). Reconfigured intersection crossings will continue to meet ADA and mobility requirements. During construction and as required by SS-IAMF#1, the contractor shall prepare for submittal to the Authority a construction safety transportation management plan. The plan shall specify the contractor's procedures for implementing temporary road closures including temporary detour provisions for the bike path. These detours will be coordinated with the City of Los Angeles. The detailed HSR alignment along San Fernando Road is shown on the PEPD drawings included in Volume 3 of the Draft EIR/EIS, in particular Drawings TT-D1049-S14 to TT-D1058-S14. In summary, the Authority has identified how it would protect existing and future bicycle facilities alongside the Metrolink tracks.

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4440-9962

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter, LADOT, expresses support for the HSR Palmdale to Burbank Project Section and recommends continued coordination between the Authority and LADOT, and other City Departments to address a number of access, safety, and circulation issues prior to the final design phase. The commenter's support is noted. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The Authority will continue to coordinate with LADOT and other City Departments throughout the environmental process and final design phase.

4440-9963

The commenter indicates that projects within the City of Los Angeles must analyze access and circulation outside the CEQA process; i.e., outside just the current requirement for VMT (vehicle miles traveled) analysis. Project-related traffic analysis in Section 3.2, Transportation, of the Draft EIR/EIS, includes both VMT (although it need not under CEQA, as explained below) and level of service (LOS) (although it need not under CEQA, as explained below).

CEQA analysis is required to be based off the existing physical conditions and rules/regulations at the time of the project's Notice of Preparation (NOP), which was July 2014, pursuant to CEQA Guidelines section 15125(a)(1) (see Draft EIR/EIS, p. 3.2-15). Changes to the State's CEQA guidelines occurred after this date, effective in early 2019, thus VMT analysis is not required for this document because the baseline year was set before this statutory requirement became effective (see Senate Bill 743 [2013]; Public Resources Code section 21099[b]; CEQA Guidelines section 15064.3). Nevertheless, a full operations analysis was conducted for the Project, including the determination of intersection, roadway, ramp, and freeway mainline conditions for 2028 and 2040 conditions, using both VMT and LOS, or automobile delay. In addition, a separate assessment was conducted for construction conditions. A summary of these analyses can be found under Section 3.2.6.3 and full results are included in the Transportation Technical Report. Thus, the Draft EIR/EIS included VMT for its transportation analysis, even though it was not required to do so, and also included LOS, even though LOS is no longer a significant environmental impact under CEQA. As a result, direct mitigation for automobile delay (LOS) is not required as it is no longer a relevant consideration under CEQA. This anomalous situation was confirmed by the Third District Court of Appeal in *Citizens for Positive Growth & Preservation v. City of Sacramento* (2019) 43 Cal.App.5th 609, 625-626, wherein it was held that, as of December 28, 2018, "automobile delay, as described solely by [LOS] or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment" under CEQA," thereby, mitigation for LOS-related impacts is not required.

LOS was analyzed for purposes of NEPA, however, and mitigation measures were identified in the Draft EIR/EIS to improve conditions, as documented in Section 3.2.7. These included additional travel lanes, modification to intersection configurations and signalization plans, and other similar options (see TR-MM#1 through TR-MM#7, and TR-

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4440-9963

MM#8). Other Mitigation Measures were identified to reduce the effect of construction vehicles on traffic circulation (see TR-MM#1 through TR-MM#7, and TR-MM#8). In addition, the Authority would add traffic signals to affected unsignalized intersections to improve LOS and intersection operations (see TR-MM#4). Therefore, although automobile delay is not considered a significant environmental impact under CEQA that requires mitigation, some LOS-related mitigation and design features are included for the project.

Notwithstanding that it appears the Draft EIR/EIS analysis met all City of Los Angeles requirements for traffic analysis, the Authority, as the state lead agency for the project, is not bound by the City of Los Angeles CEQA analysis requirements.

4440-9964

The commenter identifies a typo in the text regarding unsignalized intersections. The commenter is correct and the text has been fixed to say "signalized and unsignalized." This occurs on Page 3.2-19.

4440-9965

The commenter has a question about the provision of grade separations for the Project. All crossings of cross streets would be grade separated, with the roadways crossing over or under the tracks. Construction activities and duration on streets within the Sun Valley area would be dependent upon the Build Alternative selected. Plans for the proposed roadways and grade separations can be found in Appendix 2-A, Roadway and Grade Separation, and Appendix 2-B, Railroad Crossings. At Sunland Boulevard, the HSR tracks would be below grade in a cut-and-cover box structure (Sunland Boulevard itself would remain at-grade) for all Build Alternatives.

4440-9966

The commenter requests a plan for right-of-way acquisition and feasibility for TR-MM#6.

As discussed in Section 3.2.7, traffic mitigation measures were proposed for roadway segments and intersections, plus other transportation facilities. These include several measures to address intersection operations including TR-MM#6, which is to widen intersection approaches by adding a through travel lane. It may be feasible to establish additional through lanes within the current right-of-way at the intersection by narrowing lanes or medians. However, it is noted that TR-MM#6 could result in private property acquisition or displacements. At locations where TR-MM#6 is applicable, the Authority would work with the affected jurisdiction to determine the approach to adding additional travel lanes to address traffic impacts, and whether additional right-of-way will be required or the lanes could be established within the current right-of-way. As documented in Table 3.2.46, this mitigation measure would apply to the intersection of Sunland Boulevard and San Fernando Road, within the City of Los Angeles.

4440-9967

The commenter requests that the naming convention for San Fernando Road be confirmed. In Burbank, the roadways on both sides of the railroad tracks are called San Fernando. For clarification, these are classified as Major to the west of the railroad tracks and Minor to the east of the railroad tracks. In addition, San Fernando Boulevard changes to San Fernando Road at Lockheed Drive in Burbank. At the locations where the Road or Boulevard is missing (see Table 3.2-8), these have been updated to state "San Fernando Road".

4440-9968

The commenter notes that Lincoln Boulevard should be corrected to Lincoln Street in Table 3.2-9. This is correct, and has been revised in the Final EIR/EIS.

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4440-9969

The commenter is concerned with the project's cumulative effects on air quality, noise, water quality, and contaminated soil associated with the SR14A Build Alternative in the San Fernando Valley and the mitigation requirements to reduce these impacts. Each of these environmental topics is discussed below.

As described in Section 3.13.5 in Section 3.13, Station Planning, Land Use, and Development of the Draft EIR/EIS, planned land uses in the San Fernando Valley are primarily industrial and low-density residential land uses along San Fernando Road and airport-related public facility, institutional uses, industrial uses, commercial uses, as well as some residential uses near the Burbank Airport. As described in Section 3.3.6.3 in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS, construction of the SR14A Build Alternative would result in the exceedance of thresholds related to NOX and CO. Many of the block groups located in the San Fernando Valley portion of the Central Subsection within the Sylmar, Pacoima, and Sun Valley neighborhoods of the city of Los Angeles are EJ populations based on minority percentages and low-income populations. The SR14A Build Alternative would incorporate AQ-IAMF#1 through AQ-IAMF#5 to reduce emissions. Furthermore, the SR14A Build Alternative would implement AQ-MM#1, Offset Project Construction Emissions through SCAQMD Emissions Offsets Programs, and AQ-MM#3, Construction Emissions Reductions –Requirements for use of Zero Emission (ZE) and/or Near Zero Emission (NZE) Vehicles and off-road equipment. Please refer to Section 3.3.7 of the Draft EIR/EIS for more information on these mitigation measures.

Operation of the six Build Alternatives and the rest of the California HSR System would result in a net benefit to statewide air quality due to a reduction of statewide and regional criteria pollutants compared to existing and future No Project baseline. Operation of the six Build Alternatives would not generate fugitive dust emissions that would result in health concerns or expose sensitive receptors to substantial pollutant concentrations.

Construction of the HSR Palmdale to Burbank Section could result in noise and vibration impact on sensitive receivers. Mitigation Measure N&V-MM#1, Construction Noise Mitigation Measure, and Mitigation Measure N&V-MM#2, Construction Vibration Mitigation Measures, would be implemented to reduce noise and vibration impacts on sensitive receivers. Operation of the Refined SR14 and SR14A Build Alternatives in the

4440-9969

Central Subsection would not exceed noise impact criteria at institutional land uses but would result in severe noise levels at residential receivers. Severe noise impacts represent a significant impact under CEQA, and mitigation is required. Mitigation Measures N&V-MM#3, N&V-MM#4, N&V-MM#5, and N&V-MM#6 would reduce noise from California HSR System operation. Noise impacts from ventilation equipment would permanently, and substantially increase ambient noise levels in the project vicinity above levels existing without the project. Mitigation Measures N&V-MM#3 and N&V-MM#6 would reduce noise from the ventilation equipment during HSR operation. Please refer to Section 3.4.7, Mitigation Measures in the Draft EIR/EIS for further discussion on mitigation measures associated with noise and vibration impacts.

The project would not substantially degrade groundwater quality with the incorporation of applicable IAMFs and mitigation measures (as described in Section 3.8.6.3 of the Draft EIR/EIS). Implementation of a Stormwater Pollution Prevention Plan (SWPPP) (HYD-IAMF#3) will require implementing erosion-control BMPs during construction.

With regard to hazardous materials, the Authority will implement HMW-IAMF#5 through HMW-IAMF#9 to minimize risks associated with the use of transportation, storage, and disposal of hazardous materials. Furthermore, the project would implement HWR-MM#1, which will require the Authority to treat potential groundwater contamination pursuant to Regional Water Quality Control Board permit requirements. With the implementation of applicable IAMFs and mitigation measures, the Project would not result in an increase in rates of groundwater losses.

Where the Refined SR14, SR14A, E1, and E1A Build Alternatives would cross the Hansen Spreading Grounds, the recharge capacity of the spreading grounds could be adversely affected. As discussed in Section 3.8.7, Mitigation Measures, HWR-MM#3 requires the Authority to provide replacement groundwater recharge areas to ensure there is no net loss in recharge area capacity. The above listed IAMFs and mitigation measures would be implemented in the San Fernando Valley to reduce impacts on air quality, noise, water quality, and contaminated soil from the SR14A Build Alternative to environmental justice communities in the San Fernando Valley.

As discussed in Impact Socio#11 and Impact Socio#16, the above implementation of

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4440-9969

IAMFs (AQ-IAMF#1, AQ-IAMF#2, AQ-IAMF#6, HMW-IAMF#5, and SS-IAMF#2) would minimize effects on children's health and safety during construction and operation of the SR14A Build Alternative. Please refer to Appendix 2-E for details regarding lists of IAMFs incorporated into the project.

As discussed in Section 5.7.3 in Chapter 5, Environmental Justice of the Draft EIR/EIS, development of planned projects would also likely include the implementation of various forms of mitigation to avoid or minimize temporary and permanent cumulative effects on the population as a whole in the cumulative study area. Remaining effects would be distributed throughout the region and would occur based on the construction timelines of the planned projects under the cumulative condition.

In addition, as evaluated and described in Section 5.8.3, in Chapter 5, Environmental Justice, of this Final EIR/EIS, the Build Alternatives would provide benefits to the regional transportation system by reducing vehicle trips on local freeways through the diversion of intercity trips from road trips to the HSR system. This reduction would be a net benefit to transportation and traffic operations because a reduction in vehicle miles traveled (VMT) would help maintain or potentially improve the operating conditions of regional roadways. This reduction in future vehicle trips would improve the LOS of the regional roadway system and reduce the overall VMT compared with existing conditions and compared to the No Project Alternative. Reductions in VMT would have the added benefit of reducing greenhouse gas (GHG) and criteria pollutant emissions and improving air quality. As discussed in Section 5.7.1.2, in Chapter 5, Environmental Justice of this Final EIR/EIS, operation of the Build Alternatives would result in a reduction of statewide and regional criteria pollutants compared to existing and future No Project baselines, under both the medium- and high-ridership scenarios. Statewide emissions would be reduced starting in the opening year of HSR operation and would continue to provide reductions through the horizon year of 2040. Therefore, operations of the six Build Alternatives and the rest of the California HSR System would result in a net benefit to statewide air quality. The Build Alternatives would also provide a safe and reliable means of intercity travel, operating on a fully grade-separated, dedicated track using contemporary safety, signaling, and ATC systems and would reduce growth in air and surface traffic. The reduction in traffic congestion as a result of the California HSR System would in turn decrease the occurrence of air, vehicular, pedestrian, and cycling

4440-9969

accidents. Design of the system also would prevent conflicts with other vehicles, pedestrians, and bicyclists. Overall, the California HSR System would provide a safety benefit for travelers in the project study area, which includes travelers and residents in Pacoima and Sun Valley. The Authority's Board of Directors will consider the information presented in the Final EIR/EIS along with public comments in deciding whether to approve the proposed project.

In November 2023, December 2023 and January 2024, since publication of the Draft EIR/EIS, the Authority conducted listening sessions with EJ communities in Pacoima and Sun Valley to seek feedback on potential additional measures that would avoid, minimize, and mitigate project impacts in EJ communities and would address concerns of EJ communities about the project's adverse effects. The Authority has developed additional measures to respond to concerns from environmental justice (EJ) communities, which are listed in Section 5.4.2 in Chapter 5, Environmental Justice, and described in Appendix 2-E, Impact Avoidance and Minimization Features (IAMF) of this Final EIR/EIS. The Authority has also developed offsetting mitigation measures (OMM) to offset disproportionately high and adverse effects (DHAE) on minority and low-income populations. See Section 5.8, in Chapter 5, Environmental Justice of this Final EIR/EIS, along with Appendix 5-B for additional information on IAMFs and OMM EJ Community Benefits (e.g., street safety improvements, workforce development programs, school communication and community connectivity). The new EJ-related measures require the Authority to create an ombudsman position (liaison) to address the needs of adversely affected EJ communities, including the communities of Pacoima and Sun Valley. The ombudsman shall be a bilingual single point of contact for the EJ communities adversely affected by the project. The scope of the EJ ombudsman's responsibilities and duties will include those articulated in the EJ-related IAMFs and OMMs, such as implementing programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and holding 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

Response to Submission 4440 (Shirley Zamora, Los Angeles Department of Transportation - Valley Planning & Development Review, December 1, 2022) - Continued

4440-9969

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 minimum) of all concerns and complaints received from EJ communities and measures taken by the Authority to address those concerns and complaints. Benefits from offsetting measures also include job training, workforce development, community connectivity, street safety improvements, and enhanced school coordination during project construction.

4440-9970

The commenter requests further information on the locations of residential housing displacements resulting from construction of the HSR Palmdale to Burbank Section, specifically for SR14A Build Alternative.

Figures depicting the locations of residential and business displacements from the project can be found in Section 3.12, Socioeconomics and Communities of the Draft EIR/EIS (see Figure 3.12-19 through Figure 3.12-29). In addition, Impact SOCIO#4 in Section 3.12, Socioeconomics and Communities of the Draft EIR/EIS provides further information on residential displacements resulting from the project. Table 3.12-16 in Section 3.12, Socioeconomics and Communities of the Draft EIR/EIS provides a summary of residential displacement effects for each of the Build Alternatives. Also, Table 3.12-17 through Table 3.12-23 in Section 3.12, Socioeconomics and Communities of the Draft EIR/EIS provides further information on the number of residential unit displacements, by affected community, associated with implementation of the project.

Within the context of CEQA, the analysis presented in Impact SOCIO#4 addresses the potential for the Palmdale to Burbank Project Section to displace residences such that it would require the construction of replacement housing. In terms of the commenter's focus on communities affected by the Preferred Alternative (the SR14A Build Alternative), all affected communities would likely have sufficient replacement housing for the households displaced by the Palmdale to Burbank Project Section. (See Table 3.12-18.) Moreover, implementation of SOCIO-IAMF#2 (Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act) will provide relocation assistance for persons displaced through right-of-way acquisition; SOCIO-IAMF#3 (Relocation Mitigation Plan) 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 (described in Section 3.12.7, of the Draft EIR/EIS) will require special outreach efforts to affected residential neighborhood and community residents to better determine relocation needs and locate suitable replacement properties and facilities.

Response to Submission 4440 (Shirley Zamora, Los Angeles Department of Transportation - Valley Planning & Development Review, December 1, 2022) - Continued

4440-9971

The commenter requests further information on the locations of business displacements resulting from the project, as well as discussion of socioeconomic impacts from anticipated business displacements and mitigation measures, including those in Opportunity Zones in Pacoima and Sun Valley. Figures depicting the locations of residential and business displacements from the project can be found in Section 3.12 of this Final EIR/EIS (Figure 3.12-19 through Figure 3.12-29). Further discussion of industrial and commercial business displacements resulting from the project, and the availability of nearby replacement units, can be found under Impact SOCIO#6, in Section 3.12 of this Final EIR/EIS. Long-term effects on property and sales tax revenues, including those resulting from business displacements, can be found under Impact SOCIO#12, in Section 3.12 of this Final EIR/EIS. Impact SOCIO#15 further discusses the potential for permanent physical deterioration resulting from the above for cities and school districts in proximity to the project study area.

As evaluated and described in Impact SOCIO#6, under Table 3.12-28, the SR14A Build Alternative would result in the displacement of approximately 0.03-0.04% of the local workforce in Pacoima and 0.03% of the local workforce in Sun Valley. The displacement of local businesses is not considered an environmental impact under CEQA, and therefore, a significance conclusion is not required for this type of impact (CEQA Guidelines Section 15064(e)).

To comply with NEPA and Executive Order 12898, the Authority will also implement Offsetting Mitigation Measures (OMM) and Impact Avoidance and Minimization Features (IAMFs) that aim to improve the involvement and representation of EJ communities in the construction of the HSR system including: EJ-OMM#1 (Construction Jobs and Opportunities, Training and Workforce Development), EJ-OMM#2 (Community Connectivity Workshop), EJ-OMM#3 (Montague Street Improvements), EJ-OMM#4 (Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination), 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). For additional discussion about these OMMs and IAMFs,

4440-9971

please refer to Chapter 5, Environmental Justice Section 5.4.2 Impact Avoidance and Minimization Features which provides a comprehensive list of all OMMs and IAMFs that will be incorporated to minimize impacts to EJ communities. For the full text of the IAMF's, please refer to Appendix 2-E, Impact Avoidance and Minimization Features.

Response to Submission 4440 (Shirley Zamora, Los Angeles Department of Transportation - Valley Planning & Development Review, December 1, 2022) - Continued

4440-9972

Refer to Standard Response PB-Response-SOCIO-3: Health and Safety of Children.

The commenter requests a description of the anticipated use of industrial parcels near the I-210/SR-118 interchange within the Pacoima community, as well as the impacts to adjacent sensitive receptors, including residential parcels, Hillery T. Broadous Elementary School, and Hubert H. Humphrey Memorial Recreation Center. The commenter also states that these and surrounding industrial parcels are subject to the Clean Up Green Up (CUGU) ordinance and its related zoning designation, which identifies transportation as a "subject use."

Temporary construction of the Refined SR14, SR14A, E1, and E1A Build Alternatives may require permanent acquisition of property near the I-210/SR-118 interchange that is currently used for industrial land uses. The industrial properties noted by the commenter are an option for an intermediate window (identified as SR14-W2 for the Refined SR14 and SR14A Build Alternatives, and E1-W2b for the E1 and E1A Build Alternatives). Section 2.3.5.2 of the Final EIR/EIS describes what an intermediate window consists of, as well as explains that an intermediate window location cannot yet be chosen because the tunnel design has yet to determine ventilation requirements; therefore, the most suitable locations are included in the footprint analyzed in the Final EIR/EIS. It is possible that a different intermediate window option would be selected during final design, in which case the industrial properties near the I-210/SR-118 interchange would not need to be acquired. If this site is used for an intermediate window, the existing industrial uses located on these properties would need to be removed so the site could be used for the intermediate window and other temporary construction purposes.

The commenter is correct that Impact LU#3 states the conversion to transportation uses "could permanently alter existing land use patterns or sensitive land uses" in Section 3.13, Station Planning, Land Use, and Development, of the Draft EIR/EIS. The Authority also agrees the industrial parcels adjacent to the I-210/SR-118 interchange that are subject to permanent surface use by the project are adjacent to sensitive receptors, including residences, Hillery T. Broadous Elementary School, and Hubert H. Humphrey Memorial Recreation Center. Section 3.13 of the EIR/EIS also includes mitigation measures that avoid or minimize potential adverse and significant impacts associated with the permanent alterations to existing and planned land uses from implementation of

4440-9972

the each of the Build Alternatives (Impact LU#3), including LU-MM#1, which will facilitate coordination to align local planning within each station city with the California HSR System. Additionally, this land use impact (Impact LU#3), will be avoided or minimized by implementation of mitigation measures included in other sections within Chapter 3 of the EIR/EIS, including SO-MM#2, SO-MM#3, N&V-MM#1, and TR-MM#1 through TR-MM#8. SO-MM#2 and SO-MM#3 will be implemented to reduce impacts on neighborhood and community cohesion, increase the Preferred Alternative's compatibility with the character of adjacent communities, and reduce impacts associated with the relocation of important community facilities. As described in the noise-monitoring program, further detailed in Section 3.4, Noise and Vibration, N&V-MM#1 will reduce temporary noise impacts that affect the viability of the surrounding land use patterns. TR-MM#1 through TR-MM#8 would increase capacity and improve roadway and intersection operations. Additionally, Section 3.13, Station Planning, Land Use, and Development, of the Final EIR/EIS has been revised to also include as mitigation for Impact LU#3, N&V-MM#3: Implement California High-Speed Rail Project Noise Mitigation Guidelines, which will reduce operational noise from the proposed HSR by installing noise barriers, and N&V-MM#6: Additional Noise Analysis Following Final Design, 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 that may trigger the need for further environmental review. With implementation of the above mitigation measures, this impact would be less than significant for the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives.

With regard to the City of Los Angeles' Clean Up Green Up ordinance, as stated in Section 3.13.3, Consistency with Plan and Laws, of the Draft EIR/EIS, "The Authority is a state agency and therefore is not required to comply with local land use and zoning regulations; however, it has endeavored to design and construct the HSR project so that it is consistent with land use and zoning regulations. For example, the proposed Build Alternatives would incorporate IAMFs, such as LU-IAMF#3, which requires that the contractor to prepare a plan to demonstrate how temporary impacts on station planning, land use, and development will be maintained below applicable standards."

Response to Submission 4440 (Shirley Zamora, Los Angeles Department of Transportation - Valley Planning & Development Review, December 1, 2022) - Continued

4440-9973

The commenter states that the SR14A Build Alternative should ensure future use of the bike path adjacent to the Metrolink tracks along San Fernando Road and ensure the bike path is accessible and maintains connectivity from Pacoima toward the northwest. This bicycle path is identified as part of existing conditions in the Draft EIR/EIS (see Section 3.2.5.4 in Section 3.2, Transportation). The HSR Palmdale to Burbank project section would not affect this bicycle facility nor would it preclude future expansion of this facility along the Metrolink and San Fernando Road corridor. The existing bike path is located west of the Metrolink tracks and parallel to San Fernando Road. The HSR alignment is east of Metrolink or underground. The proposed design in the Draft EIR/EIS does not overlap with the existing bike path, except at the intersections in San Fernando Road that would need to be reconfigured. The reconfigured intersection along San Fernando Road and the existing bike path are included in the Draft EIR/EIS (Volume 2, Appendix 2-A Roadways and Grade Separations and Volume 3, PEPD Roadway And Grade Separation Plans). The bike path along San Fernando Road will maintain the current vertical profile except for the intersection between San Fernando Road and Sheldon Street where the bike path will be designed with a maximum grade of 4 percent following the proposed street profile. The proposed re-configurations are compliant with Public Rights-of-Way Accessibility Guidelines Section R302.5.1 and Caltrans Design Information Bulletin 82-06 Pedestrian Accessibility Guidelines for Highway Project section 4.3.4(2). Reconfigured intersection crossings will continue to meet ADA and mobility requirements. During construction and as required by SS-IAMF#1, the contractor shall prepare for submittal to the Authority a construction safety transportation management plan. The plan shall specify the contractor's procedures for implementing temporary road closures including temporary detour provisions for the bike path. These detours will be coordinated with the City of Los Angeles. The detailed HSR alignment along San Fernando Road can be studied on the PEPD drawings included in Volume 3 of the Draft EIR/EIS, in particular Drawings TT-D1049-S14 to TT-D1058-S14. In summary, the Authority has identified that the HSR Palmdale to Burbank Project Section, including the SR14A Build Alternative would ensure future use of the bike path adjacent to the Metrolink tracks along San Fernando Road and that the bike path would be accessible and maintain connectivity from Pacoima.

4440-9974

The commenter requests the evaluation of additional land use policies near the city of Los Angeles. As discussed in Section 3.13.3 of the Final EIR/EIS, the Authority, as the lead state and federal agency, is not required to comply with local land use and zoning regulations. However, the Authority has endeavored to design and construct the HSR project so that it is consistent with applicable land use and zoning regulations. As such, descriptions of the Pacoima Streetscape Plan (2004), Citywide Industrial Land Use Preservation Policy (2008), Clean Up Green Up (CUGU) Ordinance (2016), and mention the City of Los Angeles General Plan's R1 zones in the San Fernando Valley portion of the route alternatives have been added to Table 3.13-1 in Section 3.13, Station Planning, Land Use, and Development of the Final EIR/EIS, and consistency evaluations of these plans have been added to Appendix 2-H of this Final EIR/EIS.

4440-9975

The commenter provides suggestions to improve the legibility of the maps in Section 3.13. The EIR/EIS follows Section 508 of the Rehabilitation Act of 1973. Section 508 requires that the federal government use information and communication technology that is accessible to people with disabilities. The Authority follows this guidance. Consistent with the guidance, Cut and Cover design elements are illustrated in Section 3.13 figures in a dark purple/brown color while Tunnels are provided in a magenta coloring. This comment does not address the sufficiency of the Draft EIR/EIS. As a result, no changes to the document have been made.

Submission 4441 (Anthony Hicke, Upper Los Angeles River Area Watermaster, December 1, 2022)

Palmdale - Burbank - RECORD #4441 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Local Agency
First Name : Anthony
Last Name : Hicke
Attachments : 20221201_WM_Comments_HSR_EIR_Burbank_to_Palmdale.pdf (185 kb)

Stakeholder Comments/Issues :

Please find attached a comment letter from the ULARA Watermaster in response to the Draft Environmental Impact Report/Environmental Impact Statement for the Palmdale to Burbank Project Section, California High-Speed Rail Authority

Thank you.

 Anthony Hicke, PG, CHG
 Assistant ULARA Watermaster
 818.506.0418 Phone
 www.ULARAWatermaster.com<www.rcslade.com>

4441-8679

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UPPER LOS ANGELES RIVER AREA WATERMASTER
Richard C. Slade - Watermaster

ularawatermaster.com
14051 Burbank Blvd, STE 300
Sherman Oaks, CA 91401
818-506-0418 PHONE
818-506-1343 FAX

December 1, 2022

To: Palmdale to Burbank Draft EIR/EIS Comment
355 S Grand Avenue, Suite 2050
Los Angeles, CA 90071
Sent via email (palmdale_burbank@hsr.ca.gov)

From: Richard Slade, Watermaster
Upper Los Angeles River Area (ULARA)
www.ULARAWatermaster.com

Cc: ULARA Administrative Committee
Sent via email

Re: ULARA Watermaster Comments
Draft Environmental Impact Report/Environmental Impact Statement
Palmdale to Burbank Project Section
California High-Speed Rail Authority
(<https://hsr.ca.gov/high-speed-rail-in-california/project-sections/palmdale-to-burbank/>)

As the Court-appointed Watermaster for the Upper Los Angeles River Area (ULARA), my office has reviewed the Draft Environmental Impact Report/Environmental Impact Statement (DEIR) for the California High-Speed Rail (HSR): Palmdale to Burbank Project Section. Descriptions of the project in the DEIR state that temporary, or possibly permanent, dewatering activities will occur along the HSR alignment that lies within the boundaries of ULARA, as part of the construction of the rail line. Multiple possible alignments for the HSR are proposed, but all possible alignments have a portion that is located within the adjudicated ULARA Watershed within the valley fill sediments of the San Fernando Groundwater Basin. Because of this adjudication, all extractions of groundwater from anywhere within the ULARA boundaries must be reported to the ULARA Watermaster. Extraction of groundwater from ULARA may impact the water rights of the right's holders as set forth in *The City of Los Angeles v. City of San Fernando, Los Angeles Superior Court Case No. 650079, dated January 26, 1979* (ULARA Judgment)¹.

The ULARA adjudication does not appear to be mentioned in the DEIR document, and the DEIR document does not appear to describe the necessary reporting of groundwater extractions from

¹ The ULARA Judgment is available online via the ULARA Watermaster website:
http://ularawatermaster.com/public_resources/City-of-L.A.-vs-City-of-San-Fernando-et-al-JUDGMENT.pdf

Submission 4441 (Anthony Hicke, Upper Los Angeles River Area Watermaster, December 1, 2022) - Continued

ULARA Watermaster Comments
Draft Environmental Impact Report/Environmental Impact Statement
Palmdale to Burbank Project Section
California High-Speed Rail Authority

2



ULARA Watermaster Comments
Draft Environmental Impact Report/Environmental Impact Statement
Palmdale to Burbank Project Section
California High-Speed Rail Authority

3



4441-8679

ULARA to the Watermaster. Throughout the DEIR document, where temporary or permanent extraction of groundwater from the San Fernando Groundwater Basin is discussed, additional language should be included so that all groundwater extractions from ULARA are reported to the ULARA Watermaster, and to the City of Los Angeles (via the Los Angeles Department of Water and Power); the City of Los Angeles holds prior and paramount pueblo water rights to native groundwater in the San Fernando Groundwater Basin.

Additional specific comments are as follows:

4441-8680

- Section 3.8.2 (page 3.8-2) of the DEIR does not include the ULARA Judgment in the list of “Federal and state regulations and orders applicable to hydrology and water resources affected by the project”. Reference to the ULARA Judgment should be included in this section.
- Page 3.8-49 states “*the six Build Alternatives would not conflict with or obstruct the implementation of a sustainable groundwater management plan because no such plans govern groundwater basins traversed by all six Build Alternatives.*” This statement (and similar statements) should be edited to accurately reflect the Court-adjudicated status of ULARA. While there is no “sustainable groundwater management plan” for ULARA, groundwater within ULARA is adjudicated, and groundwater is managed in accordance with the ULARA Judgment. The ULARA Judgment requires safe yield operations for the ULARA groundwater basins to help ensure groundwater extractions over the long-term do not create a condition of overdraft. Basin management in ULARA is achieved by collective efforts between the Court-appointed ULARA Watermaster and an Administrative Committee consisting of representatives from the Parties to the ULARA Judgment.

4441-8681

- Appendix 2-H: Regional and Local Policy Consistency Analysis - This section does not discuss the ULARA Watermaster, or the necessity of reporting groundwater extractions to the ULARA Watermaster. Such information should be included in this Appendix.

We thank you for the opportunity to provide comments on this California High-Speed Rail Authority project. Should you have any questions, please do not hesitate to contact my office (www.ULARAWatermaster.com).

Respectfully submitted,

Richard C. Slade, ULARA Watermaster

Response to Submission 4441 (Anthony Hicke, Upper Los Angeles River Area Watermaster, December 1, 2022)

4441-8679

Refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage.

The commenter requested that all extractions of groundwater from anywhere within the Upper Los Angeles River Area (ULARA) boundaries must be reported to the ULARA Watermaster. The commenter requested that the EIR/EIS be revised to include a discussion of ULARA adjudication and reporting requirements. Section 3.8.2.3 in Section 3.8, Hydrology and Water Quality of the Final EIR/EIS has been revised to include discussion of the ULARA. In addition, HMW-IAMF#11: Stakeholder Consultation for the San Fernando Valley Groundwater Basin Superfund Site, has been added to the Final EIR/EIS and includes the provision that groundwater extractions from ULARA are reported to the ULARA Watermaster, and to the City of Los Angeles (via the Los Angeles Department of Water and Power).

Please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which explains that the Authority would not drill wells to extract groundwater for construction or operation. However, the Project will involve tunneling and construction of underground alignments and facilities within the ULARA. Tunnels have the potential to provide a conduit for groundwater to seep into excavated areas as the advancing tunnel construction intersects subsurface fractures and faults in bedrock that contain water. The Authority would implement state-of-the-art design features and construction methods to avoid and minimize impacts on hydrologic resources, including through the use of TBMs equipped with specific features designed to reduce or prevent inflows and grouting and tunneling-lining approaches that have been effective at controlling water seepage (as required by HYD-IAMF#5 [Tunnel Boring Machine Design and Features], HYD-IAMF#6 [Tunnel Lining Systems], and HYD-IAMF#7 [Grouting]). With these design features and construction methods, tunnel construction is not expected to result in groundwater-related impacts to surface resources or wells, and the need for supplemental water for habitat restoration and for private wells is highly unlikely. Nonetheless, the EIR/EIS includes a mitigation measure (HYD-MM#4) that requires an Adaptive Management and Monitoring Plan (AMMP). The AMMP requires the implementation of a comprehensive monitoring program to establish baseline conditions regarding surface and subsurface water resources in the ANF and to allow for the detection of any changes in groundwater and surface water conditions related to tunnel construction to ensure timely implementation of remedial measures. The AMMP is set

4441-8679

out in Appendix 3.8-C of the EIR/EIS. A supplemental water demand analysis was conducted as part of the Draft EIR/EIS and was included as Appendix 3.8-D to discuss the options, logistics, and feasibility of implementing the response actions that may be implemented in accordance with the AMMP. For more information, please see Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest and PB-Response-PUE-3: Water Demand and Usage.

4441-8680

The commenter requests that the Upper Los Angeles River Area (ULARA) Judgment be included in the list of "Federal and State Regulations and Orders applicable to hydrology and water resources affected by the project." Accordingly, Section 3.8.2, Laws, Regulations, and Orders in Section 3.8, Hydrology and Water Resources has been revised in the Final EIR/EIS to include the ULARA Watermaster.

The commenter also provides information related to groundwater being managed in accordance with ULARA judgment, including the requirements to ensure groundwater extraction over the long term does not create a condition of overdraft. Construction techniques will be utilized to reduce the potential for groundwater to enter the tunnels and underground alignment and facilities during construction. This edit has been applied to the Final EIR/EIS. HMW-IAMF#11: Stakeholder Consultation for the San Fernando Valley Groundwater Basin Superfund Site, has been added to the Final EIR/EIS and includes the provision that groundwater extractions from ULARA are reported to the ULARA Watermaster, and to the City of Los Angeles (via the Los Angeles Department of Water and Power). In addition, the following text has been added to the Final EIR/EIS Section 3.8 under Impact HWR#4: "While there is no 'sustainable groundwater management plan' for ULARA, groundwater within ULARA is adjudicated, and groundwater is managed in accordance with the ULARA Judgment. The ULARA Judgment requires safe yield operations for the ULARA groundwater basins to help ensure groundwater extractions over the long-term do not create a condition of overdraft. Basin management in ULARA is achieved by collective efforts between the Court-appointed ULARA Watermaster and an Administrative Committee consisting of representatives from the Parties to the ULARA Judgment."

Response to Submission 4441 (Anthony Hicke, Upper Los Angeles River Area Watermaster, December 1, 2022) - Continued

4441-8681

Refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage.

The commenter requested that language about reporting groundwater extractions to the Upper Los Angeles River Area (ULARA) Watermaster be added to Draft EIR/EIS Appendix 2-H, Regional and Local Policy Consistency Analysis.

Appendix 2-H discusses the Project's consistency with regional and local land use plans, not agency reporting topics. Please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which explains that the Authority would not drill wells to extract groundwater for construction or operation. However, the Project will involve tunneling and construction of underground alignments and facilities within the ULARA. Tunnels have the potential to provide a conduit for groundwater to seep into excavated areas as the advancing tunnel construction intersects subsurface fractures and faults in bedrock that contain water. The Authority would implement state-of-the-art design features and construction methods to avoid and minimize impacts on hydrologic resources, including through the use of TBMs equipped with specific features designed to reduce or prevent inflows and grouting and tunneling-lining approaches that have been effective at controlling water seepage (as required by HYD-IAMF#5 [Tunnel Boring Machine Design and Features], HYD-IAMF#6 [Tunnel Lining Systems], and HYD-IAMF#7 [Grouting]). With these design features and construction methods, tunnel construction is not expected to result in groundwater-related impacts to surface resources or wells, and the need for supplemental water for habitat restoration and for private wells is highly unlikely.

Nonetheless, the EIR/EIS includes a mitigation measure (HYD-MM#4) that requires an Adaptive Management and Monitoring Plan (AMMP). The AMMP requires the implementation of a comprehensive monitoring program to establish baseline conditions regarding surface and subsurface water resources in the ANF and to allow for the detection of any changes in groundwater and surface water conditions related to tunnel construction to ensure timely implementation of remedial measures. The AMMP is set out in Appendix 3.8-C of the EIR/EIS. A supplemental water demand analysis was conducted as part of the Draft EIR/EIS and was included as Appendix 3.8-D to discuss the options, logistics, and feasibility of implementing the response actions that may be implemented in accordance with the AMMP. For more information, please see Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles

4441-8681

National Forest and PB-Response-PUE-3: Water Demand and Usage.

As discussed in Section 3.10, Hazardous Materials and Wastes, HMW-IAMF#11: Stakeholder Consultation for the San Fernando Valley Groundwater Basin Superfund Site, has been added to the Final EIR/EIS, Appendix 2-E, and includes the provision that groundwater extractions from ULARA are reported to the ULARA Watermaster, and to the City of Los Angeles (via the Los Angeles Department of Water and Power).

Submission 4444 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022)

Palmdale - Burbank - RECORD #4444 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Local Agency
First Name : Daniel
Last Name : Keyribaryan
Attachments : DPW_Not_Cleared_20221130_RPPL2022010015.pdf (163 kb)

Stakeholder Comments/Issues :

Hello,

This is the comment memo for the California High Speed Rail Palmdale to Burbank DEIR.

Thanks,

Daniel Keyribaryan, EIT
Senior Civil Engineering Assistant
Los Angeles County Public Works
Office: (626) 458-4915



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

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November 30, 2022

Jaime Coffee
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**ENVIRONMENTAL PLAN (RPPL2022010015)
DRAFT ENVIRONMENTAL IMPACT REPORT
CALIFORNIA HIGH SPEED RAIL
PALMDALE TO BURBANK SECTION**

As requested, Public Works has reviewed the Draft Environmental Impact Report (DEIR) for the California High Speed Rail (HSR) Palmdale to Burbank Section project. The project proposes to provide a reliable high-speed electric-powered rail system that links 31-38 miles from Palmdale Station to Burbank Airport Station.

We offer the following comments for your consideration:

1. General Comment

- 1.1. At alternatives SR14, SR14A, E1, and E1A, the HSR crosses the Hansen Spreading Grounds at grade. The capacity of the spreading grounds would be affected by the construction of the tracks for this project.

Addition of new groundwater recharge areas as a mitigation measure would technically offset the decreased capacity due to the addition of HSR tracks. This would also increase the maintenance required for the spreading grounds as it would function as two facilities to manage instead of the one.

The design of the tracks at grade on top of the saturated soils of the spreading grounds and high groundwater table could significantly impact the seismic design of the high-speed rail tracks.

We recommend that alternatives E2 and E2A be considered as they appear to not negatively impact the spreading ground facilities.

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- 1.2. In general, Los Angeles County Flood Control District (LACFCD) facilities should be identified, and the proposed improvements should not negatively impact the structural integrity or day-to-day operations of LACFCD facilities. See the link provided to assist in identifying the locations of LACFCD facilities: <https://pw.lacounty.gov/fcd/StormDrain/index.cfm>.

For questions regarding comments 1.1 and 1.2, please contact Ryan Ong of Public Works, Stormwater Planning Division at (626) 300-2628 or rong@pw.lacounty.gov.

- 1.3. Any work within LACFCD right-of-way or affecting LACFCD facilities will require a LACFCD permit through epicla.lacounty.gov.
- 1.4. LACFCD supports a project design that will discourage people experiencing homelessness from establishing encampments where the project overlaps the Flood Control District right-of-way.
- 1.5. Various LACFCD storm drains, and channels exist within the project limits and should be protected in place during construction.
- 1.6. Appropriate Best Management Practices should be implemented during construction to reduce/eliminate construction debris from entering flood control facilities, including channels (Los Angeles River), storm drains, catch basins, and manholes.
- 1.7. The proposed project should not hinder LACFCD's ability to access and maintain any of their facilities.
- 1.8. There are potential adverse impacts to the southerly recharge basins of the Hansen Spreading Grounds near San Fernando Road which will seemingly cause the basin to become inoperable from the proposed HSR segment passing through it.
- 1.9. LACFCD uses a recycled water service connection located near the HSR alignment traveling through the Hansen Spreading Grounds for dust control during spreading ground maintenance operations. The alignment will cut service access to this recycled water service connection. See image below.

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For questions regarding comments 1.3-1.9, please contact Nikolas Vokhshoori of Public Works, Stormwater Maintenance Division at (626) 703-6749 or nvokshoori@pw.lacounty.gov.

- 1.10. The color scheme used in the map for the proposed work is confusing. The colors for "at grade covered", "cut and covered" and "tunnel" are very close to each other, and it is difficult to verify what is being proposed. One such example is the segment that traverses the Vulcan mine near the City of Santa Clarita. Consider using a different color scheme and perhaps use thin dashed lines over thicker solid lines to create variety.
- 1.11. Please add city boundaries to all maps and distinguish the Unincorporated County areas from the Cities by shading or cross hatching.
- 1.12. Communities like Agua Dulce will be impacted by the aboveground construction proposed in the preferred SR14A alternative. What mitigation measures are being proposed to address this?
- 1.13. All alternatives propose a tunnel under the Magic Mountain Wilderness Area. How will construction impact to the wildlife be mitigated in this area?
- 1.14. Unincorporated area residents in Acton, Agua Dulce and the surrounding communities will be able to connect to the HSR via Metrolink. What other connection opportunities are being envisioned for these residents to get to the Palmdale or Burbank HSR stations?

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For questions regarding comments 1.10-1.14, please contact Abu Yusuf of Public Works, Transportation Planning & Programs Division at (626) 458-3940 or ayusuf@pw.lacounty.gov.

1.15. Submit engineering geology reports for Geologic resource items described in Tables S-3 & S-5.

For questions regarding comment 1.15, please contact Greg Johnson of Public Works, Geotechnical and Materials Engineering Division at (626) 458-7986 or gjohnson@pw.lacounty.gov.

1.16. Page S-25: Additional information is needed on where the different additional alternatives will be located near Pacoima Dam.

1.17. Page S-69: Hansen Dam is a US Army Corps of Engineers (USACE) facility, not a LADWP facility. Modifying its operations is not a mitigation measure for taking Basins 5 & 6 at the Hansen Spreading Grounds.

1.18. Page S-70: Discharges from USACE Hansen Dam are for flood control purposes. Increased discharges are not a mitigation measure for taking groundwater recharge Basins 5 & 6 at the Hansen Spreading Grounds.

1.19. Page S-70: An unclear "third option to mitigate the loss of groundwater recharge basins at Hansen SG" is called out. This hypothetical measure needs to be clarified to determine if it's a viable mitigation measure.

1.20. Page S-86: The Hansen Spreading Grounds is operated for the purpose of stormwater capture and groundwater recharge for regional drinking water sustainability. Tujunga Wash is maintained for flood control purposes.

1.21. Page S-86 & S-89: Include a statement that Alternative SR14A will require the modification of Hansen Spreading Ground's overflow structure back into Tujunga Wash.

1.22. Page S-101: Please list the impacts to groundwater recharge at Hansen Spreading Grounds as an "Area of Controversy."

1.23. Alignment SR14A will impact Hansen Spreading Grounds Basins 5, 6 and the overflow structure back into Tujunga Wash. This will significantly diminish the stormwater capture facility's ability to recharge local groundwater supplies. Mitigation for lost capacity will be needed.

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1.24. Any proposed project should not reduce ground water recharge capacity at any of Public Works' spreading grounds. This is paramount and mitigation for lost recharge capacity should only be considered once all other options, such as selecting alignment E2 or E2A have been exhausted.

1.25. The Pacoima Reservoir Restoration Project was not included in Appendix 3.19-A Cumulative Project List. The radius of projects was not described, and the Pacoima Dam and trucking routes may need to be considered.

1.26. Train track SR14, SR14A will cross over and through the Pacoima Wash. The design should consider the large flows that can occur here. Pacoima Dam is designed to be able to pass flows of up to 24,000 CFS. Construction activities in the wash will need to be closely coordinated with Public Works.

1.27. The proposed train track SR14, SR14A will pass very close to Pacoima Canyon Road. This road is the only access road that goes up to Pacoima Dam and needs to be kept open at all times.

1.28. Ensure that the California Department of Water Resources Division of Safety of Dams (DSOD) is aware that the Refined SR14 and E1, E1A alternative alignments are near Public Works' Pacoima Dam and address any comments that the DSOD may have.

1.29. Ensure mitigation measures are implemented to monitor and eliminate any effects of construction vibration and operational train vibration to Public Works' Pacoima Dam, which is near the Refined SR14 and E1, E1A alternative alignments.

For questions regarding comments 1.16-1.29, please contact Diana Ibarra of Public Works, Stormwater Engineering Division at (626) 458-6132 or dibarra@pw.lacounty.gov.

1.30. Table 3.6-10, Los Angeles County Waterworks District 37, Acton:

Rows 3 and 4 should remove "X" and include "N/A".

1.31. Table 3.6-11 incorrectly lists Los Angeles County Waterworks Districts as receiving MWD water. Although Districts 29 (Malibu) and Marina Del Rey do receive MWD water, neither of these systems will be involved in the Palmdale – Burbank HSR. It is recommended to delete the third row of this table (the second entry for the Los Angeles County Waterworks Division (LACWD)).

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- 1.32. Table 3.6-11 lists Los Angeles County Waterworks Districts as a likely water distributor for construction water. Impacts to the Districts distribution system have not been analyzed or addressed in the Draft EIR. LACWD will likely not be able to meet construction water demand of ~1,000 AFY for 5 years. This is found to be a "Significant Impact" on page 3.6-77 and determining alternate water supplies will require proactive collaboration between LACWD, AVEK, and the HSRA. LACWD requests the water supply analysis for the selected Build Alternative be submitted for review to determine impacts to LACWD.
- 1.33. Following the water supply analysis, coordination with LACWD will be needed to determine required water system improvements.
- 1.34. LACWD requests that the Authority submit design plans for engineering review of proposed watermain relocations. Designs should be to LACWD standards, provide alternative right-of-way if required, and minimize service interruptions.

For questions regarding comments 1.30-1.34, please contact Joshua Svensson of Public Works, Waterworks Division at (661) 726-7790 or jsvensson@pw.lacounty.gov.

2. Section 3.2, Transportation, Pages 3.2-17 – 3.2-110

- 2.1. Page 3.2-17, Figure 3.2-1 Spoils Haul Routes. Provide detailed spoils haul routes.
- 2.2. Page 3.2-23, Section 3.2.4.5 Methods for Determining Significance under CEQA, third bulletin: "Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities"
- Provide Vehicle Miles Traveled (VMT) analysis during the construction phase.
- 2.3. Page 3.2-47, Table 3.2-14 Intersection Level-Of-Service in the Spoils Hauling RSA, Existing (2015) No Project Conditions.
- Map ID 8 LOS F*: considering marking the text with bold font.
 - Consider adding analyzing impacts to Sierra Highway at Crown Valley Road.
- 2.4. Page 3.2.6.3, Palmdale to Burbank Project Section Build Alternatives

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- 2.4.1. Page 3.2-63, Paragraph 2 "Refined SR14 and SR14A Build Alternative spoils hauling would degrade LOS to unacceptable levels at the roadway segments listed in Table 3.2-20 for up to 6.4 years, depending on location and Build Alternative. Where roadway segments already operate at an unacceptable LOS under Existing (2015) No Project Conditions, Table 3.2-20 shows the change in V/C that would occur as a result of each respective Build Alternative. For an AM and PM peak hour trip generation analysis of trucks generated by spoils hauling, refer to the Transportation Technical Report (Authority 2019). Roadway segments in the Spoils Hauling RSA are displayed on Figure 3.2-4 though Figure 3.2-6."

The time for 6.4 years is a temporary impact. Improvements proposed as mitigations should be considered permanent.

- 2.4.2. Page 3.2-63, second bulletin, "TR-IAMF#2: Construction Transportation Plan—TR-IAMF#2 will require the contractor to prepare a detailed CTP to minimize construction and construction traffic impacts on nearby roadways. The CTP will address, in detail, the activities to be executed in each construction phase to maintain traffic flow during peak travel periods."

This requires coordination with local agency, emergency services, and public transit providers.

- 2.4.3. Page 3.2-64, Paragraph 1 "While the IAMFs related to spoils hauling will be helpful in reducing construction-related traffic, spoils hauling would nevertheless affect roadway segments and degrade LOS and V/C ratios to unacceptable levels, as described below."

Consider permanent improvements to mitigate impacts during spoils hauling.

- 2.4.4. Page 3.2-71, Paragraph 1, "As discussed in Section 3.2.7, Mitigation Measures, TR-MM#12 requires the development of a transportation CMP to address circulation and connections for modes of travel during the construction duration. The CMP will include to the following facets to facilitate the flow of traffic in and around the construction zone:"

This requires coordination with local agency, emergency services, and public transit providers.

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2.4.5. Page 3.2-80, Paragraph 2, "As discussed in Section 3.2.7, Mitigation Measures, and summarized in Section 3.2.6.3 (Impact TRA#1), TR-MM#12 will require the development of a CMP to address traffic circulation during spoils hauling activities, including by relocating spoils collection areas and access to minimize delays during peak hours. The CMP (TR-MM#12) is anticipated to be effective in reducing impacts associated with spoils hauling traffic. Additionally, the Authority would add traffic signals to affected unsignalized intersections to improve LOS and intersection operation. While these traffic measures are anticipated to achieve adequate LOS and decrease vehicle delay at affected intersections, impacts during spoils hauling may still occur."

Also consider roundabouts.

2.4.6. Page 3.2-88, Paragraph 2, "Implementation of TR-IAMF#4 through TR-IAMF#7 will prevent hazardous conditions that would substantially interfere with pedestrian or bicycle movements or access during spoils hauling. Additionally, spoils hauling near non-motorized modes such as the Class I and II bicycle facilities on San Fernando Road and Glenoaks Boulevard, respectively, would be temporary and only occur for a maximum of 3.2 years. This impact would be less than significant for the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives. Therefore, CEQA does not require mitigation."

The time of 3.2 years is a temporary impact. Improvements proposed as mitigations should be considered permanent.

2.4.7. Page 3.2-106, Paragraph 1, "As of December 28, 2018, the CEQA Guidelines were amended to include VMT thresholds, effective July 1, 2020. Under the revised CEQA Guidelines, transportation projects that reduce VMT are presumed to have a less than significant impact on transportation. The impact under CEQA would be less than significant, because the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives would not result in a net increase of VMT over the baseline condition. The project would result in an overall decrease in VMT throughout the region and the state, resulting in a beneficial impact on VMT. The project would also be fully consistent with CEQA Guidelines Section 15064.3. Therefore, CEQA does not require mitigation."

Consider construction Vehicle Miles Traveled (VMT). Will rideshare be encouraged to mitigate construction related trips?

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2.5. Page 3.2-110, Table 3.2-44 Existing (2015) Plus Construction Intersection Mitigation Measures and Operating Conditions after Mitigation: "TR-MM#4: Provide a traffic signal"

Consider roundabout alternative.

For questions regarding comment 3, please contact Stephen Lamm of Public Works, Traffic Safety & Mobility Division at (626) 300-4764 or slamm@pw.lacounty.gov.

3. Section 3.8, Hydrology and Water Resources, Page 3.8-5-3.8-42

3.1. Page 3.8-5-3.8-6, Section 3.8.2.2, State: The following comment is regarding all information from this section.

Like mention of the Federal Executive Order 11899 in Section 3.8.2.1, the document should discuss the State's requirement to comply with Executive Order B-39-77 regarding the need to evaluate and minimize flood hazards in State activities. All agencies responsible for programs which affect land use planning, including state permit programs, shall take flood hazards into account in accordance with recognized floodway and 100-year frequency flood design standards when evaluating plans and shall encourage land use appropriate to the degree of hazard involved.

3.2. Page 3.8-6-3.8-9, Section 3.8.2.3, Regional and Local: The following comment is regarding all information from this section.

3.2.1. The six Build Alternatives involve use of and/or affect properties owned by the LACFCD. The document should discuss the necessity to comply with the following:

- LACFCD Code, Chapter 19 - Use of District Property and Facilities by Others
- Los Angeles County Code Title 20, Division 5, Chapters 20.94 and 20.96.

3.2.2. The County's Capital Flood may be used by the County in regulating project activities within LACFCD's facilities and rights-of-way.

3.2.3. Regulation of compliance with the requirements of the National Flood Insurance Program (NFIP) for activities in Special Flood Hazard Areas and 500-year flood zones mapped by the Federal Emergency

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Management Agency (FEMA) that are located on non-Federally or non-State-owned lands is under the following jurisdictions:

- Incorporated areas: the local city.
- Unincorporated areas: the County of Los Angeles. (Compliance with the NFIP is incorporated throughout the County Code. The NFIP compliance lead is Los Angeles County Public Works. If other County departments have jurisdiction over this project (e.g., crossing County-owned lands or easements), they will consult and coordinate with Public Works as needed to ensure their actions comply with NFIP requirements.)

3.2.4. The alignments of the six Build Alternatives also cross several County Capital Flood floodways that were mapped and adopted into Los Angeles County Code Title 11, Division 3, Chapter 11.60. The compliance lead for Title 11 is Public Works, because the NFIP requires compliance with Title 11 if it has higher standards than those involved with the FEMA flood hazard areas. If other County departments have jurisdiction over this project (e.g., crossing County-owned lands or easements), consultation and coordination with Public Works is needed.

3.3. Page 3.8-10, Section 3.8.4.1, Definition of Resource Study Areas (RSA): The following comment is regarding all information from this section.

The six Build Alternatives cross several County Capital Flood floodways that were mapped and adopted into Los Angeles County Code Title 11, Division 3, Chapter 11.60. The document's discussion of the Flooding RSA should also include flood hazard areas mapped by the County.

3.4. Page 3.8-11, Section 3.8.4.2, Impact Avoidance and Minimization Features (IAMF): The following comment is regarding all information from this section.

The document should include IAMFs that address the need to not increase flood hazards, especially in flood hazard areas mapped by FEMA, California Department of Water Resources, and the County of Los Angeles.

3.5. Page 3.8-12, Section 3.8.4.4, Methods for Evaluating Impacts under NEPA: The following comment is regarding all information from this section.

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3.5.1. NFIP regulations, and the local agencies administering NFIP compliance in their communities, require that an encroachment into a FEMA-mapped floodplain not cumulatively (accounting for development that has occurred or been permitted after the hydraulic analyses used for the FEMA Flood Insurance Rate Map (FIRM) currently in effect) increase the water surface elevation of:

- The FEMA base flood (i.e., 100-year flood) by more than 1.00 foot where FEMA has not mapped a regulatory floodway.
- The FEMA base flood by more than 0.00 foot within a FEMA-mapped regulatory floodway.

3.5.2. Per NFIP regulations, any increases in the FEMA Base Flood Elevations above these specified limits will require the project proponent to obtain from FEMA Conditional Letters of Map Revision (CLOMR) prior to the start of project construction. Regardless of whether a CLOMR is required, after construction is completed, the project proponent will have to apply for final Letters of Map Revision (LOMR) to ensure the affected FEMA FIRMs capture the major changes to the lay of the land resulting from the presence of the high-speed rail in the FEMA Special Flood Hazard Areas.

3.5.3. Per NFIP regulations, if the local entities have higher flood standards than those of the NFIP, then the local standard prevails. Los Angeles County Code-adopted County Floodway Maps show the extent of the Capital Flood floodplain and the floodway within Page 3 of 5. Encroachments into Capital Flood floodways are not allowed to increase the Capital Flood water surface elevation on non-Federally- or non-State-owned lands in unincorporated areas without preliminary approval from the Los Angeles County Board of Supervisors. After completion of construction that affects these adopted County Capital Flood floodways, the affected County Floodway Maps will have to be revised and adopted by the Board.

3.5.4. Page 3.8-13, Table 3.8-1, Hydrology and Water Resources Methodology.

For the topic of Impacts on Hydrology and Water Resources, add Los Angeles County Floodway Maps as an information source.

3.5.5. Page 3.8-14, Section 3.8.4.5, Floodplains: The following comment is regarding all information from this section.

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The document will need to analyze impacts to the County Capital Flood water surface levels on LACFCD facilities and lands, and on non-Federally or non-State-owned lands in unincorporated areas with County Code-adopted County Capital Flood floodways.

3.5.6. Page 3.8-22, Section 3.8.5.2, Surface Waters: The following comment is regarding all information from this section.

In the Los Angeles River watershed:

- The alignments of Build Alternatives E2 and E2A go through the LACFCD's Big Tujunga Wash Mitigation Area, pass near its Hansen Heights Channel, and Burbank Western System of underground storm drains.
- The alignment of Build Alternatives E1, E1A, SR14A, and Refined SR14 in the San Fernando Valley go through LACFCD's Hansen Spreading Grounds, Big Tujunga Wash, Tuxford Drain, Project 5218 storm drain, and Burbank Western System of underground storm drains.

3.5.7. Page 3.8-23, Section 3.8.5.3, Floodplains: The following comment is regarding all information from this section.

In addition to the FEMA 100-year flood zones, there are some FEMA 500-year flood zones that the Build Alternatives' alignments go through. In addition to the floodplains mapped by FEMA, the document needs to discuss and show the Capital Flood floodplains mapped by the County of Los Angeles.

There are adopted County Floodway maps for unincorporated areas within the Santa Clara River watershed in the vicinity of the Build Alternatives: Santa Clara River and Kentucky Springs Canyon; Aliso Canyon; Acton Canyon; Crown Valley Road; Red Rover Mine Road, Escondido Canyon Road; and Agua Dulce Canyon.

3.5.8. Page 3.8-42, Section 3.8.6.3, Build Alternatives, Construction Impacts, Impact HWR#3, Changes in Flood Risks Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives.

Paragraph 1: "All six Build Alternatives would create permanent footprints within Special Flood Hazard Area (SFHA); these footprints would be associated with HSR tracks, roadway and railroad

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relocations, drainage basins, tunnel portals, bridge pillars and abutments, and power facilities. A permanent footprint within SFHAs could change location, direction, and elevation of flood flows, permanently increasing flood risks to HSR facilities and nearby communities over the lifetime of the Palmdale to Burbank Project Section. Portions of all six Build Alternatives built within FEMA-designated SFHAs could also impede, channelize, or redirect flood flows because of the presence of construction equipment, materials, and staging/laydown areas. Construction within SFHAs could also remove stabilizing vegetation and disturb or compact soils, which would directly affect flood patterns. Temporary impacts would include risks to construction facilities, workers, and communities located in flood-prone areas."

Please note in addition to the FEMA 100-year flood zones, there are some FEMA 500-year flood zones that the Build Alternatives' alignments go through. This is an important design consideration if the project is considered critical infrastructure (major disruption if damaged). Regarding the use of fill to elevate project elements, please be aware that FEMA has suspended the issuance of Conditional Letters of Map Revision Based on Fill (CLOMR-Fs) and Letters of Map Revision Based on Fill (LOMR-Fs) for activities in Los Angeles County due to litigation involving the Endangered Species Act. In addition to the FEMA flood zones, the document also needs to discuss for all Build Alternatives the impacts on the Capital Flood floodplains and floodways shown on the adopted County Floodway Maps.

For questions regarding comment 3, please contact Diana Ibarra of Public Works, Stormwater Engineering Division at (626) 458-6132 or dibarra@pw.lacounty.gov.

If you have any questions or require additional information, please contact Aracely Lasso of Public Works, Land Development Division, at (626) 458-5915 or alasso@pw.lacounty.gov.

MARK PESTRELLA, PE
Director of Public Works

ARTHUR VANDER VIS, PE
Assistant Deputy Director
Land Development Division

DK:

Submission 4444 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

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Burbank\DPW_Not Cleared_2022-11-30_RPPL2022010015.docx

Response to Submission 4444 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022)

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This comment letter is a duplicate that was overridden by a revised/final comment letter.
Please refer to the revised submission #4495 (comments #9112 through #9171).

Submission 4465 (Roderick Diaz, Metrolink, December 1, 2022)

Palmdale - Burbank - RECORD #4465 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Business and/or Organization
First Name : Roderick
Last Name : Diaz
Attachments : 20221201 Palmdale-Burbank HSR Project Section Draft EIR-EIS - SCRRA Comment letter Final.pdf (253 kb)

Stakeholder Comments/Issues :

Palmdale to Burbank Project Section Development Team,

Attached, you will find the comment letter from the Southern California Regional Rail Authority (Metrolink or SCRRA) on the Palmdale to Burbank Project Section Draft EIR/EIS.

Roderick Diaz

[cid:image001.png@01D90598.825B2700]

Roderick??

Diaz

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4465-9103



Attn: Palmdale to Burbank Draft EIR/EIS Comment
 California High-Speed Rail Authority
 355 S. Grand Avenue, Suite 2050
 Los Angeles, CA 90071

December 1, 2022

RE: Palmdale to Burbank Project Section – Draft Environmental Impact Report/Environmental Impact Statement Comment

Dear California High-Speed Rail Authority:

The Southern California Regional Rail Authority (SCRRA) has received and reviewed the Draft Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) for the Palmdale to Burbank Project Section of the California High-Speed Rail (HSR) Project as proposed by the California High-Speed Rail Authority (CHSRA). We thank you for the opportunity to provide written comments on critical issues relative to the Metrolink regional rail system operated by SCRRA within the project limits. We appreciate the continued working relationships between our agencies and other stakeholders in this very important project that could be transformative for Southern California.

The Palmdale to Burbank section parallels a portion of the Metrolink Antelope Valley Line (AVL) between Palmdale and Burbank Airport North Metrolink Stations. Although the spacing between the Palmdale to Burbank HSR corridor and Metrolink's AVL are significant enough to minimize most impacts and coordination needs, there are, nonetheless some areas needing additional coordination with SCRRA, refinement to the project definition or design, or analysis in the Draft EIR/EIS. These areas include the following:

1. CHSRA proposes changes that affect the position of tracks within the right-of-way owned by the Los Angeles County Metropolitan Transportation Authority (Metro). CHSRA shall obtain approval through complete agreements with Metro and with SCRRA before advancing plans and designs for further project implementation.
2. The preferred alternative alignment, SA14A, joins the AVL track at grade north of Metrolink Burbank Airport Station North. This segment is also the southern portion of the Brighton to Roxford Double Track Project. SCRRA requires coordination and Agreement between CHSRA, LA Metro, and SCRRA to ensure minimal impacts to the Brighton to Roxford project.
3. SCRRA requires compliance with Metrolink's Design Criteria Manual when proposed project construction and/or operations impact or run adjacent to Metrolink infrastructure. Given the operational impact of the proposed SCRRA track bridge over the CHSRA track, south of Avenue R Eight (R-8) in the City of Palmdale, SCRRA requires coordination and satisfactory resolution beyond the current planning phase for the complete CHSRA project to be fully accepted by SCRRA.
4. CHSRA has proposed a rail bridge structure over the SCRRA track (SR14A Track Alignment station 395+00 to 410+00). SCRRA design standards require bridge columns within 25 feet of the centerline of the Metrolink tracks to include pier protection. Furthermore, CHSRA's design should accommodate future SCRRA double track and possibly a third freight track in areas where SCRRA and CHSRA tracks intersect. The requirements are available at: Engineering & Construction | Metrolink (metrolinktrains.com). In addition, lighting shall be placed beneath all overhead bridges over Metrolink tracks for safety and to deter trespassing and loitering per SCRRA's Design Criteria Manual.

Southern California Regional Rail Authority
 900 Wilshire Boulevard Suite 1500 Los Angeles, CA 90017
 metrolinktrains.com



Submission 4465 (Roderick Diaz, Metrolink, December 1, 2022) - Continued

Palmdale to Burbank Project Section – Draft EIR/EIS Comments
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5. To support phased flexibility of the passenger train service in the Palmdale to Burbank HSR corridor, CHSRA should build a connection between HSR tracks and Metro-owned regional rail tracks near where the HSR right-of-way crosses Sand Canyon Boulevard just to the east of the northern portal to the tunnel that connects to Hollywood Burbank Airport. Such a connection will build flexibility and redundancy for the HSR trains, allowing for several flexible service options:
- Phased implementation of HSR service to Los Angeles Union Station before the tunnel under the San Gabriel Mountains is complete
 - Connectivity with shorter travel times between the Antelope Valley and Santa Clarita via regional rail service
 - A detour service for HSR to Los Angeles Union Station if the tunnel under the San Gabriel Mountains is unavailable for service on a temporary basis (e.g., during an emergency, during required inspections of the tunnel after a major earthquake, or during any other unscheduled maintenance incident)

Thank you again for providing us with the opportunity to comment on this important transportation project. We look forward to our continued participation with CHSRA on this important transportation project that will benefit the public and the Southern California region.

If you have any questions, please don't hesitate to contact me at (213) 452-0468 or via e-mail at HublerP@scrra.net or Roderick Diaz at (213) 452-0455 or via e-mail at DiazR@scrra.net.

Sincerely,



Paul Hubler
CHIEF STRATEGY OFFICER



Response to Submission 4465 (Roderick Diaz, Metrolink, December 1, 2022)

4465-9103

This comment is a duplicate. See response to Submission PB-4417 (Response to Comments #7989 through #7994).

Submission 4468 (Edward Paek, LAUSD Office of Environmental Health & Safety, December 1, 2022)

Palmdale - Burbank - RECORD #4468 DETAIL	
Status :	Action Pending
Record Date :	12/2/2022
Interest As :	Local Agency
First Name :	Edward
Last Name :	Paek
Attachments :	Comment_Letter_HSR_Palmdale_Burbank_Final_20221201.pdf (55 kb)

Stakeholder Comments/Issues :

Hello,

Please find attached LA Unified's comment letter on the Draft EIR/EIS for the subject project.

Best regards,

Edward S. Paek, AICP

Senior CEQA Project Manager | CP

LAUSD | OEHS

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[cid:7889b61d-0e9e-4d81-b75c-6c57fd2db186]

4468-8043

4468-8044

Los Angeles Unified School District
Office of Environmental Health and Safety

Alberto M. Carvalho
Superintendent of Schools

CARLOS A. TORRES
Director, Environmental Health and Safety

JENNIFER FLORES
Deputy Director, Environmental Health and Safety

December 1, 2022

Submitted via electronic mail

California High-Speed Rail Authority
Southern California Regional Office
355 S Grand Avenue, Suite 2050
Los Angeles, CA 90071

PROJECT NAME: Palmdale to Burbank Section Draft EIR/EIS Comment

Presented below are comments submitted on behalf of the Los Angeles Unified School District's (LA Unified) Office of Environmental Health and Safety (OEHS) regarding the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed Palmdale to Burbank Section of the California High-Speed Rail Project. Due to the proximity of the project to LA Unified schools, we have the following concerns about potential negative impacts on the operation of schools as well as the school communities, including students, teachers, staff, and parents.

Potential Impacts to Broadous Elementary School, Maclay Elementary School, Stonehurst Elementary School, Roscoe Elementary, and Glenwood Elementary School

The proposed rail alignment of the project would tunnel directly underneath or nearby these LAUSD campuses.

Construction and Operational Vibration

OEHS requests that the Final EIR/EIS study vibration impacts during construction and operation for all the aforementioned schools that lie along the proposed rail alignment. Vibration impacts created by construction and operational activities may impact schools that are along the proposed Project rail alignment. The Draft EIR/EIS currently only provides vibration analyses for Broadous Elementary School, Maclay Middle School, and Roscoe Elementary School. It does not provide analyses for Stonehurst Elementary School and Glenwood Elementary School, which are also on the proposed rail alignment.

The California Environmental Quality Act requires that such impacts be quantified and eliminated or reduced to a level of insignificance. The Draft EIR/EIS states that as part of Impact Avoidance and Minimization Feature NV-IAMF#1, the construction contractor would be required to prepare a noise and vibration technical memorandum documenting how the FTA and FRA guidelines for minimizing construction vibration impacts will be employed when work is being conducted within 1,000 ft of sensitive receptors. The Draft EIR/EIS also states that with implementation of Mitigation Measure N&V-MM#2, vibration impacts would be mitigated to a less than significant level. OEHS believes that quantitative vibration impacts should be included as part of the EIR/EIS analyses in order to make an impact determination supported by substantial evidence.

Submission 4468 (Edward Paek, LAUSD Office of Environmental Health & Safety, December 1, 2022) - Continued

4468-8045

Construction Noise

The Draft EIR/EIS establishes a daytime noise threshold of 80 dBA L_{eq}. However, the 80 dBA L_{eq} threshold used to determine noise impacts is significantly higher than the noise standard we use for our schools. LA Unified established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of L_{eq}. These standards were established based on the California High Performance Schools (CHPS) noise standard. Our exterior noise standard is 67 dBA L_{eq} and our interior noise standard is 45 dBA L_{eq}. 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:

- A temporary noise barrier capable of reducing construction noise levels on all impacted LA Unified schools to 67 dBA L_{eq} shall be installed between the rail corridor and the school.
- 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 measures or reschedule noise-generating activities to a time when school is not in session.

4468-8046

Cultural Resources

Roscoe Elementary School has been determined to be eligible for listing in the National Register (NR) of Historic Places and California Register (CR) of Historic Places by the City of Los Angeles (SurveyLA). Per SurveyLA, “research indicates this may be a rare example of an LAUSD elementary school building in Sun Valley that pre-dates the 1933 Long Beach Earthquake. Roscoe Elementary School was originally established in 1917.” The Draft EIR/EIS does not identify the campus as a historic resource.

Due to the proximity of the campus to the proposed rail alignment (approximately 150 feet), there may be a potential for vibration or ground-borne noise to damage the historic structure, including character-defining elements. OEHS requests that the Final EIR/EIS address potential impacts to this historic resource and identify resource-specific mitigation measures.

4468-8047

Pedestrian Safety and Traffic

OEHS approves of the proposed below grade rail alignment, as this eliminates potential conflict points between the trains and pedestrians or vehicles. However, OEHS is concerned with the close proximity of potential construction staging areas to any LA Unified schools. Construction activities will also lead to the presence of heavy equipment and increased truck trips to haul materials on and off the project site, which can lead to safety hazards for people walking or driving in the vicinity of the construction site. In addition, construction activities may lead to increased traffic volumes or traffic disruptions in an already congested area during school drop off and pickup times. 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:

- 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.

4468-8047

- 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.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by any school, except when school is not in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- 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.
- Barriers and/or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.
- LA Unified’s Transportation Branch must be contacted at (213) 580-2900 regarding the project’s potential effect upon existing school bus routes.
- 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.
- School buses must have unrestricted access to LA Unified schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- 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.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- 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.
- Parents dropping off their children must have access to the passenger loading areas.

Submission 4468 (Edward Paek, LAUSD Office of Environmental Health & Safety, December 1, 2022) - Continued

4468-8048

Air Quality

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:

- Implement all applicable provisions of Rule 403 for fugitive dust control during construction of the Project.
- Utilize low emission “clean diesel” equipment with new or modified engines manufactured to meet Tier 4 specifications or retrofitted to comply with CARB’s verified diesel emission control strategy (VDECS).
- Construction vehicles shall not idle in excess of five minutes.
- Ensure that construction equipment is properly tuned and maintained in accordance with manufacturer’s specifications.
- Water/mist soil as it is being excavated and loaded onto the transportation trucks.
- Water/mist and/or apply surfactants to soil placed in transportation trucks prior to exiting the site.
- Minimize soil drop height into transportation trucks or stockpiles during dumping.
- Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed.
- Place stockpiled soil on polyethylene sheeting and cover with similar material.
- Place stockpiled soil in areas shielded from prevailing winds.
- Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers).
- 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.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- Excavation and transportation of soil known to contain hazardous substances should be limited to periods when school is not in session.

4468-8049

OEHS’s charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be either analyzed further or addressed to ensure the welfare of the students attending LA Unified schools, their teachers and the staff, as well as to assuage the concerns of the parents of the students. Therefore, the measures set forth in these comments should be adopted as conditions of project approval to offset unmitigated impacts on the students and staff at LA Unified schools.

Thank you for your attention to this matter. If you need additional information, please contact me at (213) 241-4676.

Regards,



Edward Paek, AICP
Senior CEQA Project Manager
Office of Environmental Health & Safety

Response to Submission 4468 (Edward Paek, LAUSD Office of Environmental Health & Safety, December 1, 2022)

4468-8043

The comment presents introductory material and expresses concerns about potential negative impacts on the operation of schools as well as the school communities, including students, teachers, staff, and parents. Section 3.12.4.5, in Section 3.12, Socioeconomics and Communities of this Final EIR/EIS, provides discussion on the methods for determining significant impacts under CEQA on schools and other government facilities. Responses are provided for each substantive comment in this comment letter.

4468-8044

The commenter requests quantitative vibration impacts as part of the EIR/EIS for Broadous Elementary School, Maclay Elementary School, Stonehurst Elementary School, Roscoe Elementary, and Glenwood Elementary School. The commenter acknowledges that the Draft EIR/EIS provides vibration analyses for Broadous Elementary School, Maclay Middle School, and Roscoe Elementary School but also states that the Draft EIR/EIS does not provide analysis for Stonehurst Elementary School and Glenwood Elementary School. The commenter is incorrect that the Draft EIR/EIS did not analyze vibration impacts at Stonehurst Elementary School. A quantitative vibration assessment was conducted for Stonehurst Elementary School and the results are included in Table 3.4-45 in the Draft EIR/EIS. There was no vibration impact projected at this school. Regarding Glenwood Elementary School; this school is outside the screening distance for vibration. Screening distances for vibration are explained in more detail in Section 3.4.4.1 of the Draft EIR/EIS. Because Glenwood Elementary School is outside the screening distance, no quantitative vibration analysis is needed. The Authority has provided substantial evidence in its Draft EIR/EIS to identify potential vibration impacts at the schools identified by the commenter.

4468-8045

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors.

The commenter is concerned about construction noise near LA Unified School District schools, and notes that the District uses a different noise threshold (67 dBA Leq exterior and 45 dBA Leq interior, compared to 80 dBA Leq used in the EIR/EIS).

The Draft EIR/EIS noise assessment evaluated noise impacts from temporary construction activities for all the project alternatives. The assessment is based on the criteria and methodology contained in the Federal Transit Administration (FTA) and Federal Railroad Administration (FRA) noise guidance manuals (please refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, for more detail). It is noted that the school district has adopted a noise standard, however, the Authority, as lead agency under CEQA and NEPA, is not required to use such a threshold. In accordance with CEQA Guidelines Section 15064.7(c), the Authority has chosen to rely on thresholds of significance recommended by another expert public agency (i.e., FRA) because these thresholds are supported by substantial evidence, as outlined in the FRA High-Speed Ground Transportation Noise and Vibration Impact Assessment, and commonly used in large-scale transportation and transit projects in the State of California. Notably, the commenter does not explain why the FRA thresholds are not valid to use, and why the District's standards should be used. Because specific equipment, methods, and duration of construction activities cannot be fully defined in the EIR/EIS stage, NV-IAMF#1 requires the Authority's construction contractor to prepare a noise technical memorandum documenting how the FTA and FRA guidelines for minimizing construction noise impacts will be employed when work is being conducted within 1,000 feet of sensitive receivers, such as schools. Although NV-IAMF#1 would reduce construction noise, ambient noise levels in the project vicinity would temporarily or periodically substantially increase above levels existing without the project. Mitigation Measure N&V-MM#1 (discussed in Section 3.4.7 of this Final EIR/EIS) will require the Authority's construction contractor to prepare a noise monitoring program describing how the contractor will monitor construction noise to verify compliance with the noise limits. Two of the items in N&V-MM#1 specifically address the two mitigation measures suggested by the commenter, the use of temporary noise barriers and a hotline phone number that school administrators (or

Response to Submission 4468 (Edward Paek, LAUSD Office of Environmental Health & Safety, December 1, 2022) - Continued

4468-8045

anyone) can call to report construction-related noise issues. The noise monitoring program will describe the actions required of the contractor to meet required noise limits of 80 dBA equivalent sound level (Leq) during daytime hours and 70 dBA Leq during nighttime hours. In addition, the noise monitoring program will describe the actions required of the contractor to meet required noise limits. However, due to the Build Alternatives' proximity to sensitive receivers, some receivers may still experience noise in exceedance of acceptable noise limits. This represents a significant and unavoidable impact for the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives after mitigation, as documented in the Draft EIR/EIS. The Authority has identified five schools for which there could be significant and unavoidable construction noise impacts. This includes Roscoe Elementary School, Maclay Middle School, Hillary Broadous Early Education Center, and Hillery T. Broadous Elementary School for the E1, E1A, Refined SR14 and SR14A Build Alternatives. This also includes the Stonehurst Avenue Elementary School for the E2 and E2A Build Alternatives.

4468-8046

The commenter cites SurveyLA to indicate that Roscoe Elementary School has been determined to be eligible for listing in the National Register of Historic Places and California Register of Historic Places. The comment refers to the SurveyLA findings for the Sun Valley - La Tuna Canyon Survey, which was utilized as a resource for both the desktop research and for field survey. The SurveyLA results provide a significance statement and further state that more research is needed. Resources identified by the SurveyLA teams are not considered designated resources and are not listed in or determined eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). Although surveys identify resources that may be eligible for designation, no actual designation results directly from survey activity. Designation by the City and nominations to the California or National Registers are separate processes which include property owner notification and public.

Roscoe Elementary School was identified as a streamlined property per the Programmatic Agreement (PA), and submitted with the Historic Architectural Survey Report (HASR) (Appendix F, page 39) to SHPO for concurrence. The Section 106 PA, Attachment C, in addition to Cultural Resources Technical Guidance Memorandum 7, affords the possibility that various non-exempt properties within the APE may have streamlined documentation: a summary evaluation completed in lieu of the more labor-intensive DPR Series 523 forms typically used to evaluate a property over 50 years old for historic significance.

Streamlining was applied to non-exempt properties that had minimal or substantial alterations, a low likelihood of historic significance under California Register of Historical Resources (CRHR) or NRHP criteria, or a combination of both. Regardless of level of integrity, qualified investigators (QIs) applied their professional judgement, referenced applicable historic context statements, and relevant research to identify properties to be streamlined. A total of 320 properties in the Palmdale to Burbank Area of Potential Effects received streamlining documentation, which can be found in Appendix F of the HASR. SHPO concurred with this submittal in August 2019. Streamlined properties are not historical resources/historic properties; the Finding of Effects report addresses project effects to historical resources/historic properties only. As this property was not identified as a historical resource or historic property, it was not discussed in the Finding of Effect (FOE) in relation to visual, auditory, or atmospheric effects.

Response to Submission 4468 (Edward Paek, LAUSD Office of Environmental Health & Safety, December 1, 2022) - Continued

4468-8046

The commenter also indicates that there may be a potential for vibration or ground-borne noise to damage Roscoe Elementary School. This site would not have a vibration or ground-borne noise impact based on the criteria in the 2012 FRA HSR noise and guidance manual. The vibration levels from HSR would be several orders of magnitude below even the most stringent threshold for damage to a structure. The main portion of the school is located over 450 feet from the proposed alignment.

4468-8047

The commenter indicates a concern with construction activities and the location of construction staging areas near Los Angeles Unified School District (LAUSD) facilities. The commenter provides a bulleted list of suggested mitigation measures.

The response below explains how the suggested measures are included in the project design or could be incorporated into plans that would be developed during final design. The plans and technical memoranda discussed below would be developed during the final design phase, before construction of the project, based on additional consultation with local jurisdictions, communities, and LAUSD. As such, the specific measures included in the plans and technical memoranda cannot be known at this time (except to the extent IAMFs and Mitigation Measures in the Final EIR/EIS identify specific measures that are required to be included in the plans).

In general, IAMFs were developed to address transit, pedestrian, and bicycle access during construction (TR-IAMF#4, TR-IAMF#5, TR-IAMF#11, and TR-IAMF#12). The environmental analysis considers these IAMFs to be part of the project design.

TR-IAMF#2 requires the Authority's construction contractor to prepare a Construction Transportation Plan (CTP) for construction, which will be developed in close consultation with the local jurisdiction having authority over the site (such as the City of Los Angeles Department of Transportation). In the Final EIR/EIS, TR-IAMF#2 has been revised to additionally require that the contractor shall provide a draft of the CTP to LAUSD, Acton-Agua Dulce Unified School District, and any other potentially affected public school districts upon their request, for their review and comment. The CTP will include advance notification to the local school district of construction activities and rigorously maintained traffic control at all school bus loading zones, to provide for the safety of schoolchildren. The CTP will also require the contractor to review existing or planned Safe Routes to Schools with school districts and emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route and access needs during project construction and HSR operations.

In addition, TR-IAMF#4, TR-IAMF#5, and TR-IAMF#12 describe the Authority's commitment to ensuring bicycle and pedestrian accessibility and safety during construction, including how it will be provided and supported across the HSR corridor.

Response to Submission 4468 (Edward Paek, LAUSD Office of Environmental Health & Safety, December 1, 2022) - Continued

4468-8047

The pedestrian access plan, bicycle access plan, and pedestrian and bicycle accessibility technical memorandum may include installation of temporary traffic controls, crossing guards and flaggers, and other similar measures.

Mitigation Measure TR-MM#12 would require the contractor to prepare a Transportation Construction Management Plan to manage circulation and connections for modes of travel during project construction. The Transportation Construction Management Plan could incorporate measures to address school-related activities like restricted hours to avoid drop-off and pick-up times, flaggers at intersections, upgrades to drop-off and pick-up locations and procedures, temporary fencing, communications with LAUSD administration, notification of construction start and end dates, identification of overlaps with fixed school bus routes, school bus access plans, requirements to adhere to state laws regarding school and school bus activities, and outreach and education.

During November 2023, December 2023 and January 2024, the Authority conducted listening sessions with EJ communities to seek feedback on potential additional measures that would avoid, minimize, and mitigate project impacts in EJ communities and would address concerns of EJ communities about the project's adverse effects. The Authority has developed additional measures to respond to concerns from environmental justice (EJ) communities, which are listed in Section 5.4.2 in Chapter 5, Environmental Justice, and described in Appendix 2-E, Impact Avoidance and Minimization Features of the Final EIR/EIS. Among other features, the new EJ-related IAMFs require the Authority to create an ombudsman position (liaison) to address the needs of adversely affected EJ communities, including the communities in the San Fernando area. The ombudsman shall be a bilingual single point of contact for the EJ communities adversely affected by the project. The scope of the EJ ombudsman's responsibilities and duties include those articulated in the other EJ-related IAMFs. These responsibilities include implementing programs (e.g., EJ business relocation/displacement assistance, community air quality monitoring) and holding community roundtables to obtain ideas for business spotlighting, aesthetic treatments and community cohesion enhancements, as-applicable noise treatments, and intersection and/or safety improvements. The EJ ombudsman shall prepare a report (quarterly, at minimum) of all concerns and complaints received from EJ communities and measures taken by the Authority to address those concerns and complaints.

4468-8047

Implementation of the new EJ-IAMFs as part of the project design will minimize the potential for those disproportionately high and adverse effects to occur on EJ communities summarized in Section 5.7.4, in Chapter 5, Environmental Justice, of the Final EIR/EIS. Further, as described in another Offsetting Mitigation Measure (OMM), the Authority's Regional Workforce Development Board and EJ ombudsman will 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). Those opportunities and that training could benefit some EJ community members for their whole lives. The program shall also include special recruitment and job set-aside programs for jobs by the project to offset any impacts to jobs associated with business displacements within those EJ communities.

The project footprint evaluated in the Draft EIR/EIS was developed to include sufficient areas for construction staging and laydown. Actual construction laydown and staging areas will be determined by the Authority and its construction contractor(s) during final design of the project. If construction spoils generation, laydown, or staging areas are identified outside the current footprint and in the vicinity of a school, as part of the CMP, additional measures could be incorporated, such as barriers and fencing to secure equipment, security patrols, temporary traffic controls, and other similar measures. In combination, these measures are consistent with those suggested by the commenter and are likely feasible to be implemented.

Most schools regularly start between 7:30 AM and 8:30 AM and end between 2:00 PM and 3:30 PM. TR-IAMF#6 restricts construction materials deliveries between 7:00 AM and 9:00 AM, and between 4:00 PM and 6:00 PM on weekdays, plus limits the number of workers arriving and departing between 7:00 AM and 8:30 AM and between 4:30 PM and 6:00 PM. The Authority can alter these restriction times based on local travel patterns. For example, the Authority could shift the afternoon restriction time earlier to reduce construction traffic during the time of peak school pick-up traffic. As such, TR-IAMF#6 would reduce overlap between construction activities and drop-off/pick-up activities at schools.

TR-IAMF#7 requires construction trucks and vehicles to use designated truck routes.

Response to Submission 4468 (Edward Paek, LAUSD Office of Environmental Health & Safety, December 1, 2022) - Continued

4468-8047

Construction truck routes will be established away from schools, or along routes with the least impact if the Authority determines those areas are unavoidable. The specific construction haul routes would be finalized during the final design phase before project construction begins. Similarly, although the Authority has identified preliminary locations where spoils could be deposited, it has not yet finalized contracts and quantities; the final locations of the spoils disposal sites would affect which haul routes would be used. As such, it is not currently possible to identify final truck routes or to identify every school that is located in the proximity of a potential spoils generation site or a haul route.

4468-8048

The commenter provides a bulleted list of recommendations to reduce air quality impacts and requests that those recommendation be added in the EIR/EIS. Each recommendation made by the commenter is addressed below.

The commenter requests the Authority to implement all applicable provisions of Rule 403 for fugitive dust control during construction of the Project. In Section 3.3.4.3 Build Alternative of the Draft EIR/EIS, the air quality analyses for PM10 and PM2.5 emissions have incorporated the SCAQMD Rule 403 requirements for dust control measures the Authority committed to in the Statewide Program EIR/EIS. The incorporation of these dust control measures results in no exceedances of PM10 or PM2.5 emissions of the General Conformity de minimum or CEQA thresholds for all alternatives for all construction years, as shown in Table 3.3-14, Table 3.3-15, Table 3.3-17, Table 3.3-18, Table 3.3-21, Table 3.3-22, Table 3.3-24, Table 3.3-25, Table 3.3-27, Table 3.3-28, Table 3.3-30, and Table 3.3-31. AQ-IAMF#1 has been updated to include sharing of the draft fugitive dust control plan by the contractor to the Los Angeles Unified School District, Acton-Aqua Delce Unified School District, and any other potentially affected public school districts upon their request, for their review and comment.

The commenter requests the Authority to utilize low emission "clean diesel" equipment with new or modified engines manufactured to meet Tier 4 specifications or retrofitted to comply with CARB's verified diesel emission control strategy (VDECS). The Authority will utilize Tier 4 construction equipment, as required by AQ-IAMF#4. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features for the full text of AQ-IAMF#4.

The commenter also requests that construction vehicles shall not idle in excess of five minutes. The Authority will limit construction vehicle idling to no more than five minutes in accordance with CARB airborne toxic control measure title 13, CCR, section 2485. Therefore, the construction contractors idling practices will be enforced in accordance with CARB ATCM and no revisions or modifications to the IAMF are needed.

The commenter requests that the Authority ensure that construction equipment is properly tuned and maintained in accordance with manufacturer's specifications. While there is no CARB regulation to ensure construction equipment is properly tuned, it is in the best interest of the contractor to have their equipment performing efficiently and

Response to Submission 4468 (Edward Paek, LAUSD Office of Environmental Health & Safety, December 1, 2022) - Continued

4468-8048

minimize unnecessary fuel usage. The contractor will not be able to comply with AQ-IAMF#4 if their equipment is not tuned or maintained. In other words, a contractor would not be able to move forward with construction without having equipment that is properly tuned and maintained. Portable equipment with engines over 50 hp, such as generators or compressors, are required to be permitted through the SCAQMD or the State's Portable Equipment Registration Program (PERP). This equipment will be subject to regular inspections to ensure that they are operating properly.

The commenter requests the following measures to reduce dust: water/mist soil as it is being excavated and loaded onto the transportation trucks; water/mist and/or apply surfactants to soil placed in transportation trucks prior to exiting the site; minimize soil drop height into transportation trucks or stockpiles during dumping. The Authority would implement the applicable strategies during each stage of construction.

The commenter requests that the Authority cover the bottom of the excavated area with polyethylene sheeting when work is not being performed; place stockpiled soil on polyethylene sheeting and cover with similar material; and place stockpiled soil in areas shielded from prevailing winds. The Authority has identified alternatives to polyethylene sheeting in GEO-IAMF#1 and AQ-IAMF#1 that would require protecting soils from erosion, wind, and water, such that fugitive dust would be minimized. For example, GEO-IAMF#1 would require the use of use of revegetation, stabilizers, mulches, and biodegradable geotextiles. AQ-IAMF#1 would require the stabilization of all disturbed areas, including storage piles that are not being used on a daily basis for construction purposes, by using water, a chemical stabilizer/suppressant, hydro mulch or by covering with a tarp or other suitable cover or vegetative ground cover, to control fugitive dust emissions effectively. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features for the full text of GEO-IAMF#1 and AQ-IAMF#1. In addition, The Authority will follow requirements to stabilize stockpiled materials and limitations on the height of the piles.

The commenter requests that the Authority sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads. The Authority has identified this as a requirement in AQ-IAMF#1. AQ-IAMF#1 requires the Authority to limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at a

4468-8048

minimum of once daily, using a vacuum-type sweeper. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features for the full text of AQ-IAMF#1.

The commenter requests that the Authority 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. The Authority will establish vehicle cleaning locations and ensure that all equipment entering the Work Area is free of mud and plant materials. This requirement is detailed in BIO-IAMF#10. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features for the full text of BIO-IAMF#10.

The commenter requests that the Authority suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph). AQ-IAMF#1 has been updated to clarify that the Authority will suspend any dust-generating activities when wind speeds (as instantaneous gusts) exceeds 25 mph.

The commenter requests that excavation and transportation of soil known to contain hazardous substances should be limited to periods when school is not in session. Due to the large volume of material to be moved, limiting the handling of hazardous materials to times when school is not in session would be not feasible. However, the Authority has committed to measures in its Draft EIR/EIS that will minimize the health risks associated with the handling of hazardous materials. Please refer to page 3.10-36 in Section 3.10, Hazardous Materials and Wastes of the Draft EIR/EIS, which identifies the following: "All six Build Alternatives would comply with federal and state regulations to reduce the potential for the release of large quantities of hazardous materials and wastes into the environment. As required by HMW-MM#1, the contractor will prepare a memorandum regarding BMPs for hazardous materials throughout construction and operations. The memorandum will confirm that the contractor will not, within 0.25 mile of a school, handle or store an extremely hazardous substance or emit hazardous air emissions (as defined in Cal. Public Res. Code Section 21151.4) in a quantity equal to or greater than the state threshold specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code. The memorandum will acknowledge that, prior to construction activities, signage will be installed to delimit work areas within 0.25 mile of a school, informing contractors not to bring extremely hazardous substances into the area. The contractor will be required to monitor use of extremely hazardous substances. The

Response to Submission 4468 (Edward Paek, LAUSD Office of Environmental Health & Safety, December 1, 2022) - Continued

4468-8048

memorandum will be submitted to the Authority prior to construction involving an extremely hazardous substance. An operations plan will also be prepared by the Authority and coordinated with the educational facilities to document compliance.

As documented in this response, the Authority has either already implemented the recommendations made by the commenter as part of its IAMFs identified in the Draft EIR/EIS or will implement the recommendations made by the commenter as required by existing regulations.

4468-8049

Refer to Standard Response PB-Response-SOCIO-3: Health and Safety of Children.

The commenter presents a conclusion to the comment letter and expresses concerns related children's health and safety from the project. This topic is discussed in PB-Response-SOCIO-3: Health and Safety of Children; please refer to that standard response. The commenter also references additional comments made in this submission and requests that the recommendations made in those comments be adopted as conditions of project approval. Please refer to Response to Comments #8043 through #8048, which provide a specific response to each individual comment indicated in this comment.

Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022)

Palmdale - Burbank - RECORD #4470 DETAIL	
Status :	Ready for Delimiting
Record Date :	12/2/2022
Interest As :	Local Agency
First Name :	Chelsea
Last Name :	Straus
Attachments :	Palmdale to Burbank Project Section Draft EIR_EIS Comment.PDF (1 mb)

Stakeholder Comments/Issues :

Members of the California High-Speed Rail Authority:

On behalf of the Burbank-Glendale-Pasadena Airport Authority (BGPAA), I am submitting the attached letter with comments on the Draft Environmental Impact Report/Environmental Impact Statement for the Palmdale to Burbank Project Section of the California High-Speed Rail Project.

Thank you,
Chelsea Straus

Chelsea Straus
 Attorney
 [RWG Law Logo]
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December 1, 2022

VIA ELECTRONIC MAIL & U. S. MAIL

California High-Speed Rail Authority
Attn: Palmdale to Burbank Draft EIR/EIS Comment
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071
(Palmdale_Burbank@hsr.ca.gov)

Re: Comments on Draft Environmental Impact Report/Environmental Impact Statement for Palmdale to Burbank Project Section of the California High-Speed Rail Project

Dear Members of the California High-Speed Rail Authority:

Our office represents the Burbank-Glendale-Pasadena Airport Authority ("BGPAA"), which operates the Hollywood Burbank Airport ("Airport"). We write to provide comments on the Draft Environmental Impact Report/Environmental Impact Statement ("Draft EIR") (State Clearinghouse No. 2014071074) for the Palmdale to Burbank Project Section of the California High-Speed Rail Project ("Project"). The Project spans approximately 31 to 38 miles and would provide high-speed rail service between the Palmdale Station and the Burbank Airport Station. BGPAA's interests in this matter include ensuring that the Project does not adversely impact the safety and security of the Airport's operations or adversely affect the Airport's visitors, employees, and tenants.

As discussed below and in the attached **Exhibit A**, the Draft EIR fails to comply with the requirements of the California Environmental Quality Act ("CEQA") (Pub. Res. Code § 21000, *et seq.*) and its implementing Guidelines (14 Cal. Code Regs. § 15000, *et seq.*) The Draft EIR fails to fully analyze, disclose, and mitigate potential impacts to the Airport, including to the safety of its operations. Based on these defects and inadequacies in the Draft EIR, BGPAA requests that the California High-Speed Rail Authority ("CHSRA") suspend any further consideration of the Project until a Draft EIR that fully complies with CEQA is prepared and recirculated for public review and comment. BGPAA objects to any further CHSRA action on the Project until the necessary environmental review has been completed.

4470-8827

Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

In accordance with CEQA Guidelines section 15088, BGPAA requests that CHSRA provide written responses to each of the comments below and in the attached Exhibit A.

4470-8828

I. The Project Description is Neither Stable Nor Finite, and is Incomplete

“An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR.” (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185.) Failure to adequately describe the project undermines CEQA’s general purposes, which include informing “governmental decision makers and the public about the potential significant effects of proposed activities” (CEQA Guidelines § 15002(a)(1).) The Draft EIR fails to comply with this requirement.

For example, the Draft EIR states that CHSRA “would not acquire temporary construction areas through the right-of-way acquisition process. It would be the responsibility of the design-build contractor to negotiate with property owners to secure access and temporary use of properties for staging or laydown areas.” (Draft EIR, p. 3.1-9.) It is not clear where construction staging areas will be located if property owners decline to negotiate with the contractor (or CHSRA) or allow any temporary access to or use of their property. While the Draft EIR asserts that it “includes an evaluation of the environmental impacts of various parcels located adjacent to or near parts of each of the Build Alternative that would require construction staging and laydown areas” (Draft EIR, p. 3.1-9), this sidesteps the point. If there is no certainty that CHSRA will acquire the necessary staging areas evaluated in the Draft EIR, then other staging areas which have not been environmentally reviewed may be used. This would lead to potential adverse impacts that have not been analyzed, disclosed, or mitigated, in violation of CEQA and based on the unstable project description in the Draft EIR.

4470-8829

The Draft EIR also contains incomplete information regarding the Project area and the Airport, including:

- Page 1-27, Section 1.2.4.1 (Amtrak Subheading): There are two official airport-serving Metrolink stations, now referred to by Metrolink as “Burbank Airport - North”, which is served by the Antelope Valley (“AV”) Line, and the older “Burbank Airport - South” station, served by the Ventura County (“VC”) line and closest in proximity to the Regional Intermodal Transit Center (“RITC”) and current terminal. While the North station requires a shuttle connection, the relationship of this station would change under future conditions with a replacement passenger terminal in the northeast quadrant of the Airport, making it the closest of the two Metrolink stations.
- Page 2-103, Section 2.5.3.1 and page 2-105, Figure 2-53: Although not Airport property, it is important to note that the current land associated with a large portion of the station site and its associated surface parking spaces as depicted in

4470-8830

4470-8830

Figure 2-53 has undergone a significant amount of construction since Figure 2-53 was created. As a result, the description of the area is no longer accurate.

4470-8831

II. The Draft EIR’s Analysis is Flawed in Several Critical Respects

CEQA is clear: “An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences.” (CEQA Guidelines § 15151.) The Draft EIR in its present form fails to comply with this requirement as the analysis is flawed in several critical respects, as discussed below.

4470-8832

A. The Draft EIR Relies on Outdated Information, Including Applicable Regulations

The Draft EIR is fundamentally flawed because it relies on baseline data that is outdated and does not provide a proper basis for comparison and analysis of Project impacts. By using Year 2015 as the baseline, the Draft EIR sets up an inaccurate analysis for air quality and traffic impacts. Realistically, construction is unlikely to start for several years, and the analyses that assume construction will have commenced in 2020 are clearly outdated and inaccurate. Table 3.3-13 highlights this error; this Table purports to show construction-related air quality emissions during the ten year span from 2020 to 2029. But no construction occurred in 2020 and 2021, nor will any construction occur in the remaining month of 2022 or the first few months of 2023 for a Project that has not yet been approved. The baseline year and construction and build-out years should be updated to more accurately reflect the Project status and to close the gap between the year used for analysis and the likely Project construction and build-out years. These revisions are needed to accurately capture potential adverse impacts in multiple environmental impact areas.

4470-8833

In addition, the Draft EIR references the 2016–2040 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS”) (see, e.g., Draft EIR § p. 1-19), but then fails to carry it through for analysis. The Draft EIR then uses Year 2015 for “Existing Year” baseline conditions. (see, e.g., Draft EIR p. 3.2-15.) The Draft EIR cannot provide an accurate analysis if it uses baseline data that is seven years old.

4470-8834

B. The Draft EIR Fails to Adequately Analyze and Disclose Potential Safety Hazards and Impacts to the Airport

The Draft EIR fails to sufficiently analyze and disclose potential impacts to the Airport’s operations, including critical airport safety zones. This is a significant deficiency given the nature of the issue and the potential impacts to the health and safety of the public and Airport employees.

Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8835

Draft EIR section 2.3.4.3 states that “each of the six Build Alternatives would use a cut-and-cover profile within Hollywood Burbank Airport property in the approach to the Burbank Airport Station to transition from bored tunnels to the station site,” and this tunneling method “requires that land clearance and structures or features above cut-and-cover areas ... be removed during construction.” Further, Draft EIR section 2.9.5.3 provides that the proposed cut-and-cover tunneling method “would entail surface disruption during the construction process on airport property.” However, the Draft EIR skirts all serious safety and hazards issues associated with tunneling on Airport property by proposing, “[i]f necessary, coordination with the Hollywood Burbank Airport to amend the current Airport Layout Plan (“ALP”) for any permanent construction-related facilities required for the [Project] will be submitted to the FAA for approval.” (Draft EIR, p. 3.11-54; Draft EIR Appendix 2-E-32.) There are several flaws in this approach. First, this constitutes impermissibly deferred analysis by proposing to figure out if there is a concern or an impact at a later time. Second, the Draft EIR does not discuss or analyze what amendments would be necessary or what impacts might result from those amendments. Third, this approach fails to address what happens if BGPAA objects to an amendment of its ALP or if FAA approval is not granted.

4470-8836

Also, the Draft EIR’s reliance on the Federal Aviation Administration’s (“FAA”) determination that it does not object to the construction of the portion of the tunnel under Runway 8-26, Taxiway D, the proposed extended Taxiway C, and critical airport safety zones (Draft EIR, p. 3.11-54) is unavailing. The submission of Form 7460-1 is required under 14 C.F.R. Part 77, pursuant to 49 U.S.C. Section 44718. Section 77.5(c) (“Applicability”) of the regulations provides that Form 7460-1 will be used to:

- Evaluate the effect of the proposed construction or alteration on safety in air commerce and the efficient use and preservation of the navigable airspace and airport traffic capacity at public use airports;
- (2) Determine whether the effect of proposed construction or alteration is a hazard to air navigation;
- (3) Determine appropriate marking and lighting recommendations, using FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting;
- (4) Determine other appropriate measures to be applied for continued safety of air navigation; and
- (5) Notify the aviation community of the construction or alteration of objects that affect the navigable airspace, including the revision of charts, when necessary.

As such, none of the Form’s listed uses relates to evaluating proposed below ground structures. Furthermore, Section 77.31(e) (Determinations) of the regulations provides that

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“[t]he FAA will issue a Determination of No Hazard to Air Navigation when a proposed structure does not exceed any of the obstruction standards and would not be a hazard to air navigation.” All of the obstruction determinations in Section 77.17 are based on height (e.g., an object would obstruct air navigation if it is taller than “a height of 499 feet AGL at the site of the object”). Thus, a Determination of No Hazard to Air Navigation is not an approval of proposed below ground construction projects. The proposed impact avoidance and minimization feature related to this issue likewise focuses only on airspace conflicts and does not address potential hazards to Airport operations from underground construction. (Draft EIR, Appendix 2-E-31 through 2-E-32; Draft EIR Appendix 2.0-H-59.)

4470-8837

The Draft EIR also avoids any meaningful analysis of potential electromagnetic interference (“EMI”) and electromagnetic fields (“EMF”) impacts on Airport operations. The Draft EIR correctly notes that the Airport is considered a sensitive receptor (Draft EIR, p. 3.5-22). Yet, the Draft EIR contains no substantive analysis to ensure compatibility with equipment operated by the Airport. Instead, the Draft EIR states that “[e]ffects would also be avoided through EMI/EMF-IAMF [impact avoidance and minimization feature]#2, which provides the necessary third-party coordination...” (Draft EIR, p. 3.5-45.) The Draft EIR then admits to deferred analysis, stating, that “[d]uring the planning stage through the system design stage, [CHSRA] would conduct EMC [electromagnetic compatibility]/EMI safety analyses...” (Draft EIR, p. 3.5-10.) Performing studies at a future time, with no stated benchmark standards or means of ensuring that there will be no impacts to the Airport’s safe operations, constitutes impermissible deferred analysis and mitigation.

4470-8838

C. The Draft EIR Fails to Provide Accurate Transportation Information

The Draft EIR contains some inaccurate information in Section 3.2 (“Transportation”). Specifically, the following corrections to the Draft EIR are necessary:

- Page 3.2-39, Section 3.2.5.4, Transit Subsection: There are two Airport Metrolink stations: “Burbank Airport - North” on Metrolink’s AV Line and “Burbank Airport - South” on Metrolink’s VC Line.
- Page 3.2-40, Section 3.2.5.4: The Burbank Airport Station (“Burbank Airport - North”) on the Antelope Valley Line is currently open and in service.

4470-8839

III. The Draft EIR Must Be Revised and Recirculated

CEQA requires that an EIR be recirculated when “significant new information is added to the EIR” prior to certification of the document. (CEQA Guidelines § 15088.5.)

Here, given the substantial new information that must be included in the Draft EIR to comply with CEQA, and to ensure that CHSRA complies with its mandate under CEQA to ensure that its EIR “demonstrate[s] to an apprehensive citizenry that the agency has, in fact, analyzed

Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

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and considered the ecological implications of its action” (CEQA Guidelines § 15003(d)), the EIR must be revised and recirculated for public review and comment.

BGPAA therefore objects to any further action on the Project until the necessary and proper environmental review has been completed and the public has been provided a meaningful opportunity to comment on the revised EIR.

IV. Written Request for Notices

Pursuant to Public Resources Code section 21092.2(a), BGPAA intends that this letter serve as a written request for a copy of all notices that may be issued or filed related to this Project or any part or component thereof. Please direct all such notices to me at the address on this letter.

Very truly yours,

Chelsea Straus

cc (by email only):

- John T. Hatanaka, Senior Deputy Executive Director, BGPAA
- Terence Boga, General Counsel, BGPAA
- Ginetta Giovinco, Special Counsel, BGPAA

Attachment(s): Exhibit A: November 30, 2022 Memorandum from Reliance Engineers, LLC

Exhibit A

(Attached.)

12285-0053\2749425v2.doc

RICHARDS WATSON GERSHON

RICHARDS WATSON GERSHON

Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

MEMORANDUM

Subject: Hollywood-Burbank Airport – Comments on Palmdale to Burbank Section of California High Speed Rail Project

Date: November 30, 2022

This memorandum provides geotechnical and tunnel engineering notes and comments related to the available information provided by the California High Speed Rail Authority (CHSRA) for the Palmdale to Burbank Section of the California High Speed Rail Project. We have reviewed the following documents from the Palmdale to Burbank Project Section Draft EIR/EIS dated August 2022 and provided to us by the CHSRA on November 8, 2022:

- Summary (page 2-86)
- Chapter 2 Alternatives: Section 2.3.4 Infrastructure Components (page 2-14 to 2-26)
- Chapter 2 Alternatives: Section 2.5.3 High Speed Rail Build Alternatives – Detailed Descriptions (pages 2-88 to 2-166)
- Chapter 2 Alternatives: Section 2.9.5.3 Tunnels (pages 2-209 to 2-214)
- Chapter 4 Draft Section 4(f) and Section 6(f) Evaluations: Section 4.4 Build Alternatives (pages 4-13 to 4-23)
- Palmdale to Burbank Section PEPD Record Set Addendum SR14A/E1A/E2A – Tunnel Plans dated February 2021
- Palmdale to Burbank Section PEPD Record Set REV02 – Tunnel Plans dated April 2021

General Comments:

1. The cumulative impact of the California High Speed Rail project to the Hollywood-Burbank Airport has not been comprehensively assessed by the CHSRA. The CHSRA has chosen to separate the California High Speed Rail project into two segments intersecting on Hollywood-Burbank Airport property. Therefore, two separate documents consisting of the Burbank to Los Angeles Project Section Final EIR/EIS and the Palmdale to Burbank Project Section Draft EIR/EIS exists that neither fully addresses the potential impacts to the Hollywood-Burbank Airport property. While the CHSRA has chosen to treat the EIR/EIS documents as separate due to the project segmenting, the cumulative impact of the two segments on Hollywood-Burbank Airport property and assets are not independent of each other and therefore need to be assessed as one from an impact's perspective.
 - a. The CHSRA's choice to segment the California High Speed Rail project at the Burbank Airport underground station interface does not provide the Burbank Glendale Pasadena Airport Authority (BGPAA) a comprehensive single study of the potential impacts of the proposed rail system to the Hollywood-Burbank Airport. A separate document/report should be created to specifically address the alignment section at and around the Hollywood-Burbank Airport. The proposed document should assess the cumulative impacts of both the construction and operation of the CHSRA tunnel and underground station construction on the Hollywood-Burbank Airport and its ongoing operations.



2. We request access to review the alternative tunnel alignment analysis/studies that was used for the selection of the preferred alternative alignment that intersects the Hollywood-Burbank Airport.
3. While the conceptual level of design described in CHSRA Draft EIR/EIS documents may be appropriate for a typical transportation project in the environmental approval stage, design and construction of the proposed high-speed rail (HSR) tunnel and underground station adjacent to an active airport, in an area of high seismicity and known soil contamination, may warrant technical analysis and design beyond typical given due to the complexity of the construction and critical nature of airport operations not being affected. We feel it may be appropriate for CHSRA to develop the design of certain items to a higher level of completion (beyond 30% design) to properly assess how the proposed construction of the tunneling and stations related to HSR would impact the Hollywood-Burbank Airport.
4. There is a lack of subsurface information available in the reviewed information. Soil borings should be performed along the proposed tunnel and underground station alignment at closely spaced intervals of 100 ft or less as needed to properly characterize the subsurface conditions. The borings should extend beyond the full depth of the expected tunnel and underground station to determine soil conditions for assessment of tunnel and underground station construction feasibility.
5. The CHSRA should prepare a comprehensive Risk Assessment and Risk Register for all CSHRA construction impacts on BGPAA property. The Risk Assessment and Risk Register should include the probabilities of occurrence and mitigations measures for each risk. Use proposed cross section, station cross section, and project profile.
6. Safety and security protocols/analyses should be included during the design phase to ensure no unauthorized access to the tunnel beneath the Hollywood-Burbank Airport and the underground station adjacent to the Hollywood-Burbank Airport can occur both during and after construction. These protocols/analyses should include both blast and impact analyses due to bombs, vehicles, etc.
7. CHSRA should prepare emergency response procedures and protocols prior to the start of construction and provide them to the BGPAA for review and comment. The procedures should identify individuals responsible for specific actions and maximum response times.
8. Request the CHSRA/tunnel contractor/designer perform engineering analyses using 2D and 3D Finite Element Method (FEM) models to estimate tunnel displacements, soil displacements adjacent to tunnel/underground station, and surface deformations for all construction stages and during performance of permanent operations.
 - a. 3D model may be required only for verification at 100% design. Can also be updated during construction to reflect encountered conditions to refine estimates.
 - b. FEM Modeling shall include all construction stages, temporary conditions (including construction staging), permanent conditions, seismic events, and high groundwater.
9. Request that daily construction progress reports be submitted by the CHSRA/Selected Contractor to the BGPAA (includes any issues encountered during shift).
10. The CHSRA should provide plans and details identifying the following construction activities:
 - a. Any staging/laydown areas that will be located on BGPAA property.



Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-885

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- b. Routes used in the disposal of excavated materials from or through BGPAA property.
 - c. Material supply routes for all construction activities on or through BGPAA property.
11. Request that the HSR Contractor/Designer provide BGPAA with full time around the clock access to instrumentation data collected via automated remote monitoring. A real-time construction monitoring program is needed to continuously monitor for vibrations, deformations, and stress in the excavation support system and the runway surface. The construction monitoring program should include the following:
- a. Monitoring equipment installed prior to construction of the tunnel and will be maintained and monitored by Contractor/Designer during construction up until 1 year after completion of tunnel construction. Provide instrumentation plan to BGPAA prior to construction for review and comment.
 - b. Settlement and deformation thresholds/contingency plans for exceedance events.

Overview of Proposed CHSRA Burbank Station Concept:

1. A typical section of the CHSRA Burbank Station Platform is provided in the Palmdale to Burbank Project Section – PEPD Record Set REV02 Tunnel Plans on page 290 of 290 (See Figure 1 below). The typical section shows the CHSRA Burbank Station Platform to be 75 to 93 feet below grade in an open cut supported by either slurry walls or secant piles and tiebacks or ground anchors. The crosshatched zone behind the slurry wall is indicated to be a 30-foot-wide ground improvement zone behind each wall.
2. The overall width of the proposed Burbank station is shown as 198.5 feet wide, with a center span over the four rail tracks being 142 feet from centerline of column to centerline of column.
3. The station roof and intermediate mezzanine level floor are shown as approximately 8 to 10 feet thick.
4. The section indicates 30-foot-wide train platforms between the columns and the four rail tracks. Beyond the columns is another 28-foot-wide space which would make each platform approximately 58 feet wide.
5. The typical section indicates 9 levels of tiebacks spread vertically over say the 100-foot excavation depth, meaning that the tiebacks are installed 10 feet apart vertically.

Hollywood-Burbank Airport – Comments on Palmdale to Burbank CHSRA
November 30, 2022

Figure 1: Section taken from CHSRA Palmdale to Burbank Project Section Tunnel Plans of April 2021, page 290 of 290.

Comments on Proposed CHSRA Burbank Station Concept:

1. The length of the tiebacks beginning at the top row near the ground surface would be very long to keep the anchor zone beyond the active zone of the wall. These long tiebacks may have to extend underneath the nearby Hollywood-Burbank Airport terminal and parking garages to secure the necessary bond length and anchor capacity to support the rigid excavation support slurry wall that is proposed.
2. Given the typical section indicates 9 levels of tiebacks installed 10 feet apart vertically, if we assume the same 10 foot spacing horizontally, there would be a significant number of tieback strands in the ground that would interfere with any future development of adjacent land parcels by the Hollywood-Burbank Airport Authority or other entities.
 - a. Given that the new Hollywood-Burbank Airport terminal will be constructed before the underground rail station, these tiebacks could conflict with the deep (pile) foundation of the new Hollywood-Burbank Airport terminal.
 - b. Alternative support of excavation methods should be explored by the CHSRA to construct the underground rail station to avoid conflicting with existing deep foundations of adjacent structures.
3. To construct the proposed secant pile / slurry wall as indicated in the conceptual drawings, a slurry plant will need to be located on-site during construction. Please provide information on where the slurry plant may be located and its potential impacts on the Hollywood-Burbank Airport operations.
4. Based on the proposed excavation of roughly 75 to 100 feet, wall movements can be a major issue with ground deformations often occurring before the tiebacks can be installed and stressed.
5. Given the proposed depth of excavation (approximately 75 to 100 feet), the width of excavation required (approximately 200 feet) is significant. The need to minimize wall deflection may require internal bracing and with such significant widths that could be difficult/expensive. Efforts should be made to reduce the width of excavation.

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Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

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Hollywood-Burbank Airport – Comments on Palmdale to Burbank CHSRA
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- a. The train platforms indicated as approximately 58 feet wide seems excessive and results in significantly more excavation width along the length of the Burbank Station.
 - b. Why are four tracks needed in the station and through the tunnel under Runway 8-26?
6. Constructing the CHSRA Burbank Station and portions of the connecting tunnel using the cut-and-cover method will present a major disruption to airport operations. What mitigation measures will the CHSRA enact to minimize disruptions to the Hollywood-Burbank Airport operations.
 7. This interface point between the Burbank Airport Station constructed using the cut-and-cover method and the SEM/NATM tunnel under Runway 8-26 creates a significant excavation support system design and construction challenge that results in risk to Hollywood-Burbank Airport property. The excavation end wall for the cut-and-cover underground station construction will be approximately 200 feet long and will have to be restrained by cross-bracing or rakers, yet provide sufficient clear opening for the 70-foot wide by 50-foot high SEM/NATM tunnel to breakout into the station. Given the width of the excavation end wall and tunnel dimensions, this tunnel interface will be a significant engineering challenge and due to its proximity to the Hollywood-Burbank Airport active runway/taxiways, a significant risk to Hollywood-Burbank Airport property and the traveling public.
 - a. Due to the project being segmented between multiple EIR/EIS documents (e.g., the Palmdale to Burbank segment and the Burbank to Los Angeles segment), a comprehensive assessment of the tunnel interface has not been completed by the CHSRA.

Overview of Burbank Airport Station Preliminary Station Concept Layout Plan:

1. The plan layout shown in Figure 2 below indicates the "build alternative footprint" of the CHSRA rail station occupying approximately 70 acres of surface property based on statements given in the Draft EIR/EIS for Palmdale to Burbank Chapter 4 (section 4.4.8.1, page 4-23).
2. Burbank Airport Station is planned to have up to 3,210 surface parking spaces by 2040 with 1,640 spaces operational when the rail system starts up as projected to be 2029.
3. The planned Burbank Airport Station is shown to be directly adjacent to the Planned Airport Terminal Relocation to the west.

5

Hollywood-Burbank Airport – Comments on Palmdale to Burbank CHSRA
November 30, 2022

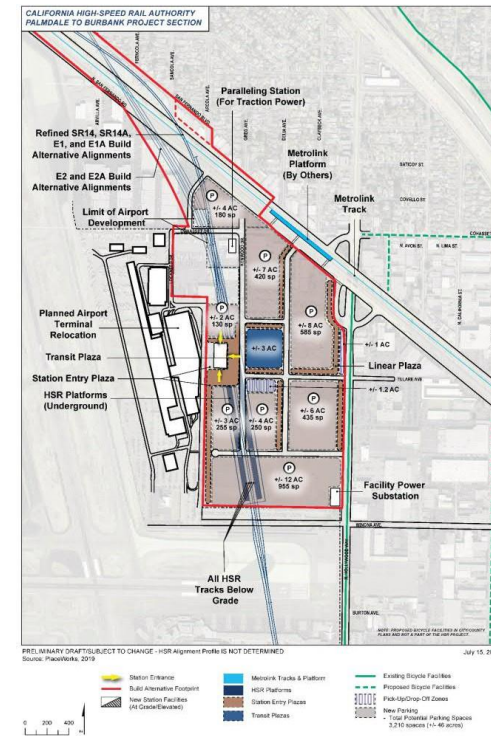


Figure 2-53 Burbank Airport Station Preliminary Station Concept Layout Plan

Figure 2: Burbank Airport Station Preliminary Station Concept Layout Plan (Section 2.5.3, page 18 of 79).

4470 8858

Comments on the Burbank Airport Station Preliminary Station Concept Layout Plan

1. Issues not addressed in the EIR/EIS's include:
 - a. The location and height of ventilation shafts for the Burbank Airport Station and the tunnel section under the runway. These vent shafts are needed in the event of a fire in the tunnel and/or station.

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Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

	<p>Hollywood-Burbank Airport – Comments on Palmdale to Burbank CHSRA November 30, 2022</p> <p style="text-align: right;">RELIANCE ENGINEERS</p>
4470-885	<ul style="list-style-type: none"> b. The location of emergency exits out of the train tunnel and Burbank Airport Station. Will any of the exists need to come to the surface on airport property? c. Will the tunnel section under the Hollywood-Burbank Airport property (in particular Airport taxiways and runways) have a sprinkler system for fire protection? d. With a 70-foot-wide tunnel under the runway, where will the safe haven be located for personnel in the tunnel when an emergency occurs?
4470-886	<ul style="list-style-type: none"> 2. No discussion has been provided on the need for rail facilities noted on the plans to be located on Hollywood-Burbank Airport property. Rail facilities will impact the size of the station and approach tunnels which in turn increases the adverse impact on Airport property and operation.
4470-886	<ul style="list-style-type: none"> 3. Who will be the first responders for an emergency in the tunnel and how will this be coordinated with Airport security and emergency responders?
4470-886	<ul style="list-style-type: none"> 4. The text indicates a vent structure being built on the Hollywood-Burbank Airport property. Vent structures are normally very tall so the expelled air can dissipate. What environmental work has been done to size the ventilation stack and determine its impact to airport operations?
4470-886	<ul style="list-style-type: none"> 5. Given the Hollywood-Burbank Airport property is within a known superfund site and evidence of other environmental contamination exists, please identify/address the following items/concerns: <ul style="list-style-type: none"> a. What ground treatment methods and materials are expected to stabilize the soil during construction (e.g., the ground improvement zone in the CHSRA Burbank Station)? Specifically, please identify any chemicals/materials that are expected to be used and what are the environmental effects of using these materials. b. Provide information on if any of the proposed ground treatment methods and materials to stabilize the soil during construction adversely react with any known contaminants previously identified at the project site. c. Provide an assessment of what impact the contaminated material would have on both tunnel/underground station construction equipment and personnel during construction. d. Provide information on what protocols would be implemented during construction to ensure the health and safety of the construction personnel during tunneling/excavation through environmentally contaminated soils. e. Provide information on the handling and disposal of excavated contaminated soils due to construction of the proposed HSR and underground station. It should be noted that all tunnels leak and therefore results in a high probability that contaminates will leach into the tunnel drainage system. There is no mention of a facility that will be required to treat this contaminated water prior to discharge, where it will be located. Also not mentioned is the contaminates impacts on the service life of the drainage system nor the health effects should the contaminates ever become airborne.

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4470-8827

The commenter stated the Draft EIR failed to fully analyze, disclose, and mitigate potential impacts to the Hollywood Burbank Airport, including to the safety of its operations. The commenter requested the Authority suspend any further consideration of the Palmdale to Burbank Project Section until a Draft EIR that fully complies with CEQA is prepared and recirculated for public review and comment.

As described in the Final EIR/EIS, Chapter 2, Alternatives, the Authority previously analyzed the impacts of the Burbank Airport Station, which is at the southern end of the Palmdale to Burbank Project Section, in the Burbank to Los Angeles Project Section Final EIR/EIS. The Burbank to Los Angeles Final EIR/EIS was released on November 5, 2021, and is available on the Authority's website, www.hsr.ca.gov. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. The information regarding the Burbank Airport Station included in this Palmdale to Burbank Project Section Final EIR/EIS is informational and for reference only.

The Burbank to Los Angeles Final EIR/EIS, Volume 4, includes Standard Response BLA-Response-GENERAL-01: Hollywood Burbank Airport, which addresses issues related to the safety and security of the Airport's operations and effects on the Airport's visitors, employees, and tenants caused by the construction and operation of the Burbank Airport Station and other elements of the Burbank to Los Angeles Project Section. As indicated in Standard Response BLA-Response-GENERAL-01: Hollywood Burbank Airport, the HSR project incorporates standardized features to avoid and minimize impacts. These features are referred to as Impact Avoidance and Minimization Features (IAMFs). SS-IAMF #5, SS-IAMF#2, and SS-IAMF#6 apply to safety at the Hollywood Burbank Airport. SS-IAMF#5 seeks to prevent the potential for disruption of airfield and airspace operations at the Hollywood Burbank Airport as a result of the construction of the HSR project. The HSR project incorporates SS-IAMF#5, which requires the Authority and/or the construction contractor(s) to submit construction plans, and/or information to the Federal Aviation Administration (FAA) for approval as required by the Code of Federal Regulations (CFR), Title 14, Part 77. SS-IAMF#2 requires the contractor to develop a System Safety and Security Management Plan, a Site-Specific Health and Safety Plan, and a Site-Specific Security Plan that identifies the local conditions and requirements unique to the construction site and works to be performed.

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SS-IAMF#6 requires the Authority to continue to coordinate with the FAA and the Burbank-Glendale-Pasadena Airport Authority to avoid conflicts due to overlapping construction schedules and future operations at the Hollywood Burbank Airport as the design of the Burbank to Los Angeles Project Section progresses.

The analysis of the approved Burbank Airport Station in this document is consistent with the analysis previously provided in the Burbank to Los Angeles Final EIR/EIS. As described in responses to other comments that follow, the Palmdale to Burbank Final EIR/EIS meets the requirements of CEQA and recirculation is not required. Please also refer to the Burbank to Los Angeles Final EIR/EIS, Volume 4, Chapter 22, at pages 22-235 to 22-249 for specific responses to comments received from the commenter on HSR facilities analyzed in the Burbank to Los Angeles Project Section EIR/EIS, and their impacts to Hollywood Burbank Airport.

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4470-8828

The commenter expresses concerns that the project description is not stable because temporary construction areas have not been clearly defined. The Draft EIR/EIS includes an accurate, stable, and finite project definition as to construction staging areas because each Build Alternative is defined to include sufficient temporary environmental footprint areas used to support construction, including staging, laydown areas, utility relocations, traffic detours, and temporary access roads, and permanent environmental footprint to support right-of-way, infrastructure, permanent easements, and maintenance needs (see Draft EIR/EIS Chapter 2, Section 2.5.2, starting on page 2-76). As further explained in Chapter 3, Section 3.1, on page 3.1-9 of the Draft EIR/EIS, the footprints of the Build Alternatives (shown in Appendix 3.1-A, Palmdale to Burbank: Footprint Map) include areas needed temporarily during construction, such as construction staging and construction easements, as well as the location of areas that may be necessary for relocation of facilities during the construction process, such as shoofly tracks. As noted on page 3.1-9 of the Draft EIR/EIS, the footprint developed for each Build Alternative includes sufficient area for all temporary construction needs, operations, and maintenance.

Nonetheless, the Authority also recognizes that although the Draft EIR/EIS has considered a large enough footprint so that additional footprint would not be necessary, there could be a situation, due to information not currently known, where additional footprint may be needed. Text cited by the commenter on page 3.1-9 of the Draft EIR/EIS is referring to a potential instance in which the construction contractor may decide to use different areas for temporary construction staging and laydown areas not already identified in the selected Build Alternative footprint. If this were to occur, the Authority would follow the appropriate CEQA and NEPA requirements for considering proposed changes to an approved project.

4470-8829

Refer to Standard Response PB-Response-TRA-5: Connection to Existing Transportation Infrastructure.

The commenter states that there are two official Hollywood-Burbank Airport-serving Metrolink stations, now referred to by Metrolink as "Burbank Airport - North," which is served by the Antelope Valley (AV) Line, and the older "Burbank Airport - South" station, served by the Ventura County (VC) line and closest in proximity to the Regional Intermodal Transit Center (RITC) and current airport terminal. The commenter is correct that there are two Metrolink stations that serve Burbank Airport. However as noted in the "Amtrak" subsection in Section 1.2.4.1 of the Final EIR/EIS, Amtrak service to the Burbank Airport is only provided via the Burbank Airport - South station. The Burbank Airport - North station is referred to directly above in the Metrolink subsection. This comment does not require revisions to either subsection of the Final EIR/EIS. The commenter also states that the Burbank Airport –North station requires a shuttle connection and acknowledges that this may change with future connections. Please refer to Standard Response PB-Response-TRA-5: Connection to Existing Transportation Infrastructure, which describes how the Authority plans to connect to the existing transportation network including the Metrolink stations.

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4470-8830

The commenter notes changes to the existing land use conditions for a portion of the station site depicted in Section 2.5.3.1 and Figure 2-53 in Chapter 2 of the Draft EIR/EIS, to the east of the Hollywood Burbank Airport. The Authority believes this is a reference to the Avion Burbank development.

This comment relates to the change in conditions of the Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section, and which was evaluated as part of the Burbank to Los Angeles Project Section Final EIR/EIS, which was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. Nevertheless, the Final EIR/EIS has been revised in Section 2.5.3.1 in Chapter 2, under the Station Site heading, to include the Avion Burbank development in the description of the Burbank Airport Station area. Figure 2-53, which has been re-numbered to Figure 2-54 in the Final EIR/EIS, has been revised to reflect a more recent base map that depicts elements of the Avion Burbank development. In addition, Section 3.13.5, Affected Environment in the Final EIR/EIS has been modified to provide updated information regarding the now substantially complete Avion Burbank development. Table 3.13-9, Table 3.13-10, Table 3.13-11, Table 3.13-12, and Table 3.13-15 in the Final EIR/EIS were revised to reflect changes to the planned and existing land uses within the Burbank subsection of the Palmdale to Burbank Project Section based on this updated information. The commenter provided a similar comment on the Burbank to Los Angeles Project Section Draft EIR/EIS. The previous comment and the Authority's response can be found in Chapter 22 of the Burbank to Los Angeles Project Section Final EIR/EIS, #888-1726 (pages 22-236 and 22-241).

4470-8831

The commenter suggests the Draft EIR/EIS does not satisfy CEQA because it is flawed in several critical respects, as discussed in comment #8832 through comment #8838. Responses to each specific comment are addressed in responses to comments #8832 through #8838. The Draft EIR/EIS complies with CEQA, including with Section 15151 of the CEQA Guidelines, insofar as the analysis included in the Draft EIR/EIS evaluated the environmental effects based on the project design plans provided in Volume 3.

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4470-8832

The commenter states that the Draft EIR/EIS is fundamentally flawed because it relies on baseline data that is already outdated (2015) and does not provide a proper basis for the comparison and analysis of project impacts.

The baseline year for the analysis of project impacts was established after the Notice of Preparation was filed on July 24, 2014, just after the public scoping period for the project was completed and at the onset of environmental analysis (see Draft EIR/EIS, pages S-7, 3.3-23 and 3.3-24). For the Air Quality and GHG analysis, the 2015 analysis was used to evaluate operational emissions with and without the project. The Draft EIR/EIS also presents the 2040 scenario, with and without the project. The Opening Year (2029) scenario, with and without the project, is presented in the Air Quality and Global Climate Change Technical Report (Authority 2020). As shown in Table 3.3-37 in Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS, for the year 2040, operation of the project would continue to result in a net benefit in air quality, even with increased vehicle efficiency.

Regarding the project's construction schedule, Page 3.3-28 in Section 3.3 of the Draft EIR/EIS states the following, "Construction emissions calculations are included for each year of Build Alternative construction, which was assumed to occur from 2020 to 2029 at the time this analysis was conducted. While the year 2020 has passed, the listed construction years remain the same for purposes of this environmental analysis because the scope and scale of impacts on air quality are based on the number of construction years and activities, which would remain the same in an updated construction timeline. If construction activities were to change in the future (i.e., improved technology leading to greater efficiencies), these changes would lead to less construction-related emissions.

4470-8833

The commenter raised a question about the accuracy and applicability of the 2016 SCAG RTP and 2015 base year conditions. The Authority uses the physical environmental conditions as they exist at the time the notice of preparation is published. The 2016 SCAG RTP was used as a review for regional goals and policies and to identify planned and programmed projects that should be included as part of the future 2028 and 2040 scenarios. The project's environmental baseline for analysis across all resources types is 2014, which reflects the project's Notice of Intent and Notice of Preparation (NOI/NOP). For that reason, all analysis in Section 3.2, Transportation, was based off the existing conditions of 2015. For the Final EIR/EIS, the Authority analyzed whether the 2015 transportation information baseline still provides a useful comparison among the Build and No Build Alternatives. The Draft EIR/EIS had predicted that construction would start in 2020, so it predicted the traffic volume on local roadways and regional freeways in 2020. For the Final EIR/EIS, the Authority tested those predictions and concluded that the actual 2023 traffic volume is similar to the traffic volume the Authority had predicted for 2020. (While volumes on local roadways and regional freeways substantially decreased in 2020 due to the COVID-19 pandemic and continued to be lower during the following years, most agencies have reported that by 2023 traffic volumes have returned to pre-pandemic levels on local streets during the peak commute periods.) Therefore, the 2015 traffic data still provides a useful baseline for comparisons. For the Draft EIR/EIS Transportation Technical Report (TTR), background growth in intersection and roadway volumes was developed using outputs from the 2016 SCAG RTP/SCS regional travel demand model. Overall, an average growth rate of about 0.4% per year was estimated for the study intersections within the Burbank area and 0.9% per year for the study intersections within the Palmdale area. Applied to the 2014/2015 counts that were used to establish existing baseline conditions, this would equate to a projected increase in traffic volumes of about 3-4 percent in Burbank and 7-8 percent in Palmdale by 2023. However, based on fresh, recently published data, volumes on local roadways and regional freeways substantially decreased in 2020 due to the travel restrictions and closures during COVID-19 pandemic and continued to be lower during the subsequent years. By 2023, most agencies have reported that traffic volumes have returned to pre-pandemic levels on local streets during the peak commute periods. Since 2023, actual traffic volumes are likely consistent with traffic volumes before the COVID-19 pandemic, whereas the SCAG model projected an increase of 3-8 percent. Therefore, it can be inferred that current conditions are consistent with the technical

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analysis conducted for the project and presented in the TTR as the baseline. Overall, the technical data and information used in the Draft EIR/EIS analysis is still be appropriate and relevant for analyzing current conditions and disclosing impacts.

Please see Section 3.1.4.5 of this Final EIR/EIS for further discussion of how the Authority reviewed existing conditions data during preparation of the Final EIR/EIS and concluded that the 2015 baseline continues to be appropriate.

4470-8834

The commenter expresses a concern that the Draft EIR/EIS fails to sufficiently analyze and disclose potential impacts to Hollywood Burbank Airport's operations, including critical airport safety zones.

Section 3.19.5.11 in Section 3.19, Cumulative Impacts, of the Final EIR/EIS has been revised to clarify that the portion of the HSR project which crosses under Runway 8-26, Taxiway D, the proposed extension of Taxiway C, and critical airport safety zones at Hollywood Burbank Airport, is part of the Burbank to Los Angeles Project Section, and is outside of the Palmdale to Burbank Project Section project limits. This portion of the Burbank to Los Angeles Project Section alignment would be constructed by utilizing the sequential excavation method (SEM), working under the runway and taxiway systems to avoid any airside operations impacts. The runway and taxiway systems are expected to remain fully operational during construction because the SEM minimizes surface disruption, which would be limited to the tunnel entry and exit points, located outside of the critical airport safety zones. .

4470-8835

The commenter refers to text in Draft EIR/EIS sections 2.3.4.2, Cut-and-Cover Profile and 2.9.5.3, Tunnels, and expresses concern about airport safety effects on the Hollywood Burbank Airport from the project, specifically use of cut and cover tunneling on airport property in the approach to the Burbank Airport Station. The commenter suggests the analysis in the Draft EIR/EIS is impermissibly deferred.

The Authority respectfully disagrees. As explained in Section 2.5.2.2 of the Final EIR/EIS, the Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section, was evaluated as part of the Burbank to Los Angeles Project Section. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. Figure 2-45 in Chapter 2 of the Draft EIR/EIS (re-numbered as Figure 2-46 and revised to clarify that the Burbank Station overlap area is within the Burbank Subsection in this Final EIR/EIS) depicts the previously evaluated "overlap area" included in both the Palmdale to Burbank and Burbank to Los Angeles Project Sections. The information and analysis in the Palmdale to Burbank Project Section Final EIR/EIS about the Burbank Airport Station should be understood as for information and reference only. The Burbank to Los Angeles Final EIR/EIS and approval documents are available for review on the Authority's website, www.hsr.ca.gov.

The approved Burbank Airport Station is east of Hollywood Burbank Airport. Impact S&S#9, in Section 3.11, Safety and Security, of the Final EIR/EIS has been revised to clarify that each of the six Build Alternative alignments would be below ground surface within a mined tunnel, approaching beneath the Hollywood Burbank Airport and the Burbank Airport Station, which would include surface facilities with a maximum height of 40 feet above ground level. Additionally, Section 3.19.5.11 in Section 3.19, Cumulative Impacts, has been revised to clarify that the portion of the HSR project which crosses under Runway 8-26, Taxiway D, the proposed extension of Taxiway C, and critical airport safety zones at Hollywood Burbank Airport, is part of the Burbank to Los Angeles Project Section, and is outside of the Palmdale to Burbank Project Section project limits (refer to Section 3.19.5.11 in Section 3.19, Cumulative Impacts of the Final EIR/EIS).

Impact S&S#1 in Section 3.11, Safety and Security, of the Burbank to Los Angeles

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Project Section Final EIR/EIS, evaluates potential safety effects of the project alternatives, including cut and cover tunnel construction for the Burbank Airport Station site. The analysis describes that permanent HSR features within and adjacent to the boundary of Hollywood Burbank Airport will avoid intruding into imaginary surfaces as defined in 14 C.F.R. Section 77.9(b). This portion of the Burbank to Los Angeles Project Section alignment would be constructed by utilizing the sequential excavation method (SEM), working under the runway and taxiway systems to avoid any airside operations impacts. The runway and taxiway systems are expected to remain fully operational during construction because the SEM minimizes surface disruption, which would be limited to the tunnel entry and exit points, located outside of the critical airport safety zones.

The Palmdale to Burbank Project Section Build Alternatives would require approximately 2 acres of airport property on the northern portion of the station site shown on Figure 2-54 of this Final EIR/EIS for construction staging. The approximately 2 acres of airport property (which includes Assessor's parcel numbers [APN] 2466-027-900; 2466-027-901; and 2466-027-904) is currently being used as maintenance and equipment yards. These Airport-owned parcels are located outside the fence line of the operating Airport.

For ensuring aviation safety during construction and operation, SS-IAMF#5 requires the Authority and/or its contractors to submit construction plans and information to the FAA as required by 14 C.F.R. Part 77, including: designs of permanent HSR features within and adjacent to the Airport boundary to avoid intrusion into imaginary surfaces as defined in 14 C.F.R section 77.9(b); and planned HSR construction and construction staging areas within and adjacent to the boundaries of Hollywood Burbank Airport, the types and height of proposed equipment, and planned time/duration of construction. SS-IAMF#5 commits the Authority to implement measures required by the FAA to ensure continued safety of air navigation during construction and operation, pursuant to 14 C.F.R Section 77.5(c). Construction measures may include, for example, use of flag markers on construction equipment or lighting to increase visibility. [14 C.F.R Section 77.5(c)(3) referring to FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting.] SS-IAMF# 5 also requires the Authority to coordinate with Hollywood Burbank Airport if necessary to amend the current Airport Layout Plan (Burbank-Glendale-Pasadena Airport Authority 2017) for any permanent facilities required for the HSR

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project, to be submitted to the FAA for approval. The Airport Layout Plan amendment would be developed consistent with FAA's Standard Operating Procedures, including Standard Operating Procedure No. 2. Each of the HSR Build Alternatives also incorporates SS-IAMF#6, which requires continued coordination with the FAA and the Burbank-Glendale-Pasadena Airport Authority to avoid conflicts due to overlapping construction schedules and future operations at the Hollywood Burbank Airport as design of the Build Alternatives progresses. SS-IAMF#6 will require coordination with the FAA to support full operations of the runway and taxiway systems during construction. The Authority will continue extensive coordination with the FAA to ensure all necessary approvals are obtained. Because, for any necessary Airport Layout Plan amendment, the Authority has committed to work closely with the Burbank-Glendale-Pasadena Airport Authority and FAA and intends any amendment to be consistent with these FAA standard operating procedures and other guidance documents, and because the Authority expects the Burbank-Glendale-Pasadena Airport Authority would respond reasonably to the Authority's reasonable requests, the Authority does not foresee a reasonable possibility that the Burbank-Glendale-Pasadena Airport Authority would not concur and carry forward for FAA review and approval any necessary Airport Layout Plan amendment.

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4470-8836

The commenter states that the Draft EIR/EIS, on page 3.11-54, relies on the FAA's lack of objection to constructing the portion of the tunnel under Runway 8-26, Taxiway D, the proposed extended Taxiway C, and critical airport safety zones.

The text cited by the commenter has been revised in the Final EIR/EIS to clarify that portion of the HSR project which crosses under Runway 8-26, Taxiway D, the proposed extension of Taxiway C, and critical airport safety zones at Hollywood Burbank Airport, is part of the Burbank to Los Angeles Project Section, and is outside of the Palmdale to Burbank Project Section project limits.

As described in Chapter 2, Alternatives, the Burbank Subsection of the Palmdale to Burbank Project Section extends to just north of Winona Avenue and the Burbank Airport east/west runway. South of the Burbank Airport Station, the Build Alternatives would join with the tunnel that is part of Burbank to Los Angeles Project Section. Please also see Figure 2-46 in Chapter 2 of the Final EIR/EIS (re-numbered from Figure 2-45 in the Draft EIR/EIS to Figure 2-46 in the Final EIR/EIS), which illustrates the area south of Winona Avenue in green as part of the approved Burbank to Los Angeles Project Section. The tunnel under Runway 8-26, Taxiway D, proposed extended Taxiway C, and attendant critical airport safety zones, are solely part of the Burbank to Los Angeles Project Section. There, the Authority did not rely on the FAA's lack of objection as an excuse to avoid analyzing the below-ground construction under Runway 8-26; it analyzed those below-ground construction effects thoroughly in Section 3.11. In the Authority's Final EIR/EIS on the Burbank to Los Angeles Project Section, Impact S&S #1, it was stated that, to address the potential for disruption of airfield and airspace operations at Hollywood Burbank Airport as a result of construction of the HSR Build Alternative, the HSR Build Alternative incorporates SS-IAMF#5, which requires the Authority to submit designs and/or information to the FAA as required by 14 C.F.R. Part 77, to ensure the design of permanent HSR features within and adjacent to the boundary of Hollywood Burbank Airport does not adversely affect imaginary surfaces as defined in 14 C.F.R. Section 77.9 (b). SS-IAMF#5 also requires the implementation of measures required by the FAA to ensure continued safety of air navigation during HSR Build Alternative operation pursuant to 14 C.F.R Section 77.5 (c) and, if applicable, coordination with Burbank Glendale-Pasadena Airport Authority to amend the current Airport Layout Plan (ALP) to depict permanent above-ground facilities required for the

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HSR project, to be submitted to the FAA for approval. In addition, SS-IAMF#6 requires continued coordination with the FAA and the Burbank-Glendale-Pasadena Airport Authority to avoid conflicts due to overlapping construction schedules and future operations at the Hollywood Burbank Airport as design of the HSR Build Alternative progresses. SS-IAMF#6 would require coordination to support full operations of the runway and taxiway systems during construction. The Burbank to LA Final EIR/EIS was revised to clarify how the Authority is consulting with the FAA to ensure that below-ground construction activities do not obstruct air navigation or cause hazards related to airfield operations. Pursuant to its September 3, 2020, letter to the Authority, the FAA was a cooperating agency under 40 C.F.R. 1501.6 (2015) for the Burbank to LA Final EIR/EIS and was consulted on the project, including the tunnel construction under Hollywood Burbank Airport.

In summary, the Authority has considered the potential hazards to air navigation associated with below-ground construction activities south of Winona Avenue for the tunnel under Runway 8-26, Taxiway D, the proposed Taxiway C, and critical airport safety zones, as part of the Burbank to LA Final EIR/EIS.

The commenter provided a similar comment on the Burbank to Los Angeles Project Section Draft EIR/EIS. The previous comment and the Authority's response can be found in Chapter 22 of the Burbank to Los Angeles Project Section Final EIR/EIS, #888-1735 (pages 22-238 and 22-244).

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4470-8837

The commenter indicates the Draft EIR/EIS failed to adequately analyze EMI/EMF impacts on airport operations, deferred analysis, and improperly relied on EMI/EMF-IAMF #2 to ensure less than significant impacts.

The design of the Palmdale to Burbank Project Section is based on a preliminary design that is sufficient to disclose environmental impacts but will become more detailed as the design progresses. The analysis of EMI/EMF impacts in the Draft EIR/EIS is based on the level of design currently available. In the case of Hollywood Burbank Airport, the CEQA threshold is "interference with any sensitive equipment." As discussed under Impact EMI/EMF#12 in the Draft EIR/EIS, all six Build Alternatives would not interfere with sensitive equipment at the airport, complying with existing FCC requirements.

There are three main sources of potential interference with airport communications and aviation systems from the HSR project: the on-board and wayside communications systems, the train traction power systems, and arcing between the train pantograph and the overhead contact system (OCS). Hollywood Burbank Airport operates a range of communications and radio navigation systems that are potentially susceptible to EMI/EMF. Certain potential HSR project impacts (for example, related to the magnetic fields from the traction power system or from the project's communications radios) are addressed directly and compared against the specific impact thresholds identified in Section 3.5, Electromagnetic Interference and Electromagnetic Fields, of the Draft EIR/EIS. However, the Federal Aviation Administration (FAA) considers any interference with radio-navigation aids to be unacceptable and will require a direct demonstration of no impact, not an analysis that shows EMI levels will be below a particular numeric value.

As discussed under Impact EMI/EMF#12, the Authority has acquired 44 frequencies in the Upper 700 MHz A Block spectrum. Interference with other users, including airports, would not occur, because these frequencies are not shared with other users (Authority 2016). Further, the Draft EIR/EIS describes how the IAMFs are applicable to project construction and operations and, where appropriate, how they are effective at avoiding or minimizing potential impacts. For example, EMI/EMF-IAMF#2 would include measures to avoid potential impacts based on coordination with the FAA's Spectrum Engineering Office and airport staff, identification of existing airport radio systems, and

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selection of systems to prevent EMI with identified airport uses.

As discussed above, to minimize interference from HSR communication systems, the HSR Build Alternatives would employ dedicated, exclusive-use radio bands (Authority 2016). In addition to the use of frequency bands dedicated to the HSR system, the Authority would require communications equipment procured for HSR use, including commercial and noncommercial off-the-shelf products, to comply with FCC regulations designed to prevent EMI with other equipment and coordination with FAA's Spectrum Engineering Office, as called for in EMI/EMF-IAMF#2. In addition, the Authority would comply with an Electromagnetic Compatibility Program Plan (EMCPP) it would prepare during project planning and implementation to ensure compatibility with radio systems operated by Hollywood Burbank Airport. Potential impacts would be avoided through implementation of EMI/EMF-IAMF#2, which would provide the necessary third-party coordination through the EMCPP and Implementation Stage Electromagnetic Capability Program Plan (ISEP). During the planning stage through system design, the Authority would perform additional electromagnetic compatibility (EMC)/EMI safety analyses, including the following: coordination with FAA's Spectrum Engineering Office and airport staff; identification of existing airport radio systems; and selection of systems to prevent EMI with identified airport uses and incorporation of these requirements into bid specifications used to procure radio systems. Recognizing that FAA requirements regarding EMI exceed the normal FCC limits, the implementation stage of the EMCPP would include monitoring and evaluation of system performance for compatibility with airport systems. This would include verifying that airport radio navigation aids are free of interference from pantograph arcing. In addition to EMI/EMF-IAMF#2, the ISEP and EMCPP would require monitoring and evaluation of systems performance to ensure compatibility with airport systems (FAA 2014a, of Section 3.5, Electromagnetic Interference and Electromagnetic Fields). Through adherence with the ISEP and EMCPP, the Authority commits to include monitoring and evaluation of system performance for compatibility with airport systems. As part of the ISEP, the Authority would monitor field conditions to determine if such EMC issues arise and provide the necessary coordination with affected third parties and the construction contractor to resolve any interference. The requirements set forth in EMI/EMF-IAMF#2 provide the procedures that will ensure impacts will be avoided and minimized through compliance with international standards and state and federal regulations. The Authority has had

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4470-8837

ongoing coordination with the BGPAA and FAA regarding potential effects of the HSR Build Alternatives on the Hollywood Burbank Airport. For example, the Authority held an EMI/EMF workshop with the BGPAA and the FAA on April 14, 2021, to discuss the EMI/EMF evaluation at and in the vicinity of Hollywood Burbank Airport.

In summary, the analysis of potential EMI and EMF impacts on airport operations is not deferred, but appropriately reflects that the project includes an Implementation Stage Electromagnetic Compatibility Program Plan (ISEP) with detailed electromagnetic compatibility design criteria and a performance standard for preventing interference with neighboring land uses, including airports.

4470-8838

The commenter questions the accuracy of the transportation evaluation, noting that the Burbank Airport - North Metrolink station is now open. All analysis in Section 3.2, Transportation, was based on the existing conditions at the time of the project's Notice of Preparation (NOP), which was in 2014. At that time, the Burbank Airport - North Metrolink station was not fully funded and approved; therefore, the station was not expressly included as part of future 2028 and 2040 baseline conditions. The new Metrolink station would help improve transit access to HSR by providing a close connection and transfer location from Metrolink. As such, the operation of the Burbank Airport - North Metrolink station would not substantially affect the findings of the technical analysis, and no changes to the Draft EIR/EIS analysis would be required. The comment provided two corrections to be incorporated into Section 3.2.5.4 of the Final EIR/EIS. The Authority appreciates the commenter's input and the corrections provided have been included in Section 3.2.

4470-8839

The commenter states that "given the substantial new information" that it claims must be added in the Draft EIR, CEQA requires the Authority to recirculate the Draft EIR/EIS for public review and comment. The Authority respectfully disagrees with this comment. According to CEQA Guidelines section 15088.5, recirculation of an EIR prior to certification is required when "significant new information" is added after the Draft EIR is circulated for public review. Revisions to the Draft EIR/EIS included this Final EIR/EIS clarify and amplify information provided in the Draft EIR/EIS and do not introduce "significant new information." As indicated in response to comments #8832 through #8838, none of the information presented by the commenter would require recirculation pursuant to CEQA.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8840

The commenter indicates that the cumulative impact of the Palmdale to Burbank Project Section to the Hollywood-Burbank Airport has not been comprehensively assessed by the Authority. This is incorrect. The Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section, was evaluated as part of the Burbank to Los Angeles Project Section. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station on January 20, 2022. Accordingly, the information and analysis within the Palmdale to Burbank Project Section Draft EIR/EIS about the Burbank Airport Station overlap area should be understood as informational and for reference only. Please refer to the Burbank to Los Angeles Final EIR/EIS and approval documents, available on the Authority's website.

Figure 2-45 in Chapter 2, Alternatives, of the Draft EIR/EIS depicts the "overlap area" that was analyzed in both the Palmdale to Burbank and Burbank to Los Angeles Project Section environmental documents, including around the Hollywood-Burbank Airport. In the Final EIR/EIS, Figure 2-45 has been re-numbered to 2-46 and revised to clarify that the Burbank Station overlap area is within the Burbank Subsection. Thus, the analysis of effects to the Hollywood-Burbank Airport has not been bifurcated between HSR project sections; indeed, there has been ample analysis in two comprehensive documents.

Furthermore, the cumulative analysis in the Palmdale to Burbank Project Section Draft EIR/EIS accounts for the Hollywood-Burbank Airport, as well as the other closely-related HSR segments. As described in Chapter 3.19, Cumulative Impacts, of the Draft EIR/EIS, the cumulative analysis considers the cumulative impacts of construction and operation of adjacent project sections (i.e., the Bakersfield to Palmdale Project Section and the Burbank to Los Angeles Project Section), as well as various planned and approved projects on or near the Airport, such as the Hollywood Burbank Airport Terminal Replacement Project and proposed airport hotels. This cumulative analysis accounts for (at least) all construction and operation-related environmental impacts required to be considered under CEQA and NEPA, including any that may affect the Hollywood-Burbank Airport, such as, e.g., potential impacts associated with Transportation (Section 3.19.5.2 [Draft EIR/EIS, p. 3.19-33]), Noise (Section 3.19.5.4 [Draft EIR/EIS, p. 3.19-40]), and Public Utilities and Energy (Section 3.19.5.6 [Draft EIR/EIS, p. 3.19-47]).

4470-8840

Lastly, the California High-Speed Rail project has not improperly segmented analysis. As explained in Chapter 1, Project Purpose, need, and Objectives, Section 1.1.3.5, the 800-mile statewide HSR system was divided into individual project sections after the Authority and FRA selected alignment corridors and station locations for most of the statewide HSR system after the program-level EIR/EIS was completed. Each Project Section contains logical termini, which permits each Project Section to be evaluated independently under both federal and state law and not improperly segmented, as the commenter incorrectly asserts. The law recognizes the impracticality of evaluating, at a project-specific level, the entire 800-mile HSR system, and explicitly sanctions the Authority's discretion to define its project as it has.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPA), December 1, 2022) - Continued

4470-8841

The commenter states that the Authority chose to segment the California High-Speed Rail project at the Burbank Airport Station and has not provided a comprehensive single study of the cumulative impacts from the California High-Speed Rail project on the Hollywood-Burbank Airport. The commenter requests that a supplementary analysis be conducted to address cumulative impacts of the project on the Hollywood-Burbank Airport in a single study. The Authority's approach to environmental review does not segment the HSR project; however, it relies on tiering allowable under CEQA and NEPA and fully addresses the cumulative impacts of the two HSR project sections that overlap at the Burbank Airport Station.

As described in Section 1.1.3.5, Project-Level Environmental Reviews in the Draft EIR/EIS, the Authority has used a tiered approach to environmental review. Following preparation of Tier 1, or programmatic EIR/EISs, for the entire statewide HSR system as shown on Figure 1-1, the Authority divided the system into individual project sections that could function independently even if the adjacent section is not completed, for purposes of Tier 2, or project level, EIR/EISs, as shown in Figure 1-2. This Palmdale to Burbank Project Section is one of the multiple project sections that comprise the overall system.

The Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section, was evaluated as part of the Burbank to Los Angeles Project Section. Figure 2-45 in Chapter 2 of the Draft EIR/EIS depicts the "overlap area" included in both the Palmdale to Burbank and Burbank to Los Angeles Project Sections. In the Final EIR/EIS, Figure 2-45 has been re-numbered to 2-46 and revised to clarify that the Burbank Station overlap area is within the Burbank Subsection. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. The information and analysis within the Draft EIR/EIS and this Final EIR/EIS about the Burbank Airport Station is informational and for reference only. Please refer to the Burbank to Los Angeles Project Section Final EIR/EIS, available on the Authority's website.

Notwithstanding the above, the HSR Palmdale to Burbank Project Section Draft EIR/EIS

4470-8841

includes analysis of the impacts associated with the Burbank Airport Station. For many topics, the construction and operation impacts associated with the Burbank Airport Station are discussed separately to allow the reader to understand the specific or unique impacts that may occur with that element of the project (e.g., see the noise analysis in Draft EIR/EIS Section 3.4). In addition, as described in Section 3.19, Cumulative Impacts, the cumulative analysis presented in the Palmdale to Burbank Project Section Draft EIR/EIS includes the Burbank Airport Station area and the Burbank to Los Angeles Project Section as a whole and considered this project section in its analysis. As explained in Chapter 2, Alternatives, Section 2.1.2 Independent Utility, the Palmdale to Burbank Project Section is a stand-alone project with its own logical termini and is treated as a separate and independently useful project from the Burbank to Los Angeles Project Section under CEQA and NEPA. The impacts of the Burbank Airport Station are taken into account for the analysis of the Palmdale to Burbank Project Section's contribution to cumulative impacts.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8842

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-7: Access to Technical Reports.

The commenter requested access to the studies that were used to select the SR14A Build Alternative as the Preferred Alternative. The Authority provided the commenter with two NOA letters, two Executive Summaries of the Draft EIR/EIRs, and two USBs of the Draft EIR/EIS (Volumes I, II, and III). From the comment, it is unclear which studies the commenter is referring to. Nonetheless, the commenter has been provided the Draft EIR/EIS, which contains the environmental analysis that was used, in part, to select the SR14A Build Alternative as the Preferred Alternative. A detailed summary of alternatives considered over time in this project section, commencing with the 2005 Statewide High-Speed Rail Program EIR/EIS and continuing through the Draft EIR/EIS for the Palmdale to Burbank Project Section is included in Chapter 2, Alternatives, Section 2.4.2.2, Alternatives Considered and Findings. A discussion of the Burbank Airport Station was included on page 2-61 and Figure 2-43 of the Draft EIR/EIS. In addition, any member of the public, including the commenter, can request access to technical reports used in the preparation of the Draft EIR/EIS. Please refer to Standard Response PB-Response-GEN-7: Access to Technical Reports for information on how to view full reports for the analysis conducted for the Project. In addition, please see PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for a discussion of the alternative development process, including analysis of the Station Options.

4470-8843

The commenter states that they believe that it may be appropriate for the Authority to develop the design of certain elements of the Project to a higher level of completion (beyond 30 percent design) to properly assess how the proposed construction of the tunneling and stations related to HSR would impact the Hollywood-Burbank Airport, specifically in consideration of seismicity and soil contamination. The preliminary design (15 percent) of the HSR infrastructure near the Airport combined with the research performed to characterize the affected environment is sufficient to identify and disclose the environmental impacts of the Project as required by CEQA and NEPA.

Furthermore, the technical studies and analysis conducted for the project are at the proper level for a project of this complexity. An EIR/EIS is the highest-level of analysis required by state and federal law for environmental clearance of a project, and extensive technical studies were conducted for this Project, including studies looking at seismicity and soil contamination (e.g., Palmdale to Burbank Project Section Geology, Soils, and Seismicity Technical Report [Authority 2019], Palmdale to Burbank Project Section Palmdale Boulevard Supplement to Geology, Soils, and Seismicity Technical Report [Authority 2021], Palmdale to Burbank Project Section Hazardous Materials and Wastes Technical Report [Authority 2019], and Palmdale to Burbank Project Section SR14A, E1A, and E2A Build Alternative Supplement to Hazardous Materials and Wastes Technical Report [Authority 2020]). These studies are referenced throughout the Draft EIR/EIS, most prominently in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources and Section 3.10, Hazardous Materials and Wastes of the Draft EIR/EIS. Additional documents that support the conclusions and recommendations of the EIR/EIS include the Palmdale to Burbank Project Section PEPD Record Set Rev01 Central Subsection (South of ANF) and Burbank Subsection Geotechnical Conditions Report (March 2019) and the Burbank station-specific report, Burbank Subsection Draft PEPD Record Set Rev 01 Geotechnical conditions Report (September 2019). The commenter does not offer any specific seismicity and soil contamination reasons or concerns as to why the current level of design is not appropriate nor does the comment cite any specific reasons as to why the analysis in the Draft EIR/EIS is inaccurate or inadequate.

The PEPD Record Set REV01 Burbank Station Area Plans (Authority 2019) in Volume 3 of the Palmdale to Burbank Project Section Draft EIR/EIS provides the 15 percent

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8843

design detail for the Burbank Airport Station. As discussed in Section 2.3.3 of the Draft EIR/EIS, the HSR Palmdale to Burbank Project Section has been designed at an appropriate level for project-level environmental analysis and documentation, sufficient for disclosing the environmental impacts of building and operating the Project. As the design advances, more information will be gathered relevant to geotechnical, seismic, and hazardous waste issues and that information will inform final design. The Authority is committed to ongoing coordination with BGPAA as design advances, as required by SS-IAMF#6.

4470-8844

The commenter raises concerns about the lack of subsurface information provided for the proposed tunnel and underground station located on the Hollywood-Burbank Airport property and suggests that the Authority should perform a comprehensive study that includes closely spaced borings (at intervals of 100 feet) that are advanced deeper than the tunnel and Burbank station.

The Authority performed extensive research and reviewed various sources of data to characterize the affected environment. The relevant geotechnical data and information reviewed included characteristics of subsurface conditions in the vicinity of the project alignment as they relate to the feasibility of the proposed project. These data, documents, and agency websites are cited and referenced in the Draft EIR/EIS and include: "Geology, Soils, and Seismicity Technical Report", "Palmdale to Burbank Project Section PEPD Record Set Rev01 Central Subsection (South of ANF) and Burbank Subsection Geotechnical Conditions Report", and "Burbank Subsection Draft PEPD Rev01 Geotechnical Conditions Report". In addition, during the evaluation of the Burbank Station, two reports, "Additional Site Investigation Report Former Lockheed Martin Plants A-1 North, B-1, B-6, and C-1, Burbank, California," prepared by Tetra Tech, dated December 2014, and the "Geotechnical Evaluation Design Phase Regional Intermodal Transportation Center, Bob Hope Airport, Burbank, California, PN E09-11" prepared by Ninyo and Moore, dated July 29, 2010 were reviewed. The Tetra Tech report included approximately 300 borings in the project vicinity, including about 30 borings at the site of the proposed station. The existing data, documents, and references noted above support the conclusions, mitigation, and recommendations found in the Affected Environment, Environmental Consequences, and Mitigation Measures subsections of Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources of the Palmdale to Burbank Project Section Draft EIR/EIS. Based on these materials and the mitigation measures identified in the Draft EIR/EIS, the proposed tunnel north of the Burbank Station and the below grade station are feasible.

The recommended subsurface investigations for advancement of the design of the project (including exploration types, purpose, spacing and proposed depths) are provided in the Geotechnical Investigation (GI) Plan included in the Preliminary Engineering for Project Definition (PEPD) Record Set "Geotechnical Investigation Plan, Recommendations for Burbank Subsection, Burbank Airport Station." The GI plan will

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8844

adhere to GEO-IAMF#1, which will include a subsurface investigation to address the potential geologic hazards and geotechnical constraints. The final locations, types of explorations, and depths will be determined during the design phase based on finalized project elements, design loadings, and other requirements. In addition, GEO-IAMF#1 and GEO-IAMF#10 require that the Contractor prepare a Construction Management Plan (CMP) prior to start of construction, addressing how the Contractor will address geologic constraints and minimize or avoid impacts during construction. The CMP will be submitted to the Authority for review and approval. GEO-IAMF#10 will require the contractor to issue a technical memorandum describing how the established engineering and safety protocols have been incorporated into the facility design and construction. These protocols are provided by the American Association of State Highway and Transportation Officials, Federal Highway Administration, American Railway Engineering and Maintenance-of-Way Association, California Build Code, International Building Code, American Society of Civil Engineers, Caltrans Design Standards, and the American Society for Testing and Materials.

4470-8845

The commenter requests that the Authority prepare a comprehensive Risk Assessment and Risk Register for all construction impacts on BGPAA property.

As discussed in Impact S&S#12: Permanent Operational Safety Impacts (page 3.11-60) in Section 3.11, Safety and Security of the Draft EIR/EIS, through application of SS-IAMF#3, the Authority will prepare and implement hazard and threat vulnerability analyses to eliminate or minimize risks and operations safety hazards. This includes potential risks at the Burbank Airport Station, as this IAMF was also incorporated into the Burbank to Los Angeles Project Section Preferred Alternative. The Burbank Airport Station area, which is located at the southern end of the Palmdale to Burbank Project Section, was evaluated as part of the Burbank to Los Angeles Project Section. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. The information and analysis within the Palmdale to Burbank Project Section EIR/EIS pertaining to the Burbank Airport Station overlap area (as shown on Figure 2-45 of the Draft EIR/EIS) should be understood as informational and for reference only. In the Final EIR/EIS, Figure 2-45 has been re-numbered to 2-46 and revised to clarify that the Burbank Station overlap area is within the Burbank Subsection. The Authority currently uses a Risk Assessment/Risk Register process and anticipated it would continue to do so for each phase of project development including detailed design and construction.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8846

The commenter requests the safety and security protocol/analysis should be included in the design phase to ensure no unauthorized access to the tunnel below the Hollywood Burbank Airport during and after construction. Currently, the Authority does not have funding for construction of this project section. Therefore, planning efforts have not begun for this specific stage of the project. Future funding is being sought for continued progress; as funds become available, the Authority will proceed with advanced design and prepare for other pre-construction work, including with a focus on safety and security. As design advances, the Authority will perform preliminary hazard assessments and threat and vulnerability assessments to identify hazards, assess associated risks, and apply control measures as described in SS-IAMF # 3. In addition, the Authority will develop the project safety and security management plan (SSMP) under SS-IAMF#2, preparation of which will occur within 60 days after receiving construction notice to proceed (NTP). SS-IAMF#6 describes the Authority's commitment to stakeholder coordination regarding the Hollywood Burbank Airport. As design of the Palmdale to Burbank Project Section progresses, the Authority shall continue to coordinate with the FAA and the Burbank-Glendale-Pasadena Airport Authority regarding future construction and operations activities at Hollywood Burbank Airport. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features, for full descriptions of IAMFs that are incorporated into the project.

As evaluated under Impact S&S#14, in Section 3.11, Safety and Security, of this Final EIR/EIS, the Authority is in discussions with Transportation Security Administration (TSA) regarding security controls at stations. While the TSA has not prescribed safety standards for HSR stations, station design provides for a range of possible security procedures and includes monitoring systems that rely on security personnel, much like existing conventional train stations, which would deter theft, violence, and terrorist threats. System Security Plans (SSPs) and a Security and Emergency Preparedness Plan (SEPP) will be implemented prior to commencement of operations as described in SS-IAMF#2. These plans will address design features and standards and guidelines intended to maintain security at the stations and maintenance facilities, within the track right-of-way including tunnel beneath the Burbank Airport Station, and on trains.

4470-8847

The commenter requests the emergency response procedures and protocols for the project be developed prior to construction and provided to the Burbank-Glendale-Pasadena Airport Authority (BGPAA) for review.

As discussed in Response to Comment #8845, the Authority Board approved the Burbank Airport Station as part of the Burbank to Los Angeles Project Section Preferred Alternative in January 2022. Currently, the Authority does not have funding for construction of this project section. Therefore, planning efforts have not begun for this specific stage of the project; however, as funds become available, the Authority will proceed with advanced design and prepare for other pre-construction work, including preparation of the Safety and Security Management Plan (SS-IAMF#2), and development of the project Security and Emergency Preparedness Plan (SEPP).

SS-IAMF#2 (Page 3.11-23 of the Palmdale to Burbank Draft EIR/EIS and Page 3.11-23 of the Burbank to Los Angeles Final EIR/EIS) requires the preparation of a safety and security management plan that identifies the contractor's compliance with FRA requirements for emergency response standards found in 49 CFR Parts 200-299 and will implement fire/life safety and security programs to be coordinated with local emergency response organizations, including BGPAA. In addition, SS-IAMF#6 (Page 3.11-23 of the Palmdale to Burbank Draft EIR/EIS and Page 3.11-23 of the Burbank to Los Angeles Final EIR/EIS) reinforces the Authority's commitment to stakeholder coordination regarding the Hollywood Burbank Airport. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features, in Volume 2 of this Final EIR/EIS for full descriptions of IAMFs that are incorporated into the project.

With approval of the preferred alternative and adoption of Burbank to Los Angeles Final EIR/EIS Resolution HSRA# 22-02, January 20, 2022, the Authority Board will continue to coordinate with BGPAA and FAA during future project stages, including final design and construction. Generally, the Authority utilizes memoranda of understanding (MOUs) and cooperative agreements to establish its working relationships with local government entities along the HSR alignment in each project section as it moves forward with project implementation. These agreements also set forth the mutual expectations of the parties to the agreement as to the consultation and review role of the local government entity or utility company over the course of design development. As will be memorialized in the

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8847

future MOU or similar agreement, the Authority will continue to work closely with BGPAA and the FAA to ensure that construction and operation of the HSR Build Alternative do not negatively impact future airport improvements.

4470-8848

The commenter requests that 2D and 3D Finite Element Method (FEM) models be developed to estimate tunnel displacements, soil displacements adjacent to tunnel/underground station, and surface deformation for all construction stages. California High-Speed Train Project Technical Memorandum High-Speed Train Tunnel Structures 2.4.5 (Section 6.3.1) indicates that the structural analysis of a tunnel lining under external and internal loads can be performed using linear analysis methods and computers. The finite element method can be used to incorporate soil-structure interaction. These detailed FEM analyses, as suggested by the commenter, can only be done in a more advanced design phase. A FEM model needs the inputs of a specific ground investigation and more detailed site information. These analyses also need to be performed in consultation with contractors to include the most suitable construction methods. Insufficient information is available at this stage to conduct these analyses. The FEM models are a tool that may be developed as design advances.

Note that each of the HSR Build Alternatives incorporates SS-IAMF#6, which requires continued coordination with the FAA and the Burbank-Glendale-Pasadena Airport Authority to avoid conflicts due to overlapping construction schedules and future operations at the Hollywood Burbank Airport as design of the Build Alternatives progresses. The purpose of this ongoing stakeholder coordination is to ensure that the design, construction, and operation of the HSR Build Alternative takes into consideration the Airport Layout Plan (ALP) and any future improvements to the Hollywood Burbank Airport identified in SCAG's 2020-2045 Regional Transportation Plan/Sustainable Community Strategy (SCAG 2020) and to ensure that construction and operation of the HSR Build Alternative do not negatively impact these future improvements.

4470-8849

The commenter requests that daily construction progress reports, including any issues encountered during the shift, be submitted by the Authority/Selected Contractor to the Burbank-Glendale-Pasadena Airport Authority (BGPAA). With approval of the preferred alternative and adoption of Burbank to Los Angeles Final EIR/EIS Resolution HSRA# 22-02, January 20, 2022, the Authority Board, reinforced the Authority's commitment to working with stakeholders including pursuing agreements and approvals with BGPAA and the FAA necessary for construction of the alignment beneath the Hollywood Burbank Airport. As required by SS-IAMF#6, Stakeholder Coordination for the Hollywood Burbank Airport, the Authority will continue to coordinate with BGPAA and the FAA during future project stages, including construction. Generally, the Authority utilizes memoranda of understanding (MOUs) and cooperative agreements to establish its working relationships with local government entities along the HSR alignment in each project section as it moves forward with project implementation. These agreements also set forth the mutual expectations of the parties to the agreement as to the consultation and review role of the local government entity or utility company over the course of design development. The Authority anticipates that the MOU or similar agreement would identify the appropriate scope of information sharing related to construction progress reports based on the advancing design.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8850

The commenter requests plans identifying the construction staging/laydown areas located on BGPAA property, routes for excavated materials through BGPAA property, and routes for all construction activities through BGPAA property.

Regarding the staging/laydown area, please refer to Draft EIR/EIS Volume 3 PEPD Record Set REV02 Construction Staging Plans, in particular Drawings CV-I4003-S14, CV-I4003-E1 and CV-I4003-E2. The area of the proposed staging areas within the BGPAA property is approximately 2 acres. The current land uses of BGPAA-owned parcels (APN No. 2466-027-900, 2466-027-901 and 2466-027-904) are commercial and industrial, and based on aerial imagery serve as maintenance and equipment yards.

As for the routes used in disposal of excavated materials and supply routes, the routes will be determined by the contractor as the project moves through design and construction. As required by TR-IAMF#2, which is described in Section 3.2, Transportation of the Draft EIR/EIS, the contractor shall prepare a detailed Construction Transportation Plan (CTP) for the purpose of minimizing the impact of construction and construction traffic on adjoining and nearby roadways in close coordination with the local jurisdiction having authority over the site.

The EIR/EIS Section 3.2, Transportation, includes a Temporary Construction Spoils Haul Analysis (spoils hauling RSA) and analysis assumptions that will be further refined under TR-IAMF # 7. Under TR-IAMF#7, the contractor shall deliver all construction-related equipment and materials on the appropriate truck routes and shall prohibit heavy-construction vehicles from using alternative routes to get to the site. In summary, the Authority will develop appropriate construction routes as the project moves through design and construction and will coordinate with local jurisdictions regarding these routes.

The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. Accordingly, the information and analysis within the Draft EIR/EIS about the Burbank Airport Station overlap area should be understood as informational and for reference only. Figure 2-45 in Chapter 2 of the Draft EIR/EIS depicts the "overlap area" included in

4470-8850

both the Palmdale to Burbank and Burbank to Los Angeles Project Sections. In the Final EIR/EIS, Figure 2-45 has been re-numbered to 2-46 and revised to clarify that the Burbank Station overlap area is within the Burbank Subsection. Please refer to the Burbank to Los Angeles Final EIR/EIS and approval documents, available on the Authority's website.

4470-8851

The commenter is requesting that the HSR Contractor/Designer provide BGPAA with full-time, round-the-clock access to instrumentation data collected via automated remote monitoring. The commenter requests that vibrations, deformations, and stresses in the excavation support system and the runway surface be monitored. The commenter requests that the system be installed prior to construction start and the settlement and deformation threshold/contingency plans for exceedance events be adopted.

Under GEO-IAMF#1 the contractor shall prepare a Construction Management Plan (CMP) addressing how the contractor will address geologic constraints and minimize or avoid impacts on geologic hazards during construction. This plan shall include, if deemed necessary, details regarding the automated remote monitoring and define the settlement/deformation thresholds. The CMP will be developed during future project stages. As noted in prior responses, the Authority has committed to coordinate with BGPAA (S&S-IAMF#6). An MOU or similar agreement described in response 4470-8849 will establish the Authority's working relationship with BGPAA as it moves forward with project implementation. These agreements also set forth the mutual expectations of the parties to the agreement as to the consultation and review role of the local government entity or utility company over the course of design development. The Authority anticipates that the MOU or similar agreement would identify the appropriate scope and frequency of information sharing related to construction monitoring data based on advanced design. Data obtained by monitoring systems may require review and evaluation for data integrity and accuracy prior to sharing with external third parties.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8852

The commenter provides an excerpt of Drawing No. TN-C1109 in Volume 3 of the Draft EIR/EIS and states that Burbank Station proposed excavation with tiebacks may have to extend underneath the nearby Hollywood Burbank Airport terminal and parking garages. Any tiebacks associated with Burbank Airport Station construction would not extend beneath the existing Airport terminal, or existing parking garages, which are south of the station by more than 1,200 feet. This response therefore interprets the comment as addressing the future Airport replacement passenger terminal and ancillary facilities including parking garages.

The wall of the cut and cover box for the Burbank Airport Station and the tunnel north of the Station are at least 80 feet from the limit of the airport parcel where the future passenger air terminal and ancillary facilities including parking garages will be located as measured from the Draft EIR/EIS Volume 3 Record Set REV02 Track Alignment Plans Drawing TN-D4032-E1. Tiebacks under that length will not interfere with the planned airport terminal or ancillary buildings such as parking garages, as the foundations of the future Airport terminal and parking garages are not anticipated to extend beyond the Airport's property line based on the future terminal proposed layout shown on the Airport Layout Plan Sheet 6 Future Terminal Area Plan (<https://elevatebur.com/wp-content/uploads/2020/09/airport-layout-plan-P6.pdf>).

Alternative support of excavation methods could be considered by the Authority during the design phase to construct the underground rail station. As described in PEPD Volume 3 Tunnel Plans Drawing TN-C1109 Construction Sequence Table, for stage 3C in the Draft EIR/EIS, the temporary support can be comprised of tie backs or internal bracing systems such as use of rigid walls combined with a temporary strut structure.

Please note that this comment relates to the design of the approved Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section and was evaluated as part of the Burbank to Los Angeles Project Section. The referenced drawing, TN-C1109, was included in the Burbank to Los Angeles Final EIR/EIS in Volume 3.7, HSR Burbank Airport Station. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. The information and analysis within the Palmdale to Burbank Project Section Draft EIR/EIS about the Burbank Airport Station is provided for context, information, and reference only, and is consistent with the information

4470-8852

contained in the Burbank to Los Angeles Final EIR/EIS, available on the Authority's website.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8853

The commenter indicates that Burbank Station proposed excavation with tiebacks could interfere with future developments, including the new Hollywood-Burbank Airport terminal.

This comment relates to the Burbank Airport Station, which was evaluated as part of the Burbank to Los Angeles Project Section environmental review. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station on January 20, 2022. The information and analysis within the Final EIR/EIS about the Burbank Airport Station overlap area should be understood as informational and for reference only. Please refer to the Burbank to Los Angeles Project Section Final EIR/EIS, available on the Authority's website.

The wall of the cut and cover box for the Burbank Airport Station and the tunnel north of the Station is at least 80 feet from the limit of the airport parcel where the future passenger air terminal will be located. Tiebacks are temporary support elements during excavation that can be either removed after construction or de-tensioned and left in place since after construction is complete, they no longer provide any support function.

Alternative support of excavation methods could be considered by the Authority during the design phase to construct the underground rail station. As described in PEPD Volume 3 Tunnel Plans Drawing TN-C1109 Construction Sequence Table, for stage 3C in the Draft EIR/EIS, the temporary support can be comprised of tie backs or internal bracing systems such as use of rigid walls combined with a temporary strut structure.

PEPD Track Alignment Plans Drawing TT-D1059-S14, TT-D1051-E1, TD-D1048-E2 in Volume 3 of the Draft EIR/EIS includes proposed limits of excavation. These limits are common to all six Build Alternatives. As shown in the drawings, the minimum distance from the proposed excavation to the HSR right-of-way would be approximately 80 feet at a localized area on the north-west corner of the station. This distance rapidly increases moving south to over 250 feet. Tiebacks shorter than 80 feet would not interfere with the planned airport terminal or ancillary buildings. Also, alternative support of excavation methods such as use of rigid walls combined with a temporary strut structure could be

4470-8853

considered by the Authority during the design phase to construct the underground rail station and avoid interference with the new terminal.

4470-8854

The commenter states that a slurry plant will need to be located on-site during construction, asks where the slurry plant may be located, and what its potential impacts on the Hollywood-Burbank Airport operations would be. As shown on Drawing No. CV-I4003-E2 in Volume 3, PEPD Record Set REV02 Construction Staging Plans of the Draft EIR/EIS, a 43.0-acre construction laydown area would be located within the Burbank Subsection. Slurry plants require approximately 0.34 acre; therefore, if a slurry plant is required, it is anticipated it would be located within the construction laydown footprint identified in Volume 3. Construction means and methods will be defined during the final design phase, including temporary facilities. As indicated in the EIR/EIS, Chapter 2, Section 2.9.5.1, there are several methods for permanent and temporary support of excavation including the use of slurry walls. In addition, this comment requests additional information related to the Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section and was evaluated as part of the Burbank to Los Angeles Project Section. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station on January 20, 2022. The information and analysis within this Final EIR/EIS about the Burbank Airport Station overlap area should be understood as informational and for reference only.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8855

The commenter notes that with the proposed excavation of roughly 75 to 100 feet, wall movements can be a major issue with ground deformations often occurring before the tiebacks can be installed and stressed. The excavation process will be performed in a sequential manner to maximize excavation stability and limit wall movements and may include use of compensation grouting or jet grouting to control any potential wall movements, depending on the results of further geotechnical investigations that will occur as design advances. The excavation and support design would include maximum lifts of excavation that can proceed prior to installation and adequate strength gain for any support of excavation element, such as tiebacks. A common limit is approximately 2 feet of excavation below the design tieback head elevation prior to installation, tensioning, grouting and testing of tiebacks, to allow the anchor connection to provide equipment access during installation (FHWA Geotechnical Engineering Circular No.4 - Ground Anchors and Anchored Systems). Mass excavation would also typically be limited in plan to a slot adjacent to the wall before the remainder of the excavation is opened up. Further, alternative support of excavation methods such as use of rigid walls combined with a temporary strut structure could be considered by the Authority during the design phase to construct the underground rail station. As discussed in Section 3.8 of Technical Memorandum 0.1.1, Preliminary Engineering for Procurement Guidelines (PE4P), geotechnical investigations will be required to advance final design and construction. Furthermore, Section 3.9.4.3 in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources of the Draft EIR/EIS, discusses that during final design, the Authority would conduct geotechnical investigations that focus on defining precise geology, groundwater, seismic, and environmental conditions along the Preferred Alternative as required by GEO-IAMF#1. Those investigations would provide a detailed assessment of soil and geologic hazards within the Preferred Alternative footprint to inform the final design and construction methods for trackway, structures, and ancillary facilities. Based on those geotechnical investigations, analyses will be performed to estimate displacements and surface deformation during construction. These analyses and modelling will include all construction stages, temporary conditions, permanent conditions, seismic events, and groundwater. These analyses will be completed during a more advanced design phase of the project and for refinement of means and methods of construction. As part of the PEPD, the Authority has prepared a preliminary Geotechnical Investigation Plan Recommendations Report for the HSR Palmdale to Burbank project section. This report includes the work plan proposed at this

4470-8855

stage of the project to conduct the geotechnical investigations for the PE4P phase. The geotechnical investigations recommendations have been developed under the guidelines of Technical Memorandum TM 2.9.1, TM 2.9.2, NTD No.1, NTD No.8, and Recommended Procedures for Fault Screening and Characterization of Fault Displacement Hazard. Additionally, GEO-IAMF#10 requires that HSR design and construction takes place in adherence to applicable codes, design standards and recommendations including the 2015 American Association of State Highway and Transportation Officials (AASHTO) Federal Highway Administration Circulars and Reference Manuals, American Railway Engineering and Maintenance-of-Way Association Manual, California Building Code, International Building Code (IBC) and American Society of Civil Engineers (ASCE)-7, Caltrans Design Standards and American Society for Testing and Materials (ASTM) and the Authority's Technical Memoranda.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPA), December 1, 2022) - Continued

4470-8856

The commenter states that the width of excavation (200 feet) is significant considering the depth of excavation (75-100 feet), that costly internal bracing may be required to minimize wall deflection, and that efforts should be made to reduce the width of excavation width. The commenter also states that the station platform width (58 feet) seems excessive and inquires why there would be four tracks in the station. This comment relates to the Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section. The Burbank Airport Station was evaluated as part of the Burbank to Los Angeles Project Section. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. The information and analysis provided in the Palmdale to Burbank Project Section Final EIR/EIS is for information and reference only. Nonetheless, in the interests of disclosure, information about the station discussed in the environmental analysis for the Burbank to Los Angeles Project Section is provided in this response.

Regarding the commenter's concern about size of excavation and wall deflection, use of tie-backs or alternative support of excavation methods to limit wall deflections are anticipated as shown on the EIR/EIS Volume 3 PEDP Tunnel Plans Drawing TN-C1109. The train platform width was determined in accordance with Technical Memorandum TM 2.2.4 - High-Speed Train Station Platform Geometric Design. TM 2.2.4 requires that the platform width shall meet the requirements of NFPA 130 and ADA and shall be sufficient to allow accessibility and movement for the maximum number of passengers based on projected ridership for the station. According to TM 2.2.4 Section 3.3.2, a platform with tracks on both sides should have a minimum width not less than 30 feet and a platform with one track on one side shall have a minimum width not less than 20 feet. The 58-foot width referenced by the commenter would also include the space allowed for vertical circulation elements, structural elements and ancillary facilities. Four tracks would pass through the Burbank Airport Station because two express tracks (for trains that would not stop at the station) would be separated from tracks for the trains that stop at the station and the platforms. This would allow for a scenario where express trains can pass trains stopped at the station without being delayed by waiting for the non-express trains to clear the station.

4470-8857

The commenter suggests that constructing the Authority's Burbank Station and portions of the connecting tunnel using the cut-and-cover method would disrupt airport operations. The commenter asks about the need for mitigation measures to minimize operational effects to the Burbank Airport due to HSR construction. In general, construction using the cut-and-cover method would not result in major disruptions to airport operations, as it is a relatively efficient process for constructing tunnels that are shallow. In addition, these tunnels can be constructed without substantially affecting operations at the surface, as a temporary deck can be placed while excavation occurs. The Palmdale to Burbank Project Section Draft EIR/EIS identifies several IAMFs and Mitigation Measures (see Draft EIR/EIS Appendix 2-E, and Section 3.2.4.2 and Section 3.2.7 of the Draft EIR/EIS) that would address construction-related issues around the Burbank Airport. For instance, TR-IAMF#2 requires that a Construction Transportation Plan (CTP) be prepared to minimize construction and construction traffic impacts on nearby roadways; TR-IAMF#6 restricts construction hours to minimize traffic impacts; TR-IAMF#7 requires the use of appropriate truck routes, and TR-IAMF#4, #5, #11, and #12 require the maintenance of adequate pedestrian, bicycle, and transit access throughout the construction duration. TR-IAMF#3 would require the provision of adequate construction worker parking. Implementation of these measures would minimize the potential disruptions of airport operations, in terms of access and circulation for staff, employees, and passengers. In addition, the Authority is committed to coordinating with the Airport, as documented in SS-IAMF#6.

Section 3.2, Transportation of the Draft EIR/EIS assesses the potential impacts of HSR construction activities to conditions of the surrounding transportation system, including airports. As discussed in Section 3.2.6.3, construction of the Burbank Airport Station, platform and track alignment would require temporary construction easements, which may require the temporary closure of parking areas, roadway travel lanes, transit routes, pedestrian facilities, bicycle lanes, and paths. Transit routes, intersections and roadway segments that would be affected by construction activities were analyzed and assessed for potential construction-related impacts. Any impacts would be temporary and could be addressed by implementation of the relevant IAMFs and mitigation measures. The Authority and construction contractor(s) would prepare and implement specific CMPs to ensure safe access during the construction period.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8857

As documented in the Final EIR/EIS for the Burbank to Los Angeles Project Section, construction of the Burbank Airport Station would not create hazards to airport operations or disrupt air travel. Cranes used during construction of the improvements at Burbank Airport Station would not exceed 80 feet in height. Additionally, the use of tall construction equipment (e.g., cranes and drill rigs) affecting National Airspace System (NAS) would require flagging and lighting in accordance with Federal Aviation Administration (FAA) regulations. Additionally, the Burbank Airport Station would be primarily constructed below grade with a portion of the facility above grade that would not exceed 60 feet in height. The FAA would also review and approve the construction plans for improvements at or in the vicinity of Burbank Airport that could obstruct airspace or impact airport operations. For more information regarding construction impacts to Burbank Airport operations, please refer to Impact TR#5: Design Feature Hazards, Incompatible Uses, or conflict with Transit, Airport, Pedestrian, and Bicycle Plans during Construction, in Section 3.2.6.3 of the Burbank to Los Angeles Project Section Final EIR/EIS. The commenter provided a similar comment on the Burbank to Los Angeles Project Section Draft EIR/EIS. The previous comment and the Authority's response can be found in Chapter 22 of the Burbank to Los Angeles Project Section Final EIR/EIS, #888-1732 (pages 22-237 and 22-243).

4470-8858

The commenter states that the interface point between Burbank Airport Station cut-and-cover construction and the SEM/NATM tunnel under Airport runway 8-26 creates risk to Airport property. The commenter also claims that a full assessment of the tunnel interface has not been completed since the project spans the Palmdale to Burbank Project Section and the Burbank to Los Angeles Project Section. Please note that this comment relates to the Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section and was evaluated as part of the Burbank to Los Angeles Project Section. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The interface between the SEM tunnel and the Burbank Station is entirely within the Burbank to Los Angeles Project Section. Please refer to Figure 2-45 of the Palmdale to Burbank Draft EIR/EIS depicting what areas belong to each project section. (Note that this figure has been renumbered as 2-46 in the Final EIR/EIS and revised to clarify that the Burbank Station overlap area is within the Burbank Subsection). The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station and the SEM/NATM tunnel under Runway 8-26, on January 20, 2022. Nonetheless, in the interest of disclosure, information about that project section is provided. For excavation of the station end wall, please refer to Response to Comment #8855. Regarding the overlap area, please refer to Response to Comment #8841.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPA), December 1, 2022) - Continued

4470-8859

The commenter requests further information on the location and height of proposed ventilation shafts, and further details on proposed emergency exits in the Burbank Station Area. Please note that this comment relates to the Burbank Station and the HSR tunnel section underneath the airport runway south of Burbank Station, which was evaluated as part of the Burbank to Los Angeles Project Section.

The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station on January 20, 2022. The information and analysis within this Final EIR/EIS about the Burbank Airport Station overlap area should be understood as informational and for reference only.

To address the comment regarding airport station emergency access and exits, further information is available in Section 3.11.5, Affected Environment, in Section 3.11, Safety and Security of this Final EIR/EIS. The Authority has developed an emergency access plan for operation of the HSR System pursuant to NFPA Standard 130: Standard for Fixed Guideway Transit and Passenger Rail Systems, the principal guidance document. The plan includes emergency access provisions with regard to fire and safety for stations, ventilation systems, procedures, control systems, communication, and vehicles. NFPA Standard 130 also provides standards for flammable materials and fire hazards during the design process. The purpose of NFPA Standard 130 is to limit the likelihood of a fire and/or control a fire to lessen its severity.

According to the Authority's 2014 California High Speed Train Rail Design Criteria, each type of HSR facility shall have location-specific fire and life-safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems. Regionally significant roads (identified in Section 3.2, Transportation, of this Final EIR/EIS) are typically identified as emergency evacuation routes in the county and city general response plans and emergency response plans. The emergency exits for the tunnel north of Burbank Airport Station are shown in drawings TN-D4037-S14 and TN-C0404 of the PEPD Record Set Rev02 Tunnel Plans included in Volume 3 of the EIR/EIS. These emergency exits are located every 2,500 ft along the tunnel and surface within public ROW in San Fernando

4470-8859

Boulevard. No emergency exits are located in Airport property. Emergency exits from the station itself are not defined at this stage, but will be located within the permanent footprint of the project. During the design of the station, the location the location of the emergency exists will be defined.

With respect to ventilation shafts, the exact location and dimensions of the emergency ventilation shafts for operation will be defined in later stages of the project, when the detailed design of the station area will be done. Ventilation shafts are typically located within the footprint of the cut and cover box for the station and tunnel, and therefore no ventilation shafts will be located within the Airport property. Fire Protection, as described in the Authority's TM 2.8.1 Safety and Security Design Requirements for Infrastructure Elements, requires an automatic sprinkler protection system be provided in areas of stations used for concessions, storage areas, trash rooms, and in the steel truss areas of all escalators and other similar areas with combustibles loadings, except trainways. Fire and life safety infrastructure inside tunnels shall include emergency walkways and access/egress infrastructure as described in Section 3.2.6. of TM 2.8.1. Additional fire and life safety infrastructure shall include dry standpipe systems with universal fire hose connections, radio communications systems for railroad operations and fire and life safety operations separately, hard-wired communications stations at each cross passageway or other access/egress point, signage directing to the nearest egress point, and lighting.

The commenter asks if a sprinkler system will be installed in the tunnel below the Hollywood Burbank Airport. The area in question is specific to the tunnel associated with the Burbank to Los Angeles Project Section, which was approved by the Authority Board on January 20, 2022. The tunnels north of the station do not include safe havens for evacuated passengers in the event of an emergency, since they have been designed with emergency exits as shown in drawings TN-D4037-S14 and TN-C0404 of the PEPD Record Set Rev02 Tunnel Plans included in Volume 3 of the EIR/EIS. These emergency exits are located every 2,500 ft along the tunnel and surface within the public right-of-way along San Fernando Boulevard. The commenter specifically asks about the tunnel south of the station, which is part of the Burbank to Los Angeles Project Section that was approved by the Authority Board on January 20, 2022. No safe havens are proposed in the Palmdale to Burbank Project Section.

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8860

The commenter requests additional clarification regarding the need for rail facilities located on Hollywood-Burbank Airport property and states that the rail facilities impact station size and station size will increase impacts on airport property and operation.

This comment relates to the Burbank Airport Station, which is located on the southern end of the Palmdale to Burbank Project Section, which was evaluated as part of the Burbank to Los Angeles Project Section. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. The information and analysis within this Final EIR/EIS about the Burbank Airport Station overlap area should be understood as informational and for reference only. Nonetheless, in the interests of disclosure, information about that segment is provided.

Chapter 2 Alternatives, Section 2.3.3.1 Station Platform and Trackway (Station Box) of the Draft EIR/EIS explains that the stations would have four tracks passing through the station, with two express tracks for trains that would not stop at the station to be separate from those that stop at the station and the platforms. A refuge track would be provided to temporarily store HSR trains in case of mechanical difficulty, for scheduling purposes, and for daytime storage of maintenance infrastructure work trains during periods when structure and track maintenance is being performed along the line around the station.

Per HSR design criteria (TM 2.2.2 Station Program Design Guidelines), preliminary design of the Burbank Airport Station includes all needed rail facilities within the footprint defined in the Final EIR/EIS, including platforms, main tracks, refuge tracks, power supply facilities, and station building. Additional information for Burbank Station Rail Facilities is included in the Palmdale to Burbank Project Section Draft EIR/EIS Appendix 2-D Design Baseline Report Section 2.2.4. Station geometric design has been performed in accordance with TM 2.2.4, TM 2.2.5 and California HSTP Design Criteria, Chapter 14-Stations. Traction power facilities have been designed in accordance with TM 3.1.1.3 Traction Power Facilities General Standardization Requirements.

4470-8861

The commenter requested further information on who will be first responders for a tunnel emergency and how this will be coordinated with emergency responders and Airport security.

Implementation of Impact Avoidance and Minimization Feature (IAMF) SS-IAMF#2 will require the Authority to coordinate with local emergency service providers in developing and implementing the System Safety Program Plan (SSPP), Security and Emergency Preparedness Plan (SEPP), and Safety and Security Management Plan (SSMP) to establish an efficient and coordinated response protocol, systems, and procedures across the multiple agencies that may be involved in responding to an emergency incident, including establishing coordinated procedures for emergency responder access to the HSR access-controlled right-of-way, aerial track, trenches, and tunnels, including where the project would be adjacent to the Hollywood Burbank Airport. Implementation of S&S-MM#1 (described further in Section 3.11.7 of the Draft EIR/EIS) will require the Authority to monitor the response of local fire, rescue, and other emergency service providers to incidents. In addition, as required by 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), the Authority will enter a cost-sharing agreement with these providers to fund the Authority's fair share of emergency service needs created by the Palmdale to Burbank Project Section, ensuring that services are made available.

With approval of the preferred alternative and adoption of Burbank to Los Angeles Final EIR/EIS Resolution HSRA# 22-02 on January 20, 2022, the Authority Board reinforced the Authority's commitment to working with stakeholders including pursuing agreements and approvals with BGPAA and the FAA as necessary for construction of the alignment beneath the Hollywood Burbank Airport. As required by SS-IAMF#6, Stakeholder Coordination for the Hollywood Burbank Airport, the Authority will continue to coordinate with BGPAA and FAA during future project stages, including final design and construction. Generally, the Authority utilizes memoranda of understanding (MOUs) and cooperative agreements to establish its working relationships with local government entities along the HSR alignment in each project section as it moves forward with project implementation. These agreements also set forth the mutual expectations of the parties to the agreement as to the consultation and review role of the local government entity or

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8861

utility company over the course of design development. As will be memorialized in an MOU or similar agreement, the Authority will continue to work closely with BGPAA and the FAA to define the parameters related to emergency service needs and cost sharing.

4470-8862

The commenter states that a vent structure would be built on the Hollywood-Burbank Airport property and asks what environmental work has been done to size the ventilation stack and determine its impact on airport operations. Please note that this comment relates to the Burbank Airport Station, which was evaluated as part of the Burbank to Los Angeles Project Section EIR/EIS. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station on January 20, 2022. Nonetheless, in the interests of disclosure, information about the Burbank to Los Angeles Project Section is provided. The information and analysis within the Palmdale to Burbank Draft EIR/EIS about the Burbank Airport Station overlap area should be understood as informational and for reference only. To clarify, no ventilation structure will be located within the Burbank Airport property but would be at the Burbank Airport Station, which is located east of the Airport. The Authority has prepared a Tunnel Ventilation Concept Analysis Report as part of the Preliminary Engineering for Project Definition for the tunnels in the Palmdale to Burbank Project Section. This report analyzed different ventilation system concepts and evaluated the optimal solution with the available information for the proposed design included in the Draft EIR/EIS. This report includes an estimation of the number and size of the major tunnel ventilation system components. Short tunnels (under 5 miles), like the tunnels north of Burbank Airport Station, will have longitudinal ventilation systems without intermediate ventilation shafts. The exact location and dimensions of the emergency ventilation shafts for operation in the Burbank Airport Station will be defined in later stages of the project, when the detailed design of the station area will be prepared. Ventilation shafts are typically located within the footprint of the cut and cover box for the station and tunnel, and therefore no ventilation shafts will be located within the Airport property.

4470-8863

The commenter requests information related to the presence of contaminated soils within the Hollywood-Burbank Airport property and asks for additional information regarding how environmental contamination will be handled during construction. This comment appears to relate to the San Fernando Groundwater Basin Superfund Site and the potential for the construction of the Burbank Airport Station to impact contaminated soils.

The Burbank Airport Station, which is located on the southern end of the Palmdale to Burbank Project Section, was evaluated as part of the Burbank to Los Angeles Project Section. The Burbank to Los Angeles Project Section Final EIR/EIS was released on November 5, 2021. The Authority's Board approved the Burbank to Los Angeles Project Section Preferred Alternative, including the Burbank Airport Station, on January 20, 2022. The information and analysis within this Final EIR/EIS about the Burbank Airport Station overlap area should be understood as informational and for reference only. Please refer to the Burbank to Los Angeles Final EIR/EIS, available on the Authority's website.

Note as well that this Superfund site is also addressed in this Final EIR/EIS as the San Fernando Valley Superfund site. Draft EIR/EIS Appendix 3.10-A Hazardous Materials and Wastes Figures –Figure 3.10-A-19 San Fernando Valley Superfund Site, shows the extent of the San Fernando Valley Superfund Site Area 1 (North Hollywood) that includes the Burbank Airport Station area. Additionally, Appendix 3.10-B has been added to Volume 2 of this Final EIR/EIS to clarify the PECs within the Palmdale to Burbank Project Section. The San Fernando Valley Superfund Site is listed as a PEC in Appendix 3.10-B. Impact HMW#7 and Impact HMW#2 in Section 3.10 of the Draft EIR/EIS discuss the hazards due to operation within areas of historical contamination and the potential to encounter PEC Sites with known and/or suspected contamination during construction, respectively. HMW-IAMF#1 (Property Acquisition Phase 1 and Phase 2 Environmental Site Assessments, Additional Preconstruction Investigations, and Associated Actions to Control Site Contamination) will require PEC site investigation and remediation throughout the property acquisition and construction phases of the project. During the right-of-way acquisition phase, or possibly after acquisition depending on specifics of the project schedule, Phase 1 ESAs will be conducted to identify parcels that will require a Phase 2 ESA (e.g., soil, groundwater, and soil vapor subsurface investigations). If the Phase 2 ESA concludes that a particular site is impacted, remediation or corrective action will be conducted in compliance with

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8863

applicable federal and state regulations. Desktop review and use of published information in relation to properties impacted with hazardous materials may also be utilized in place of a Phase 1 ESA to expedite the acquisition process; however, Phase 2 ESA work and subsequent investigations will still be necessary prior to initiation of construction of the project. It should be noted that when dealing with PECs that are included as "Responsible Parties" in relation to the San Fernando Valley Superfund Site, the level of characterization/remediation may not be sufficient to address contamination at a Superfund site, where remediation can last decades. Properties known to be contaminated, and/or undergoing cleanup may require targeted investigation to inform how exposure to contaminants would be avoided or minimized, impacts to the remedy minimized, and contaminant migration prevented during construction and operation of the project. HMW-IAMF#6 (Spill Prevention), HMW-IAMF#7 (Storage and Transport of Materials), and HMW-IAMF#8 (Permit Conditions) (discussed in Impact HMW#1 in Section 3.10.6.3) would reduce risks associated with excavation, storage, transportation, and release of contaminants or contaminated media during construction.

Regarding ground treatment methods and materials, those will be defined, if necessary, during the detailed design stage, after the geotechnical investigation has been completed and soil profile has been fully characterized. HMW-IAMF#9 (Environmental Management System) describes the Authority's commitment, to the extent feasible, to identifying, avoiding, and minimizing hazardous substances in the material selection process for construction, operations, and maintenance of the California HSR System. This includes the materials that could be used for ground treatment during excavation. The Authority will continue to coordinate with BGPAA in future design and construction stages.

Regarding impacts of exposure of personnel and equipment to contaminated material during tunneling and underground station construction, this is discussed in Draft EIR/EIS Section 3.10.6.3 –Impact HMW#1: Hazards Due to the Routine Transport, Use or Disposal of Hazardous Materials during Construction.

Regarding protocols for ensuring health and safety of construction personnel during disturbance of contaminated soil, several IAMFs would be implemented. HWM-IAMF#4 (Known, Suspected, and Unanticipated Environmental Contamination), HMW-IAMF#5

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(Demolition Plans), and HMW-IAMF#6 (Spill Prevention) will establish plans for the safe handling of hazardous materials during construction, including those materials associated with contaminated soils or groundwater, construction chemicals, and demolition of structures to ensure hazardous materials are properly handled and there are no adverse environmental or safety impacts. HMW-IAMF#4 requires that the contractor prepare a CMP addressing provisions for the disturbance of known, suspected, or unanticipated contamination for review and approval by the Authority. HMW-IAMF#5 requires the contractor to prepare demolition plans for the safe dismantling and removal of building components and debris, while HMW-IAMF#6 requires that the contractor prepare a CMP addressing spill prevention. The CMP would include procedures that avoid or reduce the potential for releases and foreseeable upset conditions that would expose persons or the environment to substantial hazard.

Regarding handling and disposal of contaminated soils, HMW-IAMF#4 through HMW-IAMF#6 will establish plans for the safe handling of hazardous materials during construction, including those materials associated with contaminated soils or groundwater, construction chemicals, and demolition of structures to ensure hazardous materials are properly handled and there are no adverse environmental or safety impacts. With Authority approval of the above plans, the contractor would implement these plans, cooperating with local agencies to safely identify, handle, and dispose of contamination encountered during construction of the Preferred Alternative. HMW-IAMF#7 (Storage and Transport of Materials) and HMW-IAMF#8 (Permit Conditions) will require the contractor to comply with federal and state regulations to further reduce risks from handling and disposing hazardous materials during construction activities, while HYD-IAMF#3 (Prepare and Implement a Construction Stormwater Pollution Prevention Plan) will avoid release of hazardous materials due to stormwater flow. HMW-IAMF#7 will apply regulations, such as RCRA, CERCLA, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Law. Lastly, HMW-IAMF#8 requires that the contractor comply with the State Water Resources Control Board Construction Clean Water Act Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and other BMPs for storage of hazardous materials during construction. HYD-IAMF#3 will require that the contractor prepare and implement a construction stormwater pollution prevention plan to avoid release from contaminated materials into runoff. According to TM 2.4.8. Service and

Response to Submission 4470 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority (BGPAA), December 1, 2022) - Continued

4470-8863

Maintenance Considerations for High-Speed Train Tunnels, a drainage system will be required to discharge groundwater leakage, any introduced wash water, water from a fire-fighting incident or practice, or pipe leakage to a distant portal, or at a mid-tunnel low point to pump it to a portal or directly to the surface. Tunnel water will be directed to facilities for handling tunnel drainage and wastewater.

Submission 4472 (Katherine Lample, Los Angeles County Department of Regional Planning, December 2, 2022)

Palmdale - Burbank - RECORD #4472 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : State Agency
First Name : Katherine
Last Name : Lample
Attachments : HSR Palmdale to Burbank DEIR - Los Angeles DRP Comments Final.pdf (352 kb)

Stakeholder Comments/Issues :

Hello,

Comments from Los Angeles County Department of Regional Planning are attached, thank you.

Katie

KATIE LAMPLE (she/her/hers)
 PLANNER, Community Studies North
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 Los Angeles County Department of Regional Planning
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 [Graphical user interface, application Description automatically generated]

Our field offices<<https://planning.lacounty.gov/locations>> are currently open to the public. Please visit planning.lacounty.gov<<https://planning.lacounty.gov>> for information about available services, public meeting schedules, and planning projects.



AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

December 1st, 2022

VIA EMAIL TO: Palmdale_Burbank@hsr.ca.gov

California High-Speed Rail Authority
Southern California Regional Office
355 Grand Avenue, Suite 2050
Los Angeles, CA 90071

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

Dear California High-Speed Rail Authority:

The County of Los Angeles Department of Regional Planning (LA County Planning) offers the following comments on the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the Palmdale to Burbank Project Section of the California High-Speed Rail System. LA County Planning supports the project, specifically the SR14A preferred alternative, as it contributes to sustainable intercity mobility that is environmentally sensitive and complementary to regional economic development. While the project aligns with the County's General Plan, Santa Clarita Valley Area Plan, and Antelope Valley Area Plan policies to support the development of the High-Speed Rail System to improve mobility and reduce greenhouse emissions, its full implementation requires close attention to environmental impacts in the unincorporated areas of Los Angeles County (unincorporated LA County). The following comments are submitted for your review and consideration.

3.7 Biological and Aquatic Resources

Page 3.7-32, Watershed description: The statement that the entire Los Angeles River watershed is in Los Angeles County is incorrect; small portions are within Ventura County in the Simi Hills.

Page 3.7-32, Vegetation Communities and Landcover Types: It is likely that not all sensitive vegetation types have been identified within the Resource Study Area (RSA). Vegetation mapping for this Draft EIR/EIS was prepared using CWHR-defined communities; however, California Department of Fish and Wildlife (CDFW) currently assigns sensitivity rankings to vegetation types based on an alliance/association convention of vegetation classification. Therefore, vegetation types identified as sensitive in this document may not capture the full suite of likely sensitive types within the RSA. While access restrictions within the RSA may have contributed to a need to settle on less precise data in order to provide a coarse level analysis, a fuller description of vegetation, which includes impacts to sensitive vegetation types that would have to be mitigated in a like-for-like manner, is needed. Please provide a fuller explanation of the planning and analysis phases of the overall project, including how more specific alliance-level information will be obtained at finer scales for the development of mitigation and revegetation plans.

4472-8876

Submission 4472 (Katherine Lample, Los Angeles County Department of Regional Planning, December 2, 2022) - Continued

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

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Page 3.7-50, Slender-horned spineflower: There is a known slender-horned spineflower population in Bee Canyon, not mentioned in the occurrences listed here, which may be impacted by the SR14/SR14A alignment.

Page 3.7-60, Unarmored three-spine stickleback: Presence/absence of fish can be highly variable depending on season. Unarmored three-spine stickleback (UTS) should not be presumed to be absent from any reach of the Santa Clara River or its tributaries, where historical records are known, if there is a possibility that they may move into the reach any time hydrological connectivity with Soledad Canyon populations may be established (such as during the rainy season).

Figure 3.7-25, Mountain Lion Habitat: The figure should illustrate the points of connectivity between major habitat blocks that are currently in jeopardy, and that have been identified as important for preservation in the South Coast Missing Linkages project. Illustrating massive blocks of habitat in the way they are presented gives no indication of how the alignments will impact highly sensitive locations within the overall expanse of areas that mountain lions may utilize.

Figure 3.7-36, Significant Ecological Areas: This figure shows a much greater extent of potential surface disturbance than any other figure in the Biological and Aquatic Resources section, presumably due to access roads, portals, and disposal sites. These features, along with intermediate windows and any other causes of surface disturbance, should be shown on other figures as well in order to show the full extent of impacts clearly and consistently throughout the document. Likewise, the effect of these additional features needs further elaboration throughout the document so that the full extent of impacts may be better understood.

Page 3.7-92, Protected Trees: All native trees within SEAs are afforded protection under the SEA Ordinance. Add a bullet describing the protected tree provisions of the SEA Ordinance.

The statement that "...the majority of protected trees present, besides those of unknown type, are landscape, ornamental, or nonnative trees, which are less ecologically significant because they do not provide natural habitat or are less likely to provide preservation value for native species" is incorrect for two reasons: 1) non-native trees are not protected in unincorporated LA County; and 2) the majority of trees in unincorporated areas of the RSA are native and within natural areas, and where they occur within SEAs they are protected.

Page 3.7-92, Wildlife Movement Corridors: This section emphasizes the degraded character of wildlife movement opportunities into and out of the San Gabriel Mountains, but fails to include any discussion of the key remaining bottlenecks and other constrictions to movement that are present within the otherwise hard to traverse sections of the RSA. Areas such as specific under- and over-passes, as well as traversable culverts or other such features, should be identified as highly important facilities for movement that must be

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preserved or else recognized as significant impacts in the event that they are further constricted or severed. Movement opportunities are limited and therefore any impacts—even if they are few in number—are correspondingly substantial.

The statement that the San Gabriel Mountains contain "corridors" is incorrect. The San Gabriel Mountains are themselves a large block of core habitat that are connected to other core habitat blocks via a tenuous set of "corridors." Where these external corridors are most viable, they have been identified as least-cost corridors and are delineated as part of the Missing Linkages project designs.

The section gives the erroneous impression that lands within the Sierra Madre-Castaic Linkage Design, SEAs, and Nature Conservancy Ecoregional Priority Areas are protected. They are identified to highlight their importance to maintaining opportunities for movement (and hence serve to point them out as priorities for preservation), but many of the parcels within them are privately owned and may be developed.

Please provide a figure illustrating protected areas and their spatial relationship to the HSR project.

Bridges and culverts that provide potential crossing opportunities under the SR 14 freeway need further discussion and should be acknowledged in impact discussions related to wildlife movement. Any further obstruction of crossing opportunities must be acknowledged as a significant impact.

Pages 3.7-93 and 94, Overview of impacts: Impact BIO#12 appears to be incomplete and should include the word "trees" (i.e., "Project Construction Effects on Protected *trees*").

Impacts to wildlife movement should be added to the list of Operations Impacts.

Page 3.7-95, Construction Impacts: Adits, intermediate windows, and station option footprints are all correctly included as sources of disturbance; however, the section fails to mention disturbances related to access roads and tunnel portals. All sources of disturbance from project development must be fully discussed in this section and any others addressing project impacts and mitigation.

Also, it is unclear whether the tables throughout the document, which summarize various acreages (such as Table 3.7-10), include all potential disturbance areas or only the acreages of the rail alignments. Please clarify.

Page 3.7-102, Indirect impacts: In the case of the slender-horned spineflower population in Bee Canyon, altered hydrology could also affect scour/deposition dynamics important to the species if flood control devices are needed to protect the rail line. Please discuss.

Submission 4472 (Katherine Lample, Los Angeles County Department of Regional Planning, December 2, 2022) - Continued

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Please include the potential impact of ignition sources arising from operation of the project (such as from sparks), in addition to the construction phase impacts mentioned in the bulleted list.

Page 3.7-112 and 113, CEQA conclusions: BIO MM#2 is unlikely to provide adequate mitigation for impacts to rare plants. Relocation and transplantation may be viable mitigation measures for some of the species addressed by this MM, but not for most of the species potentially affected by the project. There should be a finer breakdown of the suite of special-status species affected by the project, with recognition of the requirements and the likelihood of success for different mitigation approaches for each species. There should also be a quantification of the likelihood of finding sufficient unoccupied suitable habitat for each species (within which mitigation could be located).

BIO MM#3 does not address structural changes to vernal pools or their supporting watersheds. Seasonal avoidance of vernal pools would not result in avoidance of impacts to the pools if the hydrological system supporting the pools is upset or if the pan is punctured. In those cases, the pools may be unlikely to fill again, and the habitat would be permanently lost. Please explain how seasonal avoidance would reduce impacts to less than significant without additional provisions to protect the hydrological system of the vernal pool catchment area and the water-retaining characteristics of the pool itself.

Springs and seeps that are reliant on groundwater and complex subterranean geological features cannot be created. Please provide an explanation of how compensatory mitigation for lost groundwater-fed features mentioned at the bottom of page 3.7-113 can be accomplished.

Page 3.7-114, Red-legged frog: There are known occurrences of red-legged frog in Aliso Canyon that are not mentioned in the Draft EIR/EIS. Please include or explain why they are not included.

Page 3.7-117 (and elsewhere), Ephemeral streams and groundwater: Coast Range newt, western spadefoot, and other species may be dependent on groundwater in stream or depressional habitats where groundwater may be expressed at the surface on a seasonal basis, such as in tenajas along creeks above shallow bedrock. General statements regarding these and other species dismiss the importance of groundwater to their habitats, since there may be an important nexus between groundwater elevation and the seasonal availability of surface water.

Page 3.7-150, Impacts to Mountain Lion: The conclusory statement regarding significance of impacts to mountain lion is incorrect. The primary threat to mountain lions is not a loss of hunting or denning habitat; it is the fragmentation and isolation of core habitat blocks by suburban development and road construction, and other linear features that increase edge effects and create impediments to dispersal. The HSR has potential to further constrict

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bottlenecks to wildlife movement across the Soledad Canyon/I-14 corridor and those impacts should be discussed as impacts to dispersal habitat.

Movement considerations are applicable as well to the other non-volant special status mammal species addressed in the Draft EIR/EIS—American badger, Mohave ground squirrel, ringtail, San Diego black-tailed jackrabbit, San Diego desert woodrat, and southern grasshopper mouse.

Figure 3.7-45 Non-FESA-Listed Special-Status Mammal Habitat Within the Tunnel Construction Resource Study Area: The figure only shows ringtail habitat. Please correct or clarify.

Page 3.7-159, Indirect effects on special-status reptiles: A discussion of construction of new access roads should be included since it can potentially impacts special status reptiles due to vehicle strikes. This potential would be heightened for snakes on paved roads since they often warm themselves on the pavement surface well into nighttime hours.

Figure 3.7-46 Non-FESA-Listed Special-Status Reptile Habitat Within the Tunnel Construction Resource Study Area: Overestimates western pond turtle habitat, which would be limited to within about a mile of permanent or seasonal surface water habitats. However, the orange label could probably be used to represent habitat for many of the other non-listed special status reptile species within the RSA.

Page 3.7-163 (and elsewhere), “San Joaquin coachwhip”: Numerous references to this species throughout the document appear to be leftover boilerplate from other HSR section Draft EIR/EIS’s. This species does not occur within the study area. The local subspecies of *Coluber flagellum* is *C. f. piceus* (red racer) is not a special-status species. Mitigation measure #52 also neglects to include the other sensitive reptile species that do have potential to occur within the RSA: California glossy snake, coast patch-nosed snake, coastal rosy boa, coastal whiptail, San Bernardino ringneck, San Bernardino Mountain kingsnake, south coast garter snake, two-striped garter snake, and western pond turtle.

Page 3.7-179: The statement that “only the E2 and E2A Build Alternatives Risk Areas include riparian habitat” is incorrect. All of the build alternatives cross sections of riparian habitat.

Page 3.7-181, Surface construction impacts to designated Critical Habitat: Acreage estimates for impacts to arroyo toad upland non-breeding habitat may need revision. Any upland non-breeding habitat that becomes isolated from breeding habitat as a result of project construction should be considered permanently impacted since it will no longer be of use to toads. Such areas should also be thoroughly surveyed for the presence of aestivating toads prior to construction so that they do not become stranded in uplands.

Page 3.7-183 – 186 (and elsewhere), Significant Ecological Areas: The Draft EIR/EIS insufficiently addresses the impacts of the project on County designated SEAs and does not

Submission 4472 (Katherine Lample, Los Angeles County Department of Regional Planning, December 2, 2022) - Continued

PALMDALE TO BURBANK PROJECT SECTION DRAFT EIR/EIS COMMENT

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fully consider the development standards and mitigation requirements of the SEA Ordinance or the SEA Program Implementation Guide. Please provide thorough discussions of how the project will fully assess project impacts to SEA Resources, including SEA Resource Categories 1 – 5, SEA protected trees, and SEA locally rare species and habitats. Also indicate how the project design is consistent with the SEA Ordinance findings, how proposed mitigation will be provided within the SEAs in which the impacts occur, and who will review the various mitigation plans to ensure consistency with requirements of the SEA Program.

Please note that more than mitigation may be needed to meet the findings for the SEA Ordinance. In general, a project must be "highly compatible" with SEA resources in order to meet the findings. This may require additional efforts to provide ecological "lift," such as restoration of additional degraded habitats or improvements to connectivity within the SEA. Note as well, that all mitigation would have to be performed within the affected SEA in order to meet the findings.

Page 3.7-193, Wildlife crossing at I-14 and Stonecrest Road: This crossing is incorrectly described as being located south of the SR14/SR14A alignment, but it is located to the north. In addition to the high value of this crossing identified in the South Coast Missing Linkages report, this crossing is already severely compromised and will be made more so with construction of the Spring Canyon subdivision. The HSR will contribute to the cumulative impact on wildlife movement through this region and should provide an additional crossing opportunity over or under the I-14.

Page 3.7-200, Herbicides and pesticides: Please also indicate that herbicides and pesticides will be subject to restrictions within riparian areas so that only proper formulations (e.g., Rodeo instead of Roundup) are used.

Page 3.7-202 – 206: Throughout the discussion of noise and vibration impacts, there is a persistent implication that because elevated noise would only occur for a few seconds at a time (e.g., "brief and localized" as stated on page 3.7-205), it would not result in a significant adverse impact. However, this is incorrect when considered in the full context of frequency and timing of noise throughout the day. Regular and persistent repetition of startling noise and vibration is very disturbing and should not be dismissed or minimized by characterizing its duration as only "9 minutes per day" (as stated on page 3.7-202). Trains are proposed to run 176 times a day between the hours of 6am – 12am. This represents an average spacing of loud noise every 6 minutes for 18 hours/day. Such intense and persistent disturbance is sufficient for many species to avoid habitats near the rail line that might otherwise be available for breeding, foraging, or resting. This should be calculated as a permanent loss of habitat.

Errors in the analysis of noise and vibration impacts are also made in several instances by assuming that noise and vibration occurring outside of a species' active period (such as daytime for nocturnal species) is inconsequential. These disturbances would be sufficient to upset the regular diurnal cycle of rest and activity. This is highly stressful and may result in

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increased energy expenditure, susceptibility to predation, nest failures, etc. Areas in which these impacts may occur should be assessed as permanently impacted habitat.

Burrowing rodents, and other mammals while in their burrows, are not highly mobile, as is stated on page 3.7-206, and are likely to be induced to abandon use of areas near the tracks if vibration makes residence within nearby burrows intolerable.

Table 3.7-30 Operational Noise Effects on Special-Status Bird Habitat: Please provide units.

BIO-MM#2: Prepare and Implement Plan for Salvage and Relocation of Special-Status Plant Species: Mitigation for rare plants is being deferred since there are insufficient details regarding the methods and likelihood of success for transplantation, which is the only mitigation option being proposed. In addition, no suitable receptor sites have been identified, so it cannot be known whether appropriate mitigation sites exist or can be located.

BIO-MM#4: Implement Seasonal Vernal Pool Work Restriction: For this and MM#5, the procedures to be followed in the event that vernal pools and their buffers cannot be avoided during the rainy season or while inundated are not clear. Both of the measures are too vague, and allow undefined "where feasible" allowances to work within sensitive locations and at sensitive times of the year. There is no effective prohibition against such work and no contingency measures proposed in the event that restrictions cannot be met.

BIO-MM#6: Prepare and Implement a Restoration and Revegetation Plan: The requirement that the Project Biologist will obtain a "locally sourced native seed mix" is too vague. It is not clear if it is from a local plant nursery, or derived from seeds and propagules originally collected from near the project site. It is also not clear if these species are native to the region or immediate vicinity, or merely native to California. There should be reference to biologically relevant criteria, such as seeds and propagules originating from within [XX] miles of the site, adapted to local climate and conditions, locally-indigenous populations and varieties, etc.

BIO-MM#14: Conduct Pre-construction Surveys and Delineate Active Nest Buffers Exclusion Areas for Breeding Birds: This mitigation measure is insufficient in that it prioritizes setting up buffers over avoiding take of an active nest. To that end, the baseline buffer width should be set conservatively, and an allowance for narrowing the buffer can be included if reduction of the buffer is not likely to cause distress to the nest. The measure should include a monitoring component to ensure that the buffer is sufficient and to provide authority to the construction monitor to increase the buffer if it is determined that it is not wide enough. Additionally, there is no survey radius given in the measure. The minimum standard survey radius in Los Angeles County is typically 300 feet for non-raptors; this is also the standard protective buffer width. These numbers come from CDFW guidance and should be included here.

Submission 4472 (Katherine Lample, Los Angeles County Department of Regional Planning, December 2, 2022) - Continued

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BIO-MM#16: Implement Avoidance Measures for California Condor: Provisions for drone usage should be added to the mitigation measure in the event that they might be used during construction near condor roosts and raptor nests.

BIO-MM#21: Implement Avoidance and Minimization Measures for Burrowing Owl: This mitigation measure should include provisions not just for burrow relocation but also for ensuring suitability of type and amount of foraging habitat surrounding the relocation receptor site.

BIO-MM#32: Restore Temporary Riparian Habitat Impacts: A general deadline of 90 days may not be appropriate or feasible if it results in a requirement to plant during hot, dry seasons of the year. Any planting for restoration work should be done during the season in which planting success is most likely (which will generally be late fall or early spring).

BIO-MM#33: Restore Aquatic Resources Subject to Temporary Impacts: See previous comment on BIO-MM#32 regarding the 90-day deadline for restoration work. Also see earlier comment on BIO-MM#6 regarding seed and propagule sources.

BIO-MM#35: Implement Transplantation and Compensatory Mitigation Measures for Protected Trees: Please include references to LA County Oak Tree and Significant Ecological Areas ordinances, since they define the suite of protected trees within unincorporated LA County.

BIO-MM#37: Minimize Effects on Wildlife Movement Corridors During Construction: The mitigation measure defines "potential wildlife movement areas" as all lands dominated by native vegetation that are outside the final Build Alternative footprint. However, since many species will use non-native or ruderal habitats for movement, especially when other options are not available, this statement should be removed. Alternatively, the statement can be broadened to include any lands that are not hindered by structures or physical objects, such as walls or impermeable fencing, and which may be traversed by wildlife.

BIO-MM#43: Provide Compensatory Mitigation for Loss of Swainson's Hawk Nesting Trees and Habitat: The mitigation measure defines active Swainson's hawk nest trees as trees in which Swainson's hawks were observed building nests during protocol-level surveys; however, this definition does not capture all the trees considered "active" by CDFW. Expand the definition to include any tree used for nesting at least once during the previous five years.

BIO-MM#52: Conduct Blainville's Horned Lizards, San Joaquin Coachwhip, and Silvery Legless Lizards Monitoring, and Implement Avoidance and Minimization Measures: See prior comment regarding San Joaquin coachwhip and other special-status reptile species with potential to occur within the RSA.

Page 3.7-277 and 278, Wildlife Movement Corridors: The assessment of permeability along the various alignments given in the bulleted list is an overestimate. It is calculated over

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the entire length of the alignments, which does not acknowledge that permeability across key portions of the alignment is already severely compromised. A more meaningful assessment would be to indicate the permeability of the alignments where they traverse critical points within the South Coast Missing Linkages, such as was done in the Wildlife Corridor Assessment Report, where it is plainly stated that:

- Two at-grade segments cross 44 percent of the mountain lion LCC
- Three at-grade segments cross 48 percent of the mule deer LCC
- Five at-grade segments cross 41 percent of the American badger LCC
- Nine at-grade segments cross 40 percent of the San Gabriel-Castaic Linkage Design

Further options to maintain permeability of at-grade segments of the Build Alternatives should be explored, such as by designing at-grade sections within SC Wildlands linkage to be fully enclosed, with vegetated overpasses.

Wildlife Corridor Assessment Report

Page ES-2: Although the least cost modeling did not directly identify the freeway as a barrier, the report is based on the recognition of the I-14 as the primary obstacle to movement between the San Gabriel and Castaic Mountains. The report for the San Gabriel-Castaic linkage provides numerous recommendations for preserving any existing remnant connectivity between the two ranges and asserts that the connection at Spring Canyon represents the last opportunity to ensure a connection of coastal habitats between the San Gabriel and Castaic ranges. A critical reason for developing the South Coast Missing Linkages design was to point out areas of highest sensitivity within the linkage and to make recommendations on how to make wildlife movement more tenable. The area where this project would cross the linkage is one of the most sensitive in the entire linkage, and any adverse effect should be viewed as significant.

The breakdown impacts given in the third paragraph on page ES-2 fails to recognize differences in sensitivity for different sections of the alignment, and minimizes impacts by characterizing everything as "less than" X miles and using percentages to quantify at-grade mileage rather than simply stating mileages in a transparent manner. The description should be clarified by saying that 2.5 – 3 miles of mule deer habitat and 4.25 – 5.75 miles of badger habitat will be affected, as well as saying the positive number of miles of kit fox habitat rather than "less than 2.0 miles," which is an undefined number.

Page ES-3: Characterizing the remaining fenced track segments that are located in the non-urban areas as "relatively short" is a drastic mischaracterization in this context, since 40% of the San Gabriel-Castaic linkage width would be lost due to project construction, based on the numbers given on page ES-2.

Page 2.44, Vulcan Mine: This mine is seeking closure. It is not clear how the disposal of spoils at this or any other mine site would affect the closure or reclamation permit for the mine,

Submission 4472 (Katherine Lample, Los Angeles County Department of Regional Planning, December 2, 2022) - Continued

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or if that process would have to be re-initiated or extended. Please address this question in the DEIR

Should you have any questions or need further clarification on the comments provided, please feel free to contact to contact Mark Herwick, AICP, Supervising Planner at mherwick@planning.lacounty.gov or 213 974-7476.

Sincerely,

Amy Bodek
Director of Regional Planning



Connie Chung
Deputy Director
Advance Planning Division

AJB:CC:MSH:JD:kl

Response to Submission 4472 (Katherine Lample, Los Angeles County Department of Regional Planning, December 2, 2022)

4472-8876

This Submission is a duplicate of PB-4416. Please refer to comment responses in submission letter PB-4416.

Submission 4474 (Jui Ing Chien, Los Angeles County Department of Parks and Recreation, December 1, 2022)

Palmdale - Burbank - RECORD #4474 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Local Agency
First Name : Jui Ing
Last Name : Chien
Attachments : LACDPR Response_HSR Palmdale to Burbank.pdf (193 kb)

Stakeholder Comments/Issues :

Good afternoon,

Please find attached the response letter from the Los Angeles County Department of Parks and Recreation.

Thank you,
 Jui Ing

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COUNTY OF LOS ANGELES
 DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

Norma E. García-González, Director

Alina Bokde, Chief Deputy Director

December 1, 2022

Palmdale to Burbank Draft EIR/EIS Comment
 California High-Speed Rail Authority
 355 S. Grand Avenue, Suite 2050
 Los Angeles, CA 90071

To Whom It May Concern:

**NOTICE OF AVAILABILITY
 CALIFORNIA HIGH-SPEED RAIL - PALMDALE TO BURBANK PROJECT SECTION
 DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT**

4474-8269

The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Palmdale to Burbank section of the California High-Speed Rail System (Proposed Project) has been reviewed for potential impacts on the facilities of the Department of Parks and Recreation (DPR). Construction of the Proposed Project as described in the Notice of Availability may impact facilities under the jurisdiction of DPR for which we offer the following comments:

4474-8267

Mitigation Measures

To address potential impacts of the Proposed Project on existing recreational resources, the draft EIR/EIS must include mitigation measures to ensure that future impacts to parks, open space, and recreation lands are minimized. The Authority must notify DPR in advance of the nature, extent, and duration of construction activities that may affect parks, trails, and other facilities operated and maintained by DPR. Regular updates should be provided to inform DPR of the status of the construction activities. Any work affecting existing DPR facilities may require a Right-of-Entry Permit. Requests for Right-of-Entry Permits should be sent to permit-license-agreement@lacounty.onmicrosoft.com.

4474-8268

Public Park Preservation Act

The Proposed Project currently recognizes the potential need to comply with Section 4(f) of the U.S. Department of Transportation Act (49 U.S.C. 303) and Section 6(f) of the Land and Water Conservation Fund Act (54 U.S.C. 200305(f)). In addition to these protections, the California Public Park Preservation Act of 1971 (PPPA) would require the compensation and replacement of any DPR parks and facilities which are acquired for non-park purposes (Pub. Res. Code §§ 5400 *et seq.*). In the event that the Proposed Project necessitates acquisition of DPR parkland and facilities, the public entity acquiring the parkland would need to acquire and improve substitute parkland in locations and forms acceptable to DPR. In the event that less than 10 percent of the parkland, but not more than one acre is acquired, DPR may choose to instead accept compensation for the improvement of the unacquired portion of the parkland instead of accepting substitute parkland. Satisfaction of the PPPA will require a public hearing and approval

Planning and Development Agency • 1000 S. Fremont Avenue, Unit #40, Alhambra, CA 91803 • (626) 588-5322

Submission 4474 (Jui Ing Chien, Los Angeles County Department of Parks and Recreation, December 1, 2022) - Continued

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4474-8268 | by either a simple majority or three-fourths majority (depending on the character and location of the replacement parkland) of the Los Angeles County Board of Supervisors.

In addition, some DPR facilities may also have additional restrictions, such as deed restrictions or grant restrictions. This includes DPR facilities that received federal, state, and/or local park district grant funding for parkland acquisition and/or improvements, which is separate from and in addition to the PPPA.

Draft EIR/EIS
3.15 Parks, Recreation, and Open Space

Page 3.15-2, 3.15.1.1 Definition of Resources, Recreation

4474-8270 | Please revise the sentence as follows: "Recreation is a pastime, diversion, exercise, or other activity affording relaxation and enjoyment. Areas used for recreation generally include public parks and open spaces, including greenbelts, pedestrian hiking, equestrian and off-street bicycle trails, playfields, and school district play areas available for public use during non-school hours."

Page 3.15-16, Trails and Other Resources

4474-8271 | The Palmdale Hills Trail is a multi-use trail for equestrians, hikers, and mountain bikers. Please revise the sentences as follows: "The Palmdale Hills Trail is an approximately 1-mile route south of Lake Palmdale and is owned and maintained by Los Angeles County Department of Parks and Recreation. The Palmdale Hills Trail is used for recreational hiking equestrian, hiking and mountain biking purposes. Planned trail extensions will provide additional hiking opportunities and connections to the local trail system."

The Littlerock Trail (Proposed Extension) is a multi-use trail for equestrians, hikers, and mountain bikers. Please revise the sentences as follows: "The Littlerock Trail is an approximately 1-mile hiking equestrian, hiking and mountain biking trail and will be maintained and operated by the Los Angeles County Department of Parks and Recreation that The trail runs south along the Sierra Highway until East Soledad Road, where it turns east and enters the ANF, including the SGMNM (Figure 3.15-1). The trail is proposed to be extended along Angeles Forest Highway, near the E1 Build Alternative alignment"

The Vasquez Loop Trail is a multi-use trail for equestrians, hikers, and mountain bikers. Please revise the sentences as follows: "The Vasquez Loop Trail is an approximately 3-mile route that runs in a north-south direction along Red Rover Mine Road in Acton and is owned and maintained by the Los Angeles County Department of Parks and Recreation. The Vasquez Loop Trail is used for recreational hiking equestrian, hiking and mountain biking purposes. Planned trail extensions of 3 miles will provide additional hiking opportunities and connections to the local trail system and are within the RSA."

The Rim of the Valley Trail (Proposed Extension) is a multi-use trail for equestrians, hikers, and mountain bikers. Please revise the sentences as follows: "The National Park Service is proposing a trail extension that would encircle the area known as the Rim of the Valley Corridor, an area that circles around the San Fernando Valley, through the ANF, Simi Valley, and Santa Monica Mountains (US Department of the Interior 2015). The existing Rim of the Valley Trail is 80 miles long. The proposed

4474-8271 | extension would incorporate an additional 120 miles of trail, including a segment that meanders through the RSA, and would be used for recreational equestrian, hiking and mountain biking purposes." The County trails and National Park Service (NPS) trail listed below are designated for multi-use (equestrian, hiking and mountain biking) trail purposes, and should be correctly assigned the appropriate uses throughout the document:

- Rim of the Valley Trail: NPS existing and proposed trails that are multi-jurisdictional, including County trail segments, all of which are natural soil multi-use trails.
- Santa Clara River Trail: Multi-jurisdictional City of Santa Clarita (paved bikeway) and proposed County natural soil multi-use trail.
- Placerita Creek Trail: State land managed by County with existing natural soil multi-use trail.
- Pacific Crest Trail: Federal existing trail with equestrian and hiking use only.
- Littlerock Trail: Existing and proposed County and Federal natural soil multi-use trail.
- Palmdale Hills Trail: Existing County natural soil multi-use trail.
- Acton Community Trail: Proposed County natural soil multi-use trail.
- Vasquez Loop Trail: Existing and proposed County natural soil multi-use trail.
- Darrell Redmond Trail: Existing and proposed County natural soil multi-use trail.

Page 3.15-17, Parks, Recreation, and Open Space Resources

4474-8275 | El Cariso Park (80 acres) and El Cariso Golf Course (82 acres) are two separate facilities that are adjacent to each other. The Draft EIR/EIS does not include the El Cariso Golf Course in the analysis. The Golf Course is in closer proximity to the Refined SR14/SR14A and E1/E1A alternatives. Please also include the golf course site in the Section 4(f) analysis.

Page 3.15-17, Parks, Recreation, and Open Space Resources

4474-8273 | Pacoima Wash Urban Greenway: This project is proposed by the Los Angeles County Department of Public Works. DPR is not responsible for the planning and proposal of this project.

Page 3.15-28, Table 3.15-3 Recreation Resources within the Central Subsection Resource Study Area

4474-8272 | Please correct the owner names of the following facilities as DPR does not own or operate these recreational resources:

- HHH Memorial Recreation Center and Pool
- Hansen Dam Open Space Area
- Roger W. Jessup Park
- Stonehurst Park and Recreation Center
- Sun Valley Recreation Center and Pool

Page 3.15-101, Figure 3.15-11 Parks, Recreation, and Open Space Resources within the Resource Study

4474-8274 | Acton Park (3751 Syracuse Avenue, Acton, CA 93510) is neither depicted on the map nor analyzed in the Draft EIR/EIS. Please include Acton Park in both the EIR/EIS and Section 4(f) analyses.

Submission 4474 (Jui Ing Chien, Los Angeles County Department of Parks and Recreation, December 1, 2022) - Continued

California High-Speed Rail Authority
December 1, 2022
Page 4

Section 4(F) And Section 6(F) Evaluations

Page 4-28, Table 4-1 Park, Recreation Area, and Wildlife and Waterfowl Refuge Resources: No Use

The following recreational resources are owned and operated by DPR. Please correct the names in the field "Official with Jurisdiction":

- Veterans Memorial Community Regional Park
- Tujunga Ponds Wildlife Sanctuary

For locations of DPR parks and multi-use trails, please download and review the files "DPR Park Facilities" and "Countywide Multi-Use Trails" from the Los Angeles County GIS Data Portal. (<https://egis-lacounty.hub.arcgis.com/>).

Thank you for including this Department in the review of the Draft EIR/EIS. Should you have any questions regarding trails, please contact Mr. Robert Ettleman at (626) 588-5323 or by email at rettleman@parks.lacounty.gov. For any other inquiries, please contact Ms. Jui Ing Chien at (626) 588-5317 or by email at jchien@parks.lacounty.gov.

Sincerely,



Sean Woods,
Chief of Planning

SW:CL:JIC:nm

c: Chief Executive Office (K. Quinn, K. Slu)
Parks and Recreation (J. Sourial, L. Barocas, C. Lau, M. O'Connor, N. Krakowiak, S. Mathai,
R. Ettleman, J. Chien)

4474-8276

Response to Submission 4474 (Jui Ing Chien, Los Angeles County Department of Parks and Recreation, December 1, 2022)

4474-8269

The commenter states the EIR/EIS has been reviewed for potential impacts on the facilities of the Los Angeles County Department of Parks and Recreation. Responses to the commenter's specific comments can be found in Response to Comments #8270 through #8276.

4474-8267

The commenter expresses concern about mitigation measures for recreational resources and the notification process for construction. The EIR/EIS includes mitigation to address both temporary and permanent impacts to park resources.

As discussed in Section 3.15.7, PR-MM#6 will return temporarily acquired land to the property owners after construction. PR-MM#7 and PR-MM#9 will require the Authority to consult with property owners and public agencies for the acquisition or easement of private and public lands. Compensation, replacement, or enhancement will be granted as deemed necessary. These mitigation measures will ensure that each resource affected by acquisition would be accessible during construction. If construction would result in a permanent loss, the Authority will provide necessary compensation. With the implementation of the standards required by SOCIO-IAMF#2 and by PR-MM#6, PR-MM#7, and PR-MM#9, there would be no net loss of park, recreation, or open space resources. These measures will require compensation for land permanently acquired for the Build Alternatives. Compensation typically would be financial based on the value of the affected property; however, compensation could include new park property or enhancements. With incorporation of mitigation measures, impacts on parks, recreation, and open space areas would be reduced to less than significant levels for all Build Alternatives.

The Authority will coordinate in advance with the County of Los Angeles Department of Parks and Recreation (DPR) on any temporary or permanent impacts to DPR facilities associated with the Preferred Alternative.

4474-8268

The commenter expresses concern regarding acquisition of LA County Department of Parks and Recreation (DPR) parkland and facilities wanting to ensure that the Authority follows the necessary protocols. As discussed in Section 3.15.7, PR-MM#6 will return temporarily acquired land to the property owners after construction. PR-MM#7 and PR-MM#9 will require the Authority to consult with property owners and public agencies for the acquisition or easement of private and public lands. Compensation, replacement, or enhancement will be granted as deemed necessary. These mitigation measures will ensure that each resource acquired would be accessible during construction. If construction would result in a permanent loss, the Authority will provide necessary compensation. With the implementation of the standards required by SOCIO-IAMF#2 and by PRMM#6, PR-MM#7, and PR-MM#9, there would be no net loss of park, recreation, or open space resources. The Authority will coordinate in advance with DPR on any temporary or permanent impacts to DPR facilities associated with the Preferred Alternative.

4474-8270

The Los Angeles County Department of Parks and Recreation provided additional information and details on the definition of recreation. It suggested some particular edits to better reflect the use descriptions. Section 3.15, Parks, Recreation, and Open Space, in the Final EIR/EIS has been updated to include this information provided by the commenter.

Response to Submission 4474 (Jui Ing Chien, Los Angeles County Department of Parks and Recreation, December 1, 2022) - Continued

4474-8271

The commenter provided current information related to trails owned and/or maintained by the Los Angeles County Department of Parks and Recreation, including the Palmdale Hills Trail, Littlerock Trail (proposed extension), and Vasquez Loop Trail. The commenter also provided current information for the Rim of the Valley Trail (proposed extension), as well as current public use information for several other trails within Los Angeles County.

Section 3.15, Parks, Recreation, and Open Space, in the Final EIR/EIS has been updated to include the information provided by the commenter. Specifically, Section 3.15.5.1 in Section 3.15.5, Affected Environment, has been updated to clarify the current public recreational uses allowed on the proposed extensions for the Palmdale Hills Trail, Littlerock Trail, Vasquez Loop Trail, Rim of the Valley Trail, Santa Clara River Trail, Acton Community Trail, and Darrell Readmond Trail.

In addition to the trail uses referenced above, the commenter also identified the Placerita Creek Trail as a County-managed multi-use trail. The Placerita Creek Trail is outside the resource study area for parks, recreational facilities, and open spaces, and therefore, is not discussed in Section 3.15.

The Authority also reviewed the description of the Pacific Crest Trail and confirmed that the information presented in the Draft EIR/EIS is up to date.

4474-8275

The commenter notes that the El Cariso Golf Course is a separate facility from El Cariso Community Regional Park and that the golf course should be included in the Section 4(f) analysis. The commenter is correct that the golf course and park are separate facilities. This has been corrected in the Final EIR/EIS. Elements of the El Cariso Community Regional Park intersect the resource study area for the Refined SR14, SR14A, E1, and E1A Build Alternatives. However, as shown on Figure 3.15-3 in Chapter 3.15 and Figure 4-16 in Chapter 4 of the Final EIR/EIS, the El Cariso Golf Course is located outside the resource study area (over 1,000 feet from the project footprint) and is further from the project alignment than El Cariso Community Regional Park. The resource study area for the analysis of impacts on parks, recreation areas, and open space and for the Section 4(f) evaluation was based on above-ground project elements and was defined as 1,000 feet from the project footprint. This distance reflects the area within which project construction and operations could have both physical and nonphysical/proximity effects (such as noise, vibration, visual, and air quality effects) on nearby parks, recreation areas, open space, wildlife and waterfowl refuges, and historic sites. The Refined SR14, SR14A, E1, and E1A Build Alternatives are in underground bored tunnels in the vicinity of the El Cariso Golf Course. The underground tunnel alignments would not traverse under the golf course, as they would be located to the east of the golf course, and they would have no effect on surface resources at the golf course. The above-ground project elements in the vicinity (within 1,000 feet) of El Cariso Community Regional Park are associated with utility work to serve the project. El Cariso Golf Course is greater than 1,000 feet from the location of this utility work and any other above-ground project elements during construction or operation. Therefore, the Authority has determined that there is no potential for the Build Alternatives to result in an adverse effect or significant impact on the El Cariso Golf Course, and no potential to result in a use of the golf course pursuant to Section 4(f).

4474-8273

The commenter suggests corrections to the agency that proposed the Pacoima Wash Urban Greenway project. The commenter is correct. Section 3.15.5.1 and Table 3.15-3 have been revised to correctly identify this planned project as being proposed by the Los Angeles County Public Works.

Response to Submission 4474 (Jui Ing Chien, Los Angeles County Department of Parks and Recreation, December 1, 2022) - Continued

4474-8272

The commenter provides clarification as to ownership of several recreational facilities. Table 3.15-3 in the Final EIR/EIS has been updated to include this information.

4474-8274

The commenter requests to include Acton Park in the EIR/EIS. None of the 6 Build Alternatives resource study area (RSA) encompass Acton Park. The closest Build Alternative to Acton Park is the SR14A Build Alternative which is located over 1-mile south of the RSA. E1, E1A, E2 and E2A all follow the same alignment in this area and are approximately 2.7 miles north of the RSA. As such, this park is outside the RSA which is defined as 1,000 feet from any above ground activity. As discussed in the Draft EIR/EIS, Section 3.15.4.1, the below ground tunnel alignment for each Build Alternative is not part of the resource study area as the underground tunnel alignment would have no direct or indirect effect on resources located at the surface such as parks and recreations facilities. Because Acton Park is located outside the resource study area it is not analyzed in the EIR/EIS or Section 4(f) evaluation.

4474-8276

The commenter notes corrections to the owners of recreational resources in Table 4-1 of the EIR/EIS. The requested corrections have been made to Table 4-1 of the Final EIR/EIS. The Veterans Memorial Community Regional Park and the Tujunga Ponds Wildlife Sanctuary are now identified as owned and operated by Los Angeles County Department of Parks and Recreation.

Submission 4481 (Arthur Sohikian, High Desert Corridor JPA, December 1, 2022)

Palmdale - Burbank - RECORD #4481 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Local Agency
First Name : Arthur
Last Name : Sohikian
Attachments : HDC JPA Palmdale to Burbank Project Section Draft EIR EIS Comment ltr Dec 2022.pdf (572 kb)

Stakeholder Comments/Issues :

Hi

Attached please find the HDC JPA comment letter for the Palmdale to Burbank Project Section Draft EIR/EIS.

Thank You!

Onward!

Arthur!

Arthur V Sohikian

Executive Director

High Desert Corridor JPA

(213) 379-1551

www.highdesertcorridor.org <<http://www.highdesertcorridor.org>>



December 1, 2022

Honorable Tom Richards
 Chair, California High-Speed Rail Authority
 770 L Street, Suite 620-MS-1
 Sacramento, CA 95814

RE: High Desert Corridor JPA Comments to CA High Speed Rail Authority Draft EIR/EIS for the Palmdale to Burbank Section. Sent via email to Palmdale_Burbank@hsr.ca.gov

On behalf of the High Desert Corridor JPA (HDC) members Los Angeles County, 5th Supervisorial District, the Los Angeles County Metropolitan Transportation Authority (LA Metro) and the Cities of Adelanto, Lancaster, Palmdale, and Victorville are pleased to submit comments to the California High-Speed Rail Authority *Draft EIR/EIS for the Palmdale to Burbank Section.*

The High Desert Corridor JPA strongly supports the Bakersfield to Palmdale Section. The HDC JPA Member Jurisdictions appreciate the CA HSR Authority staff cooperative approach on design elements as the CA high-speed rail project environmental documents continue through the process.

HDC JPA supports the comments being sent under separate cover by HDC JPA Member Jurisdictions Los Angeles County, and LA Metro, as well comments sent by North Los Angeles County Transportation Coalition JPA Member Jurisdictions, Santa Clarita, and Palmdale.

When construction funding becomes available beyond the current segments under construction in the Central Valley, the HDC JPA strongly urges the CA High-Speed Rail Authority allocate construction funds to the Bakersfield to Palmdale Section. The CA HSRA project along with the High Desert Corridor JPA High Speed Rail Project achieve interoperability of high-speed rail systems connecting to the CA State Rail Plan to serve North Los Angeles County and the high desert communities in San Bernardino and Los Angeles Counties.

The High Desert Corridor JPA High Speed Rail project is currently advancing the Rail Component from the 2016 Locally Preferred Alternative toward a Record of Decision in 2023.

We look forward to working with the CA High-Speed Rail Authority to make high-speed rail a reality for the high-desert communities in Los Angeles and San Bernardino Counties.

Sincerely,


 Arthur V. Sohikian
 Executive Director

4481-8264

HIGHDESERTCORRIDOR.ORG

Response to Submission 4481 (Arthur Sohikian, High Desert Corridor JPA, December 1, 2022)

4481-8264

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the HSR Bakersfield to Palmdale Project Section. When funding becomes available, the commenter requests that construction funding be allocated to the Bakersfield to Palmdale Project Section.

The commenter's support for the Bakersfield to Palmdale section is acknowledged. However, the current EIR/EIS analyzes the Palmdale to Burbank Project Section and it is unclear if the commenter is also expressing support for the Palmdale to Burbank Project Section. Please refer to PB-Response-GEN-4: General Opinions, Opposition or Support. This comment does not address the sufficiency of the Palmdale to Burbank Draft EIR/EIS nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4486 (Arthur Sohikian, North Los Angeles County Transportation Coalition, December 1, 2022)

Palmdale - Burbank - RECORD #4486 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Local Agency
First Name : Arthur
Last Name : Sohikian
Attachments : NCTC JPA CA HSR Palmdale to Burbank Section Comment Ltr Dec 1 2022.pdf (184 kb)

Stakeholder Comments/Issues :

Hi
 Attached please find the NCTC JPA comment letter for the Palmdale to Burbank Project Section Draft EIR/EIS.
 Thank You!
 Onward!
 Arthur!

Arthur V Sohikian
 Executive Director
 North Los Angeles County Transportation Coalition
 (213) 379-1551
<https://northcountytransportationcoalition.org/>
 [cid:image001.jpg@01D9057B.47EBC3D0]

4486-8001
 4486-8002
 4486-8003
 4486-8004



NORTH LOS ANGELES COUNTY
 Transportation Coalition JPA

December 1, 2022

Honorable Tom Richard
 Chair, California High-Speed Rail Authority
 770 L Street, Suite 620-MS-1
 Sacramento, CA 95814

RE: North Los Angeles County Transportation Coalition JPA Comments to CA High Speed Rail Authority Draft EIR/EIS for the Palmdale to Burbank Section
 Sent via email to Palmdale_Burbank@hsr.ca.gov

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC) member jurisdictions, Los Angeles County 5th District, Cities of Lancaster, Palmdale, and Santa Clarita in north Los Angeles County, we are pleased to provide comment to the CA High-Speed Rail Authority Draft EIR/EIS for the Palmdale to Burbank Section.

On August 1, 2019, the NCTC JPA sent a position paper to CA HSRA. The NCTC JPA strongly supports the Bakersfield to Palmdale Section. The NCTC JPA Member Jurisdictions appreciate the CA HSR Authority staff cooperative approach on design elements as the CA high-speed rail project environmental documents continue through the process.

The NCTC JPA August 2019 position paper sent to CA HSRA, further stated in part:

*“The NCTC **remains concerned** about potential impacts to communities within the CA HSRA Palmdale to Burbank section as depicted in the preferred SR 14 Refined alternative. While the CA HSRA carries out its environmental studies, the NCTC strongly urges the CHSRA to continue exploring ways to mitigate impacts to communities, **including additional tunneling**. The NCTC urges the CHSRA to remain underground through the Santa Clarita Valley, including Acton, Agua Dulce, The San Gabriel Mountains National Monument, and the Magic Mountain Wilderness Area.”*

NCTC JPA supports the comments being sent under separate cover by NCTC JPA Member Jurisdictions, Santa Clarita, Palmdale, and Los Angeles County.

When construction funding becomes available beyond the current segments under construction in the Central Valley, the NCTC JPA strongly urges the CA High-Speed

Submission 4486 (Arthur Sohikian, North Los Angeles County Transportation Coalition, December 1, 2022) - Continued



NORTH LOS ANGELES COUNTY Transportation Coalition JPA

4486-8004

Rail Authority allocate construction funds to the Bakersfield to Palmdale Section. The CA HSRA project along with the High Desert Corridor JPA High Speed Rail Project achieve interoperability of high-speed rail systems to serve North Los Angeles County and the high desert communities in San Bernardino and Los Angeles County.

We look forward to working with you and your staff throughout the environmental clearance process to make high-speed rail a reality for North Los Angeles County. Please feel free to contact me at sohikian@northcountytransportationcoalition.org or at (213) 379-1551.

Sincerely,

Arthur V. Sohikian
Executive Director

Response to Submission 4486 (Arthur Sohikian, North Los Angeles County Transportation Coalition, December 1, 2022)

4486-8001

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the Palmdale to Burbank Project Section of the High-Speed Rail and referred to a position paper submitted by the North Los Angeles County Transportation Coalition (NCTC) JPA. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's support for the Palmdale to Burbank Project Section is acknowledged.

4486-8002

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.

The commenter shared a quote from a NCTC JPA's article that expressed concerns related to the SR14 Build Alternative and the impact it will have on the Santa Clarita Valley community. The article advised for the HSR project to seek more tunneling options rather than above ground alternatives.

Chapter 2, Alternatives, of the Draft EIR/EIS provides a detailed description of each of the six Build Alternatives, some of which bypass the Santa Clarita Valley area (See Build Alternatives E1, E1A, E2, and E2A). In addition, please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which provides further information related to the selection process for each alternative and why SR14A is the preferred Build Alternative.

The Alignment for the preferred alternative SR14A is already underground in Acton, the San Gabriel Mountains National Monument, and the Magic Mountain Wilderness Area.

Construction of a tunnel in the Bee Canyon area and under Santa Clara River and Agua Dulce is not feasible since it would require a vertical profile for HSR to return to grade that exceeds the maximum allowable grade of 2.5% as defined in CHSR's Technical Memorandum (TM) 2.1.2 Section 3.3.1. A tunnel would also impact the underground water at the Santa Clara River during construction. The tunnel should run roughly 100 ft deeper than the Santa Clara River riverbed, which is the minimum depth considered safe to build a tunnel. The alluvium layer thickness is roughly 70 ft in this area, and a shallower alignment would imply boring through the alluvium layer increasing the risk of impacting the groundwater and the surface water flow of the river during construction. Once completed the tunnel would be watertight with a one-pass lining able to bear up to 25 bar of water pressure.

A shallow tunnel alignment would also cross highly contaminated soils underneath and around a High Priority PEC Site / Cortese List Site (See Draft EIR/EIS Volume 2 Appendix 3.10-A Hazardous Materials and Wastes Figure 3.10-A-2), located just south of the Santa Clara River. The cost of construction would also increase significantly due to the higher cost of additional twin-bore tunneling when compared to at-grade

Response to Submission 4486 (Arthur Sohikian, North Los Angeles County Transportation Coalition, December 1, 2022) - Continued

4486-8002

construction.

For more information on the Preferred Alternative SR14A, please see Chapter 8, Preferred Alternative of the Draft EIR/EIS.

4486-8003

The commenter states the North Los Angeles County Transportation Coalition JPA (NCTC) supports comments sent by Santa Clarita, Palmdale, and Los Angeles County. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration, Procedures for Considering Environmental Impacts, section 14(s), 64 Fed. Reg. 28548, 28556 (May 26, 1999)). The commenter has not provided a comment on environmental issues. The Authority has provided responses for all comments received on the Draft EIR/EIS, including those from Santa Clarita, Palmdale, and Los Angeles County. Please refer to volume 4 (Chapter 22, Local Agencies) of the Final EIR/EIS to see the Response to Comments to Santa Clarita, Palmdale, and Los Angeles County.

4486-8004

The commenter expressed that the CA High-Speed Rail Authority should allocate construction funds to the Bakersfield to Palmdale section when funding becomes available. Comment noted. The commenter also expressed that the CA High-Speed Rail Authority project along with the High Desert Corridor High Speed Rail Project will help achieve interoperability of High-Speed Rail systems in North Los Angeles County.

Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022)

Palmdale - Burbank - RECORD #4495 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Local Agency
First Name : Daniel
Last Name : Keyribaryan
Attachments : DPW_Not Cleared_2022-12-01_RPPL2022010015 (la).pdf (112 kb)

Stakeholder Comments/Issues :

Hello,

This is the finalized comment memo for the California High Speed Rail Palmdale to Burbank DEIR.

Thanks,

Daniel Keyribaryan, EIT
 Civil Engineering Assistant
 Los Angeles County Public Works
 Office: (626) 458-4915

Public Works reopened its offices to the public. Our HQ office hours are Monday through Thursday, 7 a.m. to 5 p.m. Masks and distancing is strongly encouraged for all visitors and staff. You can avoid waiting in line by scheduling a virtual appointment now. [Click here to schedule yours!](#)

From: Daniel Keyribaryan
 Sent: Thursday, December 1, 2022 5:15 PM
 To: Palmdale_Burbank@hsr.ca.gov
 Cc: Toan Duong <TDUONG@dpw.lacounty.gov>; Aracely Lasso <ALASSO@dpw.lacounty.gov>
 Subject: Palmdale to Burbank Draft EIR/EIS Comment

Hello,

This is the comment memo for the California High Speed Rail Palmdale to Burbank DEIR.

Thanks,

Daniel Keyribaryan, EIT
 Senior Civil Engineering Assistant
 Los Angeles County Public Works
 Office: (626) 458-4915



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
 ALHAMBRA, CALIFORNIA 91803-1331
 Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
 P.O. BOX 1460
 ALHAMBRA, CALIFORNIA 91802-1460

December 1, 2022

IN REPLY PLEASE REFER TO FILE: LD-4

Jaime Coffee
 California High-Speed Rail Authority
 355 South Grand Avenue, Suite 2050
 Los Angeles, CA 90071

Dear Jaime Coffee:

**ENVIRONMENTAL PLAN (RPPL2022010015)
 DRAFT ENVIRONMENTAL IMPACT REPORT
 CALIFORNIA HIGH-SPEED RAIL
 PALMDALE TO BURBANK SECTION**

As requested, Public Works has reviewed the Draft Environmental Impact Report (DEIR) for the California High-Speed Rail (HSR) Palmdale to Burbank project. The project proposes to provide a reliable high-speed, electric-powered rail system that links 31-38 miles from the Palmdale Station to the Burbank Airport Station.

We offer the following comments for your consideration:

1. **General Comment:**

1.1. At alternatives SR14, SR14A, E1, and E1A, the HSR crosses the Hansen Spreading Grounds at grade. The capacity of the spreading grounds would be affected by the construction of the tracks for this project.

Addition of new groundwater recharge areas as a mitigation measure would technically offset the decreased capacity due to the addition of HSR tracks. This would also increase the maintenance required for the spreading grounds as it would function as two facilities to manage instead of the one.

The design of the tracks "at grade" on top of the saturated soils of the spreading grounds and high groundwater table could significantly impact the seismic design of the high-speed rail tracks.

We recommend that alternatives E2 and E2A be considered as they appear to not negatively impact the spreading ground facilities.

4495-9112

Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

Jaime Coffee
December 1, 2022
Page 2

Jaime Coffee
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Page 3

- 4495-9113 | 1.2. In general, Los Angeles County Flood Control District (LACFCD) facilities should be identified, and the proposed improvements should not negatively impact the structural integrity or day-to-day operations of LACFCD facilities. See the link provided to assist in identifying the locations of LACFCD facilities <https://pw.lacounty.gov/fcd/StormDrain/index.cfm>.

For questions regarding comment Nos. 1.1 and 1.2, please contact Ryan Ong of Public Works, Stormwater Planning Division, at (626) 300-2628 or rong@pw.lacounty.gov.
- 4495-9114 | 1.3. Any work within LACFCD right of way or affecting LACFCD facilities will require a LACFCD permit through epicla.lacounty.gov.
- 4495-9115 | 1.4. LACFCD supports a project design that will discourage people experiencing homelessness from establishing encampments where the project overlaps the LACFCD's right of way.
- 4495-9116 | 1.5. Various LACFCD storm drains and channels exist within the project limits and should be protected in place during construction.
- 4495-9117 | 1.6. Appropriate Best Management Practices should be implemented during construction to reduce/eliminate construction debris from entering flood control facilities including channels (Los Angeles River), storm drains, catch basins, and manholes.
- 4495-9118 | 1.7. The proposed project should not hinder LACFCD's ability to access and maintain any of their facilities.
- 4495-9119 | 1.8. There are potential adverse impacts to the southerly recharge basins of the Hansen Spreading Grounds, near San Fernando Road, which will seemingly cause the basin to become inoperable from the proposed HSR segment passing through it.
- 4495-9120 | 1.9. LACFCD uses a recycled water service connection located near the HSR alignment traveling through the Hansen Spreading Grounds for dust control during spreading ground maintenance operations. The alignment will cut service access to this recycled water service connection. See image below.



For questions regarding comment Nos. 1.3 through 1.9, please contact Nikolas Vokhshoori of Public Works, Stormwater Maintenance Division, at (626) 703-6749 or nvokshoori@pw.lacounty.gov.

- 4495-9121 | 1.10. The color scheme used in the map for the proposed work is confusing. The colors for "at grade covered," "cut and covered," and "tunnel" are very close to each other, and it is difficult to verify what is being proposed. One such example is the segment that traverses the Vulcan mine near the City of Santa Clarita. Consider using a different color scheme and perhaps use thin dashed lines over thicker solid lines to create variety.
- 4495-9122 | 1.11. Please add city boundaries to all maps and distinguish the unincorporated County areas from the cities by shading or cross hatching.
- 4495-9123 | 1.12. Communities like Agua Dulce will be impacted by the above-ground construction proposed in the preferred SR14A alternative. What mitigation measures are being proposed to address this?
- 4495-9124 | 1.13. All alternatives propose a tunnel under the Magic Mountain Wilderness area. How will construction impacts to wildlife be mitigated in this area?
- 4495-9125 | 1.14. Unincorporated area residents in Acton, Agua Dulce, and the surrounding communities will be able to connect to the HSR via Metrolink. What other connection opportunities are being envisioned for these residents to get to the Palmdale or Burbank HSR stations?

Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

Jaime Coffee
December 1, 2022
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4495-9126 | For questions regarding comment Nos. 1.10 through 1.14, please contact Abu Yusuf of Public Works, Transportation Planning and Programs Division, at (626) 458-3940 or ayusuf@pw.lacounty.gov.
4495-9127 | 1.15. Submit engineering geology reports for Geologic resource items described in Tables S-3 and S-5.
4495-9128 | For questions regarding comment No. 1.15, please contact Greg Johnson of Public Works, Geotechnical and Materials Engineering Division, at (626) 458-7986 or gjohnson@pw.lacounty.gov.
4495-9129 | 1.16. Page S-25: Additional information is needed on where the different additional alternatives will be located near Pacoima Dam.
4495-9130 | 1.17. Page S-69: Hansen Dam is a US Army Corps of Engineers (USACE) facility, not a Public Works facility. Modifying its operations is not a mitigation measure for taking Basins 5 and 6 at the Hansen Spreading Grounds.
4495-9131 | 1.18. Page S-70: Discharges from USACE's Hansen Dam are for flood control purposes. Increased discharges are not a mitigation measure for taking groundwater recharge Basins 5 and 6 at the Hansen Spreading Grounds.
4495-9132 | 1.19. Page S-70: An unclear "third option to mitigate the loss of groundwater recharge basins at Hansen Spreading Grounds" is called out. This hypothetical measure needs to be clarified to determine if it's a viable mitigation measure.
4495-9133 | 1.20. Page S-86: Hansen Spreading Grounds is operated for the purpose of stormwater capture and groundwater recharge for regional drinking water sustainability. Tujunga Wash is maintained for flood control purposes.
4495-9134 | 1.21. Page S-86 and S-89: Include a statement that Alternative SR14A will require the modification of Hansen Spreading Ground's overflow structure back into Tujunga Wash.
4495-9135 | 1.22. Page S-101: Please list the impacts to groundwater recharge at Hansen Spreading Grounds as an "Area of Controversy."
4495-9136 | 1.23. Alignment SR14A will impact Hansen Spreading Grounds Basins 5, 6, and the overflow structure back into Tujunga Wash. This will significantly diminish the stormwater capture facility's ability to recharge local groundwater supplies. Mitigation for lost capacity will be needed.

4495-9135 | 1.24. Any proposed project should not reduce groundwater recharge capacity at any of Public Works' spreading grounds. This is paramount and mitigation for lost recharge capacity should only be considered once all other options, such as selecting alignment E2 or E2A, have been exhausted.
4495-9136 | 1.25. The Pacoima Reservoir Restoration project was not included in Appendix 3.19-A Cumulative Project List. The radius of projects was not described, and the Pacoima Dam and trucking routes may need to be considered.
4495-9137 | 1.26. Train track SR14, SR14A will cross over and through the Pacoima Wash. The design should consider the large flows that can occur here. Pacoima Dam is designed to be able to pass flows of up to 24,000 CFS. Construction activities in the wash will need to be closely coordinated with Public Works.
4495-9138 | 1.27. The proposed train track SR14, SR14A will pass very close to Pacoima Canyon Road. This road is the only access road that goes up to Pacoima Dam and needs to be kept open at all times.
4495-9139 | 1.28. Ensure that the California Department of Water Resources Division of Safety of Dams (DSOD) is aware that the Refined SR14 and E1, E1A alternative alignments are near Public Works' Pacoima Dam and address any comments that the DSOD may have.
4495-9140 | 1.29. Ensure mitigation measures are implemented to monitor and eliminate any effects of construction vibration and operational train vibration to Public Works' Pacoima Dam, which is near the Refined SR14 and E1, E1A alternative alignments.
4495-9141 | For questions regarding comment Nos. 1.16 through 1.29, please contact Diana Ibarra of Public Works, Stormwater Engineering Division, at (626) 458-6132 or dibarra@pw.lacounty.gov.
1.30. Page 3.6-30, Table 3.6-10:

Los Angeles County Waterworks District 37, Acton: For Water Treatment and Recycled Water, replace "X" with "N/A." For Service Area, replace 473 with 23. For Average Annual Demand, replace 659,000 with 2,200.

Los Angeles County Waterworks District 40, Lancaster: For Service Area, replace 660 with 88. For Average Annual Demand, replace 2,402 with 46,000.

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4495-9142 | 1.31. Table 3.6-11 incorrectly lists Los Angeles County Waterworks Districts as receiving MWD water. Although Districts 29 (Malibu) and Marina Del Rey do receive MWD water, neither of these systems will be involved in the Palmdale – Burbank HSR. It is recommended to delete the third row of this table (the second entry for the Los Angeles County Waterworks Division (LACWD)).

4495-9143 | 1.32. Table 3.6-11 lists LACWDs as a likely water distributor for construction water. Impacts to the District's distribution system have not been analyzed or addressed in the Draft EIR. LACWD will likely not be able to meet construction water demand of ~1,000 AFY for five years. This is found to be a "Significant Impact" on page 3.6-77 and determining alternate water supplies will require proactive collaboration between LACWD, AVEK, and the HSRA. LACWD requests the water supply analysis for the selected Build Alternative be submitted for review to determine impacts to LACWD.

4495-9144 | 1.33. Following the water supply analysis, coordination with LACWD will be needed to determine required water system improvements.

4495-9145 | 1.34. LACWD requests that the Authority submit design plans for engineering review of proposed watermain relocations. Designs should be to LACWD standards, provide alternative right of way if required and minimize service interruptions.

For questions regarding comment Nos. 1.30 through 1.34, please contact Joshua Svensson of Public Works, Waterworks Division, at (661) 726-7790 or jsvensson@pw.lacounty.gov.

2. Section 3.2, Transportation, pages 3.2-17 – 3.2-110:

4495-9146 | 2.1. Page 3.2-17, Figure 3.2-1, Spoils Haul Routes. Provide detailed spoils haul routes.

4495-9147 | 2.2. Page 3.2-23, Section 3.2.4.5, Methods for Determining Significance under CEQA, third bulletin: "Conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadways, bicycle, and pedestrian facilities."

Provide Vehicle Miles Traveled (VMT) analysis during the construction phase.

4495-9148 | 2.3. Page 3.2-47, Table 3.2-14, Intersection Level-Of-Service in the Spoils Hauling RSA, Existing (2015) No Project Conditions:

- Map ID 8 LOS F*: considering marking the text with bold font.
- Consider adding analyzing impacts to Sierra Highway at Crown Valley Road.

4495-9149 | 2.4. Page 3.2.6.3, Palmdale to Burbank Project Section Build Alternatives:

2.4.1. Page 3.2-63, Paragraph 2, "Refined SR14 and SR14A Build Alternative spoils hauling would degrade LOS to unacceptable levels at the roadway segments listed in Table 3.2-20 for up to 6.4 years depending on location and Build Alternative. Where roadway segments already operate at an unacceptable LOS under Existing (2015) No Project Conditions, Table 3.2-20 shows the change in V/C that would occur as a result of each respective Build Alternative. For an AM and PM peak hour trip generation analysis of trucks generated by spoils hauling, refer to the Transportation Technical Report (Authority 2019). Roadway segments in the Spoils Hauling RSA are displayed on Figure 3.2-4 though Figure 3.2-6."

The time for 6.4 years is a temporary impact. Improvements proposed as mitigations should be considered permanent.

4495-9150 | 2.4.2. Page 3.2-63, second bulletin, "TR-IAMF#2: Construction Transportation Plan—TR-IAMF#2 will require the contractor to prepare a detailed CTP to minimize construction and construction traffic impacts on nearby roadways. The CTP will address, in detail, the activities to be executed in each construction phase to maintain traffic flow during peak travel periods."

This requires coordination with local agency, emergency services, and public transit providers.

4495-9151 | 2.4.3. Page 3.2-64, Paragraph 1 "While the IAMFs related to spoils hauling will be helpful in reducing construction-related traffic, spoils hauling would nevertheless affect roadway segments and degrade LOS and V/C ratios to unacceptable levels, as described below."

Consider permanent improvements to mitigate impacts during spoils hauling.

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2.4.4. Page 3.2-71, Paragraph 1, "As discussed in Section 3.2.7, Mitigation Measures, TR-MM#12 requires the development of a transportation CMP to address circulation and connections for modes of travel during the construction duration. The CMP will include to the following facets to facilitate the flow of traffic in and around the construction zone:"

This requires coordination with local agency, emergency services, and public transit providers.

4495-9153

2.4.5. Page 3.2-80, Paragraph 2, "As discussed in Section 3.2.7, Mitigation Measures, and summarized in Section 3.2.6.3 (Impact TRA#1), TR-MM#12 will require the development of a CMP to address traffic circulation during spoils hauling activities including by relocating spoils collection areas and access to minimize delays during peak hours. The CMP (TR-MM#12) is anticipated to be effective in reducing impacts associated with spoils hauling traffic. Additionally, the Authority would add traffic signals to affected unsignalized intersections to improve LOS and intersection operation. While these traffic measures are anticipated to achieve adequate LOS and decrease vehicle delay at affected intersections, impacts during spoils hauling may still occur."

Also consider roundabouts.

4495-9154

2.4.6. Page 3.2-88, Paragraph 2, "Implementation of TR-IAMF#4 through TR-IAMF#7 will prevent hazardous conditions that would substantially interfere with pedestrian or bicycle movements or access during spoils hauling. Additionally, spoils hauling near non-motorized modes such as the Class I and II bicycle facilities on San Fernando Road and Glenoaks Boulevard, respectively, would be temporary and only occur for a maximum of 3.2 years. This impact would be less than significant for the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives. Therefore, CEQA does not require mitigation."

The time of 3.2 years is a temporary impact. Improvements proposed as mitigations should be considered permanent.

4495-9155

2.4.7. Page 3.2-106, Paragraph 1, "As of December 28, 2018, the CEQA Guidelines were amended to include VMT thresholds, effective July 1, 2020. Under the revised CEQA Guidelines, transportation projects that reduce VMT are presumed to have a less than significant impact on transportation. The impact under CEQA would be less than significant because the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives would not result in a net increase of VMT over the baseline condition. The project would result in an overall decrease in VMT throughout the region and the state, resulting in a beneficial impact on VMT. The project would also be fully consistent with CEQA Guidelines Section 15064.3. Therefore, CEQA does not require mitigation."

Consider construction Vehicle Miles Traveled (VMT). Will rideshare be encouraged to mitigate construction related trips?

4495-9156

2.5. Page 3.2-110, Table 3.2-44 Existing (2015) Plus Construction Intersection Mitigation Measures and Operating Conditions after Mitigation: "TR-MM#4: Provide a traffic signal."

Consider roundabout alternative.

For questions regarding comment No. 3, please contact Stephen Lamm of Public Works, Traffic Safety and Mobility Division, at (626) 300-4764 or slamm@pw.lacounty.gov.

3. Section 3.8, Hydrology and Water Resources, page 3.8-5-3.8-42:

4495-9157

3.1. Page 3.8-5-3.8-6, Section 3.8.2.2, State: The following comment is regarding all information from this section.

Like mention of the Federal Executive Order 11899 in Section 3.8.2.1, the document should discuss the State's requirement to comply with Executive Order B-39-77 regarding the need to evaluate and minimize flood hazards in State activities. All agencies responsible for programs, which affect land use planning, including state permit programs, shall take flood hazards into account in accordance with recognized floodway and 100-year frequency flood design standards when evaluating plans and shall encourage land use appropriate to the degree of hazard involved.

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4495-9158	3.2. Page 3.8-6-3.8-9, Section 3.8.2.3, Regional and Local: The following comment is regarding all information from this section.	4495-9162	3.3. Page 3.8-10, Section 3.8.4.1, Definition of Resource Study Areas (RSA): The following comment is regarding all information from this section:
	3.2.1. The six Build Alternatives involve use of and/or affect properties owned by the LACFCD. The document should discuss the necessity to comply with the following:		The six Build Alternatives cross several County Capital Flood floodways that were mapped and adopted into Los Angeles County Code Title 11, Division 3, Chapter 11.60. The document's discussion of the Flooding RSA should also include flood hazard areas mapped by the County.
	<ul style="list-style-type: none"> • LACFCD Code, Chapter 19 - Use of District Property and Facilities by Others 	4495-9163	3.4. Page 3.8-11, Section 3.8.4.2, Impact Avoidance and Minimization Features (IAMF): The following comment is regarding all information from this section:
	<ul style="list-style-type: none"> • Los Angeles County Code Title 20, Division 5, Chapters 20.94 and 20.96. 		The document should include IAMFs that address the need to not increase flood hazards, especially in flood hazard areas mapped by FEMA, California Department of Water Resources, and the County of Los Angeles.
4495-9159	3.2.2. The County's Capital Flood may be used by the County in regulating project activities within LACFCD's facilities and rights of way.		
4495-9160	3.2.3. Regulation of compliance with the requirements of the National Flood Insurance Program (NFIP) for activities in Special Flood Hazard Areas and 500-year flood zones mapped by the Federal Emergency Management Agency (FEMA) that are located on non-Federally or non-State-owned lands is under the following jurisdictions:	4495-9164	3.5. Page 3.8-12, Section 3.8.4.4, Methods for Evaluating Impacts under NEPA: The following comment is regarding all information from this section:
	<ul style="list-style-type: none"> • Incorporated areas: the local city. • Unincorporated areas: the County of Los Angeles. (Compliance with the NFIP is incorporated throughout the County Code. The NFIP compliance lead is Los Angeles County Public Works. If other County departments have jurisdiction over this project (e.g., crossing County-owned lands or easements), they will consult and coordinate with Public Works as needed to ensure their actions comply with NFIP requirements.) 		3.5.1. NFIP regulations, and the local agencies administering NFIP compliance in their communities, require that an encroachment into a FEMA-mapped floodplain not cumulatively (accounting for development that has occurred or been permitted after the hydraulic analyses used for the FEMA Flood Insurance Rate Map (FIRM) currently in effect) increase the water surface elevation of:
			<ul style="list-style-type: none"> • The FEMA base flood (i.e., 100-year flood) by more than 1.00 foot where FEMA has not mapped a regulatory floodway. • The FEMA base flood by more than 0.00 foot within a FEMA-mapped regulatory floodway.
4495-9161	3.2.4. The alignments of the six Build Alternatives also cross several County Capital Flood floodways that were mapped and adopted into Los Angeles County Code Title 11, Division 3, Chapter 11.60. The compliance lead for Title 11 is Public Works because the NFIP requires compliance with Title 11 if it has higher standards than those involved with the FEMA flood hazard areas. If other County departments have jurisdiction over this project (e.g., crossing County-owned lands or easements), consultation and coordination with Public Works is needed.	4495-9165	3.5.2. Per NFIP regulations, any increases in the FEMA Base Flood Elevations above these specified limits, will require the project proponent to obtain from FEMA Conditional Letters of Map Revision (CLOMR) prior to the start of project construction. Regardless of whether a CLOMR is required, after construction is completed, the project proponent will have to apply for final Letters of Map Revision (LOMR) to ensure the affected FEMA FIRMS capture the major changes to the lay of the land resulting from the presence of the high-speed rail in the FEMA Special Flood Hazard Areas.

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- 4495-9166 | 3.5.3. Per NFIP regulations, if the local entities have higher flood standards than those of the NFIP, then the local standard prevails. Los Angeles County Code-adopted County Floodway Maps show the extent of the Capital Flood floodplain and the floodway within page 3 of 5. Encroachments into Capital Flood floodways are not allowed to increase the Capital Flood water surface elevation on non-Federally- or non-State-owned lands in unincorporated areas without preliminary approval from the Los Angeles County Board of Supervisors. After completion of construction that affects these adopted County Capital Flood floodways, the affected County Floodway Maps will have to be revised and adopted by the Board.
- 4495-9167 | 3.5.4. Page 3.8-13, Table 3.8-1, Hydrology and Water Resources Methodology.

For the topic of Impacts on Hydrology and Water Resources, add Los Angeles County Floodway maps as an information source.
- 4495-9168 | 3.5.5. Page 3.8-14, Section 3.8.4.5, Floodplains: The following comment is regarding all information from this section:

The document will need to analyze impacts to the County Capital Flood water surface levels on LACFCD facilities and lands, and on non-Federally or non-State-owned lands in unincorporated areas with County Code-adopted County Capital Flood floodways.
- 4495-9169 | 3.5.6. Page 3.8-22, Section 3.8.5.2, Surface Waters: The following comment is regarding all information from this section:

In the Los Angeles River watershed:
 - The alignments of Build Alternatives E2 and E2A go through the LACFCD's Big Tujunga Wash Mitigation Area, pass near its Hansen Heights Channel, and Burbank Western System of underground storm drains.
 - The alignment of Build Alternatives E1, E1A, SR14A, and Refined SR14 in the San Fernando Valley go through LACFCD's Hansen Spreading Grounds, Big Tujunga Wash, Tuxford Drain, Project 5218 storm drain, and Burbank Western System of underground storm drains.

- 4495-9170 | 3.5.7. Page 3.8-23, Section 3.8.5.3, Floodplains: The following comment is regarding all information from this section:

In addition to the FEMA 100-year flood zones, there are some FEMA 500-year flood zones that the Build Alternatives' alignments go through. In addition to the floodplains mapped by FEMA, the document needs to discuss and show the Capital Flood floodplains mapped by the County of Los Angeles.

There are adopted County Floodway maps for unincorporated areas within the Santa Clara River watershed in the vicinity of the Build Alternatives: Santa Clara River and Kentucky Springs Canyon; Aliso Canyon; Acton Canyon; Crown Valley Road; Red Rover Mine Road, Escondido Canyon Road; and Agua Dulce Canyon.
- 4495-9171 | 3.5.8. Page 3.8-42, Section 3.8.6.3, Build Alternatives, Construction Impacts, Impact HWR#3, Changes in Flood Risks Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives.

Paragraph 1: "All six Build Alternatives would create permanent footprints within Special Flood Hazard Area (SFHA); these footprints would be associated with HSR tracks, roadway and railroad relocations, drainage basins, tunnel portals, bridge pillars and abutments, and power facilities. A permanent footprint within SFHAs could change location, direction, and elevation of flood flows, permanently increasing flood risks to HSR facilities and nearby communities over the lifetime of the Palmdale to Burbank Section project. Portions of all six Build Alternatives built within FEMA-designated SFHAs could also impede, channelize, or redirect flood flows because of the presence of construction equipment, materials, and staging/laydown areas. Construction within SFHAs could also remove stabilizing vegetation and disturb or compact soils, which would directly affect flood patterns. Temporary impacts would include risks to construction facilities, workers, and communities located in flood-prone areas."

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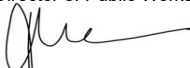
Please note in addition to the FEMA 100-year flood zones, there are some FEMA 500-year flood zones that the Build Alternatives' alignments go through. This is an important design consideration if the project is considered critical infrastructure (major disruption if damaged). Regarding the use of fill to elevate project elements, please be aware that FEMA has suspended the issuance of CLOMR Based on Fill (CLOMR-Fs) and LOMR Based on Fill (LOMR-Fs) for activities in Los Angeles County due to litigation involving the Endangered Species Act. In addition to the FEMA flood zones, the document also needs to discuss for all Build Alternatives the impacts on the Capital Flood floodplains and floodways shown on the adopted County Floodway maps.

For questions regarding comment No. 3, please contact Diana Ibarra of Public Works, Stormwater Engineering Division, at (626) 458-6132 or dibarra@pw.lacounty.gov.

If you have any questions or require additional information, please contact Aracely Lasso of Public Works, Land Development Division, at (626) 458-5915 or alasso@pw.lacounty.gov.

Very truly yours,

MARK PESTRELLA, PE
Director of Public Works

for 
ARTHUR VANDER VIS, PE
Assistant Deputy Director
Land Development Division

DK:la

Proposed to the CEQA/NEPA Checklist: Checking Final/Revised submitted by Other Agencies (RPP) 2022/10/15 - California High Speed Rail Palmdale Burbank (DP) Not Cleared 2022-11-30_RPP/2022/10/15.docx

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022)

4495-9112

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.

The commenter is concerned about the impact of the HSR alignment crossing the Hansen Spreading Grounds. The commenter acknowledges that the addition of new groundwater recharge areas would offset the reduction of capacity due to the construction of the project but would function as two facilities to manage instead of one.

Although new impervious surfaces within the spreading ground would potentially interfere with groundwater recharge, mitigation measure HWR-MM#3 requires the Authority to provide replacement groundwater recharge areas to ensure there is no net loss in recharge area capacity. Replacement recharge areas can be located south of Brandford St and east of San Fernando Rd within the project environmental footprint and adjacent and connected to the existing spreading grounds to ensure that the Hansen Spreading Grounds can be managed as a single facility.

The commenter is also concerned about the impact of a seismic event on the HSR embankment located on saturated soils and with high groundwater table. The historical high-water table in the area was 100 feet deep, and due to excessive pumping water levels dropped to 250 to 300 feet deep. Although during water recharging activities at the Spreading Grounds the water percolation could partially saturate the ground from the ground surface to the water table, this saturation would be localized to the footprint of the basins and limited in time. As the saturation will not be widespread in the area, no secondary phenomena due to seismic effects on saturated soils can be expected.

The commenter recommends considering alternatives E2 or E2A as the preferred alternative. While Refined SR14, SR14A, E1, and E1A Build Alternatives would impact the Spreading Grounds, E2 and E2A would avoid this area. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which addresses the reason to select the SR14A Build Alternative as the preferred alternative. In addition, please refer to Section 8.4 of the Draft EIR/EIS, which provides how the Authority identified the Preferred Alternative the agency believes would fulfill its statutory mission and responsibilities by giving consideration to economic, environmental, technical, and other factors.

4495-9113

The commenter states that Los Angeles County Flood Control District facilities should be identified and the proposed project improvements should not negatively affect the integrity or day-to-day operations of those facilities. Section 3.6.5.7 in the Draft EIR/EIS does identify stormwater facilities and infrastructure within the Resource Study Area (RSA) for each Build Alternative, including those from the Los Angeles County Flood Control District. Additional information is provided in Section 3.8: Hydrology and Water Resources (Section 3.8.5.2 Surface Waters). Project design will be developed to avoid and minimize impacts to these facilities. For example, the Preferred Alternative (SR14A Build Alternative) would cross Big Tujunga Channel below Hansen Dam. The project would cross this facility without altering the facility. Mitigation Measure HYD-IAMF#2 in Section 3.8 describes the Authority's commitment to coordinate with the contractor to prepare a Flood Protection Plan prior to construction.

4495-9114

The commenter requests that any work within the LACFCD right-of-way or any work that affects LACFCD facilities be permitted via the Los Angeles County website.

As documented in Section 2.10 of the Draft EIR/EIS, as a State agency, the Authority is exempt from local permit requirements; however, to coordinate construction activities with local jurisdictions, the Authority would seek local permits as part of construction processes consistent with local ordinances. The Authority's contractor will notify the LACCFD in advance prior to any project construction activities.

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4495-9115

The commenter expressed their support for a project design that will discourage people experiencing homelessness and from establishing encampments where the project overlaps LACFCD's right-of-way.

CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration, Procedures for Considering Environmental Impacts, section 14(s), 64 Fed. Reg. 28545, 28556 (May 26, 1999)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. However, the Safety and Security Management Plan (SSMP) that will be implemented by the contractor prior to commencement of construction (SS-IAMF#2) will include security lighting, fencing, and monitoring measures to provide security to construction sites and protect the security of construction workers and equipment. Security lighting will be focused on the site to allow for the monitoring of construction sites and deter crime. These measures would minimize the potential for project areas to be utilized by the homeless.

4495-9116

The commenter notes that various Los Angeles County Flood Control District (LACFCD) storm drains and channels exist within the project limits and should be protected in place during construction. As described in Section 3.8.6, Environmental Consequences, project impact on LACFCD-operated storm drains and channels could include Impact HWR#1: Permanent Alteration of Surface Drainage Patterns from Aboveground Temporary Construction Activities and Permanent Structures Required for the Build Alternatives, and Impact HWR#3: Changes in Flood Risks Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives. The construction-period SWPPP (HYD-IAMF#3) will incorporate BMPs to reduce short-term increases in construction-site runoff, and the stormwater management and treatment plan (HYD-IAMF#1) will address stormwater runoff and system capacity. HYD-IAMF#2 will require water crossings to maintain preconstruction hydraulic capacity. Implementation of these IAMFs would ensure that the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, including during flood events.

4495-9117

Under HYD-IAMF#3, the Authority will require construction activities to comply with a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will specify site management activities to minimize impacts to flood control facilities including construction stormwater Best Management Practices, erosion and sedimentation control, runoff controls, and construction equipment maintenance.

4495-9118

The commenter states that the project should not hinder LACFCD's ability to access and maintain any of their facilities.

Draft EIR/EIS Page 3.6-4 references General Order 176, which requires coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., LACFCD) so that the facilities of both parties are not prevented from performing as required or intended. In addition, coordination with utility providers would be required by PUE-IAMF#4 (see page 3.6-15 of the Draft EIR/EIS), which requires the Authority to prepare a technical memorandum, prior to construction, documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. The Authority will continue to coordinate with LACFCD in future stages of the project.

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4495-9119

Commenter is concerned about adverse impacts to the southerly recharge basins of the Hansen Spreading Grounds, near San Fernando Road, as a result of HSR trains passing through the area. The Refined SR14, SR14A, E1, and E1A Build Alternatives would cross the Hansen Dam Spreading Grounds. The Hansen Dam Spreading Grounds consist of a groundwater recharge facility where the Los Angeles County Flood Control District applies water within basins which allow the water to percolate into the groundwater basin below. Creation of new impervious surfaces within the Spreading Grounds could interfere with groundwater recharge in the San Fernando Groundwater Basin because the HSR guideway would be placed on embankment that would displace surface area. This would create an associated loss of groundwater recharge capacity. Impacts on groundwater recharge could lead to the reduction of ground water resources over time if they reduce the amount of water that can infiltrate into the groundwater basin below. As discussed in Section 3.8.7, Mitigation Measures, in this Final EIR/EIS, HWR-MM#3 requires the Authority to (1) provide replacement groundwater recharge areas, (2) implement other measures as necessary in coordination with the Los Angeles Department of Water and Power to ensure there is no net loss in recharge area capacity. With implementation of HWR-MM#3, the groundwater recharge function and capacity of the Spreading Grounds would not change substantially.

4495-9120

The commenter expresses concern that access to an existing recycled water connection located near the Hansen Spreading Grounds outflow structure will be restricted. Access to the recycled water connection will not be compromised since the existing maintenance and access roads in the Hansen Spreading Grounds and along the Tujunga Wash channel will be maintained. Please refer to Draft EIR/EIS Volume 3 PEPD Roadway and Grade Separation Plans Volume I of II. As shown therein, the recycled water service connection will still be accessible from San Fernando Road.

4495-9121

The commenter requests edits to the color scheme used in the proposed work map. The figures used in the Draft EIR/EIS adhere to Rehabilitation Act of 1973 and Authority Section 508 formatting requirements, which specify that documents be available for the visually impaired. This includes figures used on all inter- and intranet websites such as the GIS file with the proposed work map. Accordingly, no revisions have been made to these figures.

4495-9122

The commenter requests city boundaries be added to all maps, via shading or cross hatching, to distinguish the unincorporated County areas from the cities. The figures used in the Draft EIR/EIS follow Rehabilitation Act of 1973 and Authority Section 508 compliance requirements, which specify that the figures be accessible for the visually impaired. In addition, most maps presented in the EIR/EIS are at a scale that if all jurisdictional boundaries were added, it would be very cluttered and distract from the information being portrayed. Accordingly, no revisions have been made to these figures.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9123

The comment states communities like Agua Dulce will be impacted by above-ground construction and asks what mitigation measures are proposed to address this. The comment is not specific to any one topic or impact. IAMFs are incorporated into the project design and construction to avoid or minimize environmental or community impacts. The description of each measure details the means and effectiveness of the measure in avoiding or minimizing impacts, as well as the environmental benefits of implementing the measure. Mitigation measures are site-specific measures that may be implemented where impacts cannot be otherwise avoided or reduced through design features or best management practices during construction or operations. Please refer to Draft EIR/EIS Appendix 2-E: Impact Avoidance and Minimization Features (IAMF) and Appendix 3.1-C Standardized Mitigation Measures for a complete list of IAMFs and MMs that could be incorporated to address construction impacts. The following IAMFs would be incorporated into the project to minimize impacts from construction: 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, HMW-IAMF#5: Demolition Plans, HMW-IAMF#6: Spill Prevention, HMW-IAMF#7: Transport of Materials, NV-IAMF#1: Noise and Vibration, PUE-IAMF#3: Public Notifications, PUE-IAMF#4: Utilities and Energy, SS-IAMF#1: Construction Safety Transportation Management Plan, SS-IAMF#2: Safety and Security Management Plan, SOCIO-IAMF#1: Construction Management Plan, SOCIO-IAMF#2: Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act, 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#9: Protection of Freight and Passenger Rail during Construction, and TR-IAMF#11: Maintenance of Transit Access. The following mitigation measures are proposed to reduce impacts from the project: 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 (ZE) and/or Near Zero Emission (NZE) Vehicles and off-road equipment, HMW-MM#1: Limit handling of extremely hazardous materials near educational facilities, N&V-MM#1: Construction

4495-9123

Noise Mitigation Measures, N&V-MM#2: Construction Vibration Mitigation Measures, TR-MM#2: Modify Signal Timing, TR-MM#3: Modify Signal Phasing, TR-MM#4: Provide a Traffic Signal, TR-MM#5: Restripe Intersection, TR-MM#6: Widen Intersection, TR-MM#7: Add Exclusive Turn Lanes, TR-MM#8: Reconfigure Intersection, TR-MM#9: Transit Coordination Plan, TR-MM#10: Provide Pedestrian and Bicycle Facilities, TR-MM#11: In-Lieu Traffic Improvements, and TR-MM#12: Prepare a Transportation Construction Management Plan.

4495-9124

The commenter asserts that all alternatives propose a tunnel under the Magic Mountain Wilderness area and asks how construction impacts associated with wildlife will be mitigated. The commenter is incorrect. None of the Build Alternatives analyzed would cross under the designated Wilderness area. As illustrated on the map on Page 2-7, all six Build Alternatives avoid the Magic Mountain Wilderness Areas.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9125

The commenter notes that local communities can connect to the HSR station via Metrolink and asks what connection opportunities will be provided.

As discussed in Section 3.5.2.1 of the Draft EIR/EIS, several agencies provide transit service in the project area, such as LA Metro, Antelope Valley Transit Authority, Burbank Bus, Metrolink, Greyhound, and Amtrak. As noted in Section 3.2.3.3 of the Draft EIR/EIS, the Burbank and Palmdale stations are within multiple plan areas, including the City of Burbank General Plan, City of Palmdale General Plan, LA Metro Short Range and Long Range Transportation Plans, Antelope Valley Transit Authority Long Range Plan, and SCAG's Regional Transportation Plan. Each of these documents provides goals and policies for maintaining transit operations and planning for new services to meet the needs of its users.

Mitigation Measure TR-MM#9, included in Section 3.2.7 of the Draft EIR/EIS, requires the preparation of a transit coordination plan with the affected transit providers to ensure revisions to services to account for HSR operations. This plan will help agencies modify their routes and services to provide transit connections to HSR riders. The provision of the transit coordination plan will help address connectivity between transit services and reduce the need to drive to destinations.

4495-9126

The commenter requests that engineering geology reports be submitted. Table S-3 in the Summary of the Draft EIR/EIS lists the number and title of the Impact Avoidance and Minimization Features (IAMF) for Section 3.9 of the Draft EIR/EIS. There is no specific report for the 15 Geologic Resources IAMFs. However, a description of each is provided in the Draft EIR/EIS [Section 3.9.4.2 (see pages 3.9-7 to 3.9-9)]; the Technical Appendix 2-E (pages 2-E - 13 to 2-E - 20); and the Geology, Soils, and Seismicity Technical Report [Section 2.7 (pages 2-42 to 2-46)]. All these documents are available on the California High Speed Rail Authority website, <https://hsr.ca.gov/>. Table S-5 in the Summary of the Draft EIR/EIS lists the number and title of the Geology, Soils, Seismicity, and Paleontology Impacts (GSPP). There is no specific report for these impacts. However, a description of each is provided in the Draft EIR/EIS [Section 3.9.6.3 (see pages 3.9-77 to 3.9-90)].

The Authority has committed to coordinating with affected local entities during construction and would require coordinating with the contractor who shall prepare a Construction Management Plan (CMP) addressing how the contractor will address geologic constraints and minimize or avoid impacts on geologic hazards during construction. The CMP will address constraints and resources, including groundwater withdrawal, unstable soils, subsidence, water and wind erosion, shrink-swell potential, and corrosive potential (GEO-IAMF#1). In addition to the CMP, GEO-IAMF#10 will ensure the Authority's commitment to coordinating with the contractor to document issuance of a technical memorandum using various guidelines and standards into facility design and construction.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9127

The commenter requested additional information about where the different Build Alternatives would be located near Pacoima Dam.

As shown in Chapter 2, Alternatives of the Draft EIR/EIS, the Refined SR14, SR14A, E1, and E1A Build Alternatives would be located approximately 1/4 miles away from the Pacoima Dam and within a tunnel. In addition, Table S-2 in the Summary of the Draft EIR/EIS shows the adit options associated with these Build Alternatives within proximity to Pacoima Dam. Refer to Section S.5.5 for additional information about adits and intermediate window options. The location of the adit options and their location relative to Pacoima Dam and reservoir can be seen in Figure 2-59 in the Draft EIR/EIS.

4495-9128

The commenter stated that the Hansen Dam is a U.S. Army Corps of Engineers facility instead of a Public Works facility and that the mitigation measure for taking Basins 5 and 6 of the Hansen Spreading Grounds is inadequate, regarding page S-69 of the Draft EIR/EIS. The text in the Summary has been revised in the Final EIR/EIS to correctly identify that the dam is a U.S. Army Corps of Engineers facility and to clarify that HWR-MM#3 will focus on creation of replacement groundwater recharge areas and that this would be done in coordination with Los Angeles Department of Water and Power who operates the Hansen Spreading Grounds.

4495-9129

Regarding page S-70 in the Draft EIR/EIS, the commenter stated that increased discharges from Hansen Dam are for flood control purposes and are not a mitigation measure for the effects of taking groundwater recharge Basins 5 and 6 at the Hansen Spreading Grounds. Revisions have been made to the Final EIR/EIS to remove text associated with increasing discharges, and to make clear that the Authority would provide replacement groundwater recharge areas to compensate for the HSR footprint within the Hansen Spreading Grounds and to allow for no net loss in recharge area or capacity. New recharge areas would be placed in the vicinity of existing recharge ponds. These revisions have been made to Impact HWR#4 and HWR-MM#3 in Section 3.8, Hydrology and Water Resources, of the Final EIR/EIS, as well as to the Summary of the Final EIR/EIS.

4495-9130

The commenter requested clarification of a reference to an equally effective option to mitigate the loss of groundwater recharge basins at Hansen Spreading Grounds mentioned in HWR-MM#3. Impacts associated with the loss of a portion of the groundwater recharge basin are anticipated to be mitigated by providing replacement groundwater recharge areas to compensate for the HSR footprint within the Hansen Spreading Grounds and to allow for no net loss in recharge area or capacity. New recharge areas would be placed in the vicinity of the existing recharge ponds. The reference to "an equally effective option", if advanced, must also achieve no net loss in groundwater recharge area or capacity in the vicinity of the Hansen Spreading Grounds, thus this option would not change the effectiveness of the measure as it would still require replacement of recharge area removed so that no net loss in recharge area occurs due to the project.

4495-9131

The commenter noted that Hansen Spreading Ground is for stormwater capture and groundwater recharge purposes while Tujung Wash is maintained for flood control purposes. This is consistent with how these are described in the Draft EIR/EIS.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9132

The commenter requested the inclusion of a statement that the SR14A Build Alternative will require the modification of Hansen Spreading Ground's overflow structure back into Tujunga Wash.

The SR14A Build Alternative would not modify the overflow structure or Tujunga Channel. However, the project would impact the spreading grounds and the Authority has identified mitigation for this impact.

As discussed in Section 3.8.7 in Section 3.8, Hydrology and Water Resources of the Final EIR/EIS, Mitigation Measures, HWR-MM#3 requires the Authority to provide replacement groundwater recharge areas to ensure there is no net loss in recharge area capacity. With implementation of HWR-MM#3, rates of groundwater losses would not increase because of any of the six Build Alternatives. In addition, the requested change to the Summary of the Final EIR/EIS is not warranted because the Refined SR14, SR14A, E1 and E1A Build Alternatives that cross the Hansen Spreading Grounds would not require modification of the outfall structure at the spreading grounds. While the outfall structure is located within the project footprint, as shown in the PEPD drawing in Volume 3 of the Draft EIR/EIS, physical alteration of the outfall structure is not required by any of these Build Alternatives because it would be located outside the HSR embankment grading limit and right-of-way.

4495-9133

The commenter requests that impacts to groundwater recharge at Hansen Spreading Grounds be listed in S.11 Areas of Controversy in the Summary of the Draft EIR/EIS.

The areas of controversy are compiled based on issues raised during the scoping meetings and public outreach efforts throughout the environmental review process. Issues regarding impacts on groundwater recharge at Hansen Spreading Grounds were not raised during the scoping meetings and other public outreach efforts. The Authority has conducted coordination with both the U.S. Army Corps of Engineers and Los Angeles Department of Water and Power (LADWP) regarding the project effects at both the Tujunga Channel crossing and the Hansen Spreading Grounds. Based on this coordination, it was determined that the crossing of the Tujunga Channel would not alter the capacity, operation, or maintenance of the channel. Therefore, groundwater recharge at Hansen Spreading Grounds is not considered an area of controversy, and no revision has been made to the Summary in response to this comment.

Although not considered an area of controversy, HWR-MM#3, Compensation for Impacts on Hansen Spreading Grounds, discussed in Section 3.8.7 of the Draft EIR/EIS, will ensure that impacts to the Hansen Spreading Grounds are sufficiently addressed through a commitment to provide replacement groundwater recharge areas. In response to coordination with LADWP since publication of the Draft EIR/EIS, the bridge design at the channel crossing has been refined to provide a minimum total vertical clearance of 9 feet for maintenance activities. The revised design for the bridge is included in Volume 3, PEPD Record Set REV02 Bridges and Elevated Structures Plans (Drawing ST-J1025-S14) of the Final EIR/EIS.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9134

Commenter is concerned that the SR14 Alignment will diminish the stormwater capture facility's ability to recharge local groundwater supplies within the Hansen Spreading Ground 5 and 6, and Tujunga Wash. The SR14A Build Alternative would cross the Hansen Dam Spreading Grounds. The Hansen Dam Spreading Grounds consist of a groundwater recharge facility where the Los Angeles County Flood Control District applies water within basins which allow the water to percolate into the groundwater basin below. Creation of new impervious surfaces within the Spreading Grounds could interfere with groundwater recharge in the San Fernando Groundwater Basin because the HSR guideway would be placed on embankment that would displace surface area. This would create an associated loss of groundwater recharge capacity. Impacts on groundwater recharge could lead to the reduction of ground water resources over time if they reduce the amount of water that can infiltrate into the groundwater basin below. As discussed in Section 3.8.7, Mitigation Measures, in this Final EIR/EIS, HWR-MM#3 requires the Authority to (1) provide replacement groundwater recharge areas, (2) implement other measures as necessary in coordination with the Los Angeles Department of Water and Power to ensure there is no net loss in recharge area capacity. With implementation of HWR-MM#3, the groundwater recharge function and capacity of the Spreading Grounds would not change substantially.

4495-9135

Commenter is concerned about reduced groundwater recharge as a result of the project and claims that mitigation for lost recharge capacity should only be considered once all other options have been exhausted. The Refined SR14, SR14A, E1, and E1A Build Alternatives would cross the Hansen Dam Spreading Grounds. The Hansen Dam Spreading Grounds consist of a groundwater recharge facility where the Los Angeles County Flood Control District applies water within basins which allow the water to percolate into the groundwater basin below. Creation of new impervious surfaces within the Spreading Grounds could interfere with groundwater recharge in the San Fernando Groundwater Basin because the HSR guideway would be placed on embankment that would displace surface area. This would create an associated loss of groundwater recharge capacity. Impacts on groundwater recharge could lead to the reduction of ground water resources over time if they reduce the amount of water that can infiltrate into the groundwater basin below. As discussed in Section 3.8.7, Mitigation Measures, in this Final EIR/EIS, HWR-MM#3 requires the Authority to (1) provide replacement groundwater recharge areas, (2) implement other measures as necessary in coordination with the Los Angeles Department of Water and Power to ensure there is no net loss in recharge area capacity. With implementation of HWR-MM#3, the groundwater recharge function and capacity of the Spreading Grounds would not change substantially.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9136

The commenter requests that the Pacoima Reservoir Restoration project be added to Appendix 3.19-A Cumulative Project List and to consider trucking routes. Projects in Appendix 3.19-A were considered in the analysis if they are part of an adopted plan, if applications for project entitlements or construction are pending with a government agency, if the project is included in an agency's budget or capital improvement program, and if the project reasonably foreseeable future phase of an existing project. The Pacoima Reservoir Sediment Removal Project was projected to start construction by Fall 2017 and finish construction in 2023. For the purposes of the Draft EIR/EIS, the existing conditions baseline year is considered 2015, the year when the environmental analysis for the Palmdale to Burbank Project Section began, following issuance of the federal Notice of Intent and the State Notice of Preparation for this project section. The project has been added to Appendix 3.19-A. Most roadway segments and intersections impacted by spoils hauling trips would be in rural areas that would be relatively unaffected by past, present, and reasonably foreseeable future projects. However, several roadways and intersections that would be impacted by HSR spoils hauling trips are located near the cities of Santa Clarita and Burbank. The Build Alternatives would implement a Construction Management Plan to reduce impacts associated with haul route traffic; however, there is no guarantee that traffic calming measures would adequately reduce impacts on roadway segments and intersections along the HSR spoils haul routes. However, as the construction of the Palmdale to Burbank Project Section will not begin until after the proposed completion of the Pacoima Reservoir Restoration Project, overlap will not occur, and no cumulative impacts are anticipated.

4495-9137

The commenter indicates that the SR14A and Refined SR14 Build Alternatives alignments cross Pacoima Wash and that construction activities will need to be coordinated with Los Angeles County Public Works. Please refer to Volume 3 PEPD Track Alignment Plans in the Draft EIR/EIS. The SR14A and Refined SR14 Build Alternatives alignments cross Pacoima Wash in a tunnel at a depth of over 200 feet, with no impact to the wash or Pacoima Dam. The alignment does not cross the pool of the dam. Water flows are not anticipated to affect the project since the tunnel will be built more than 200 feet under the wash with a watertight one-pass lining able to bear up to 25 bar of water pressure. No construction activity will occur in the wash.

4495-9138

The commenter expresses concerns about Pacoima Canyon Road, an access road to Pacoima Dam, being closed off during construction. There are no construction activities that would require the closure of Pacoima Canyon Road. This road will remain open during construction of the Project.

4495-9139

The commenter requests that the California Department of Water Resources Division of Safety of Dams (DSOD) be made aware of alternatives near to their assets. The Authority will continue to coordinate the other state agencies as the project moves forward, including DSOD in regards to facilities in its jurisdiction.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9140

Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter requests that mitigation be implemented to ensure there are no construction vibration and operational vibration effects to the Pacoima Dam, which is located near the Refined SR14 and E1, E1A alignments. As described in Impact N&V#3 of the Draft EIR/EIS it is unlikely vibration would be perceptible at the surface, given the depth at which tunnels would be bored. Vibration effects from tunnel construction (using tunnel boring machines [TBM]) attenuate sharply with distance; at a distance of 100 meters (328 feet) from the vibration source, ground-borne vibration caused by the TBM would be close to zero and harmless to structures. A typical vibration source spectrum for the TBM and the ground vibration attenuation characteristics has been used to estimate the approximate ground borne vibration (GBV). Specifically, the Melbourne Metro Rail - Noise and Vibration Appendix B (2016) was used where such characteristics were estimated using a combination of literature-based data along with the authors' library of test data. The total distance between the SR14A Build Alternative (Preferred Alternative) tunnel and the bottom of the Pacoima Dam is approximately 1,600 feet. The proposed tunnel would, at its closest point (slope distance), be well outside the estimated distance of 328 feet for attenuation of vibration effects during construction. Regardless, the Authority included mitigation that would address vibration impacts during construction and operation as part of Mitigation Measures N&V-MM#2 and N&V-MM#7. Please refer to Section 3.4.7 of the Draft EIR/EIS for more information on Noise and Vibration Mitigation Measures. Also, as discussed in Section 3.4.4.2, NV-IAMF#1 requires that the contractor prepare and submit a noise and vibration technical memorandum to the Authority prior to construction. The memorandum will include how FTA and FRA guidelines for minimizing construction noise and vibration impacts will be employed when work is being conducted within 1,000 feet of sensitive receptors. The IAMF also includes the typical construction practices that would be implemented to minimize noise and vibration. Additionally, Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses discusses vibration impacts from tunneling under homes and businesses and mitigation measures set forth to reduce vibration impacts associated with project operation.

4495-9141

The commenter provides updated data for Los Angeles County Waterworks District 37 and District 40. The data has been updated in Table 3.6-10 of the Final EIR/EIS to reflect the information provided in the comment. This updated information clarifies and does not affect the analysis or conclusions of the EIR/EIS.

4495-9142

The commenter identified potential refinements to Table 3.6-11 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS. Table 3.6-11 has been revised in the Final EIR/EIS to reflect the accurate information provided by the commenter, that Los Angeles County Waterworks District does not receive water from the Metropolitan Water District. This revisions does not change the impact analysis, given the other water distributors and suppliers listed in Table 3.6-11.

4495-9143

Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

The commenter requests that the water supply analysis for the selected alternative be submitted to LACWD. Please note that PUE-MM#1 includes the following: "Based on the results of this water supply analysis, the Authority would coordinate with relevant water agencies to determine if allocations for additional water supply are needed for construction." The Authority will continue coordinating with relevant agencies as requested by the commenter and the Authority will make available the water supply assessment to the LACWD. In addition, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which provides additional information about water supplies for the project, including in the scenario of dry and multiple dry years.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9144

The commenter states that coordination with LACWD will be required to determine water system improvements following the water supply analysis. The Authority will initiate further coordination following preparation of the water supply analysis. Please see Response to Comment #9145 for more information.

4495-9145

The commenter requests design plans for watermain relocations be submitted to LACWD. The commenter also requests that service interruptions be minimized. Design plans for watermain relocations will be provided during the detailed design phase of the HSR project. As described in Section 3.6, Public Utilities and Energy (specifically within Section 3.6.6.3), of the Draft EIR/EIS, the Authority will continue to work with LACWD during subsequent stages of design. The Authority uses industry standard practices for addressing local government and utility company facilities and utilities. The Authority generally ensures that overall local government/utility company facilities and utilities function in a materially equivalent manner as prior to the relocations, modifications, or impact. The Authority also generally ensures that the design of the relocations or modifications of facilities and utilities meets the local government entity's or utility company's (as applicable) published (or, if not published, established) design standards in place (usually at the time of agreement execution or the time of final design). The Authority's response is subject to the Authority's evaluation of whether the relocations or modifications will result in beneficial results for the community or requires some level of cost sharing. Regarding the comment about minimizing service interruptions, please refer to Impact PUE#1 and PUE#2 in Section 3.6 of the Draft EIR/EIS, which describe the IAMFs that would be implemented to minimize interruptions, including PUE-IAMF#3, which requires public notification and preparation of/adherence to a communication plan where utility service interruptions are unavoidable and PUE-IAMF#4, which requires preparation of a technical memorandum documenting how construction activities will be coordinated with relevant service providers to minimize or avoid utility service interruptions.

4495-9146

The commenter requests more information on spoil haul routes. Section 3.2.4.3 outlines the methodology for assessing the effects of construction spoils haul routes. In general, individual haul routes were developed by identifying the most likely route between the spoils generation areas and the disposal sites utilizing the regional freeway network. Generally, trucks would be directed to use official city or county truck routes, as appropriate. At this stage in the Project, the specific disposal sites have not been finalized; therefore, the Authority employed a conservative approach and construction spoils-related trucks were analyzed on the roadway network entering the freeway facilities in both the northbound and southbound direction to gauge the effect of loading each direction with trucks. Several project measures have been developed to minimize the effect of construction spoils hauling on roadways. In particular, TR-IAMF#2 requires the preparation of a Construction Transportation Plan (CTP), and TR-IAMF#7 requires the construction contractor to deliver equipment and materials on appropriate truck routes and avoid impacts on streets that cannot accommodate truck traffic.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9147

The commenter requests a VMT analysis for the construction phase of the project. Construction phase transportation impacts were discussed qualitatively in Section 3.2, Transportation, of the Draft EIR/EIS, with a focus on emergency access; increasing hazards due to a geometric design feature or inconsistent use; or conflicts with a program, plan, ordinance, or policy addressing the circulation system.

Additional qualitative analysis for construction VMT is provided in response to this comment. Per section 15064.3 of the CEQA Guidelines, VMT is “Generally the most appropriate measure of transportation impacts.” The simplest definition of VMT, or vehicle mile traveled, is “one vehicle traveling on a roadway for one mile” (Sacramento Area Council of Governments 2016 MTP/SCS). Section 15064.3(a) of the CEQA Guidelines defines “vehicle miles traveled” as “the amount and distance of automobile travel attributable to a project.” Direct and indirect impacts due to VMT are regional in nature. SB 743 is focused on reducing long-term VMT to help achieve the State’s GHG reduction targets. Even though one particular project may generate a large number of construction trips, the number of construction-generated VMT for an individual project is temporary and incidental when compared to the total VMT in a jurisdiction generated by residential, commercial, and office uses. The Technical Advisory on Evaluating Transportation Impacts in CEQA from the California Office of Planning and Research, which is intended to provide guidance on addressing VMT in CEQA documents pursuant to SB 743, omits any directive or recommendation to perform construction-phase VMT analysis (see https://opr.ca.gov/ceqa/docs/20190122-743_Technical_Advisory.pdf). Although not expressly required under CEQA or SB 743, CEQA Guidelines Section 15064.3(b)(3) acknowledges that “a qualitative analysis of construction traffic may be appropriate.”

As discussed in Transportation Analysis Under CEQA, First Edition by the California Department of Transportation (see <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-09-10-1st-edition-tac-fnl-a11y.pdf>), “Impacts associated with construction of a project may also require VMT analysis, particularly for large projects or projects located a considerable distance from urbanized areas. Generally, a qualitative analysis of VMT impacts associated from the construction of the project would be appropriate.” A lead agency has discretion to choose the most appropriate methodology to evaluate a project’s VMT, as described in

4495-9147

Section 15064.3(b) of the CEQA Guidelines, “if existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project’s vehicle miles traveled qualitatively.”

A qualitative analysis for construction VMT is provided below in response to this comment. Section 15064.3(a) of the State CEQA Guidelines define VMT as the “amount and distance of automobile travel attributable to a project.” The OPR Technical Advisory further states, “Here, the term ‘automobile’ refers to on-road passenger vehicles, specifically cars and light trucks.” As discussed in Section 3.18.6.3, Regional Growth of the Draft EIR/EIS, the number of construction-related jobs would be small compared to the available construction labor force in the economic RSA as discussed in Impact SOCIO#7, and workers from other counties moving into the economic RSA for job opportunities is not anticipated to be likely. This assumption is supported by the 2023 Project Update Report, that found the current Central Valley project sections that are under construction have employed local construction workers (Authority, 2023). Because construction jobs would be filled by local workers, it is not anticipated that workers would be traveling long distances to get to and from the job site thereby increasing regional VMT. Furthermore, these trips would not be “new,” but rather a redistribution of existing trips that were being made to other job sites as the construction workers move from job to job.

Depending on the route of redistribution, trip lengths could be reduced for some local construction workers or increased for others; thereby resulting in no net increase in VMT. This assessment is consistent with Caltrans’ Transportation Analysis Under CEQA, First Edition, which states that “[v]ehicle trips used for construction purposes would be temporary, and any generated VMT would generally be minor and limited to construction equipment and personnel and would not result in long-term trip generation” (page 20). The qualitative analysis provided above and in the Draft EIR/EIS indicates that construction related VMT would be limited and temporary, and quantitative analysis is neither required or warranted. Qualitative construction related transportation impacts are further discussed in Section 3.2, Transportation, of the Draft EIR/EIS.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9148

The commenter suggests revisions to the format of the document. In particular, the comment suggested using a bold font for Map ID 8. Per the Authority documentation standards, boldface type indicates that the intersection operates at an unacceptable LOS (LOS E/F). The commenter is correct that the LOS for the Weekday AM peak hour Existing (2015) No Project Conditions for Map ID 8 should be in bold font. This change has been made in the Final EIR/EIS.

The commenter suggested adding an analysis of impacts to Sierra Highway at Crown Valley Road. As discussed in Section 3.2.4.1, the analysis locations for the construction scenario were selected along the path of travel of haul trucks from the potential-spoils-generating sites to the freeway network. In the Acton area, the potential-spoils-generation sites would be located south of the SR 14 freeway. Although haul trucks would enter and exit the freeway at the SR 14 / Crown Valley Road ramps, they would not travel through the intersection of Sierra Highway / Crown Valley Road. Because the haul trucks would not use this location, this location was not assessed for construction-related impacts. As such, no change was made to the document to address this comment.

4495-9149

The commenter contends that the proposed improvements proposed as mitigation measures for construction-based level of service (LOS) impacts should be considered permanent improvements. Several mitigation measures were developed to reduce the effect of spoils hauling on local roadways and intersections. In particular, TR-MM#1 states that travel lanes may be added to increase capacity and improve operations. TR-MM#2 through TR-MM#8 state that modifications to intersection configurations and traffic signals may be implemented to improve traffic flows. These measures could be implemented on a temporary basis through the construction duration, or could be retained on a permanent basis. The Authority would work with local agencies who have jurisdiction over the affected facilities to determine if these elements should be made permanent. Although the construction duration is anticipated to be 6.4 years, this is still considered to be a temporary effect as areas subject to temporary construction easements would be restored to a condition equivalent to or better than their pre-project condition.

4495-9150

The commenter notes that coordination will be needed with local services and providers. The Authority agrees that the implementation of the IAMFs will involve cooperation with local agencies, emergency services, and public transit providers; the text of IAMF#2 notes that work will be done "in close consultation with the local jurisdictions having authority over the site."

4495-9151

The commenter suggests that permanent improvements should be considered to address traffic/automobile delay impacts during spoils hauling. The requirements for consideration of mitigation under CEQA and NEPA are different. While CEQA requires the CEQA lead agency to both identify and adopt feasible mitigation measures, NEPA requires a federal lead agency to consider potential mitigation but does not require a federal lead agency to adopt mitigation. As such, the Authority, acting in its delegated role as the federal lead agency for this Project Section, can decide whether to adopt the mitigation identified for NEPA traffic effects. The effect of spoils hauling causing automobile delay is not considered a significant environmental impact under CEQA. Several mitigation measures were developed to reduce the effect of spoils hauling on local roadways and intersections for NEPA purposes, as documented in Draft EIR/EIS Appendix 2-E and Section 3.2.7. In particular, TR-MM#1 states that travel lanes may be added to increase capacity and improve operations. TR-MM#2 through TR-MM#8 states the modifications to intersection configurations and traffic signals may be implemented to improve traffic flows. The commenter has not proposed specific mitigations and locations. However, these measures could be implemented on a temporary basis through the construction duration, or could be retained on a permanent basis. The Authority would work with local agencies with jurisdictions over the affected facilities to decide which mitigation measures, if any, to retain on a permanent basis.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9152

The commenter states that coordination is needed to implement TR-MM#12. Several mitigation measures were developed to reduce the effect of spoils hauling, as documented in Draft EIR/EIS Appendix 2-E and Section 3.2.7. In particular, TR-MM#12 requires the preparation of a Construction Management Plan (CMP).

With respect to transit, TR-MM#9 requires the preparation of a transit coordination plan, to be developed in conjunction with affected transit providers. In addition, TR-MM#10 requires the provision of safe pedestrian and bicycle facilities.

For the purposes of clarity, TR-MM#10 and TR-MM#12 has been revised in the Final EIR/EIS to clarify that coordination with local agencies would take place. Please note that TR-MM#9 already expressly states coordination with affected transit providers would take place.

4495-9153

The commenter suggests considering roundabouts as potential traffic mitigations for unsignalized intersections. The commenter has not identified any particular intersection that could accommodate a roundabout during construction. As discussed in Section 3.2.7 in Section 3.2, Transportation of the Draft EIR/EIS, mitigation measures were developed to reduce the effect of spoils hauling on local roadways and intersections. In particular, TR-MM#1 states that travel lanes may be added to increase capacity and improve operations. TR-MM#2 through TR-MM#8 states the modifications to intersection configurations and traffic signals may be implemented to improve traffic flows. These measures could be implemented on a temporary basis through the construction duration or could be retained on a permanent basis. The Authority would work with local agencies with jurisdiction over the affected facility. Implementation of the CMP would be effective in reducing impacts associated with haul traffic, although there is a possibility that these measures would not achieve adequate LOS or V/C ratios at the affected segments. However, automobile delay is not considered a significant environmental impact under CEQA. As such, CEQA does not require full mitigation of these effects.

The Authority has considered the commenter's proposed mitigation of roundabouts. Although roundabouts may be able to address impacts due to spoils hauling, they are not anticipated to be feasible construction-period mitigation measures. Roundabouts typically require more right-of-way than is provided for a normal unsignalized intersection. Trucks that would be used for spoils hauling cannot easily traverse roundabouts with small diameters; as such, more substantial facilities would be required, which also requires more right-of-way than typically available at the intersections that are impacted by construction. According to industry standards (NCHRP Report 1043 (Guide for Roundabouts), Exhibit 10.3), a standard one-lane roundabout designed to accommodate large trucks has a diameter of up to 180 feet (without sidewalks). The dimensional requirements of a roundabout can be seen at the intersection of Palmdale Blvd/47th St in Palmdale, which is a two-lane roundabout with a diameter of about 200 feet (not including sidewalks). A typical unsignalized intersection has a right-of-way between 40 and 80 feet, depending on the number of lanes. As such, a roundabout could not fit into the footprint of an unsignalized intersection. As such, property acquisition would be needed to accommodate the footprint of a roundabout. In addition, in rural areas, the additional space associated with a roundabout could create additional environmental impacts associated with its implementation (for example, groundwater

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9153

runoff, biological resources, and other environmental topics). Due to the additional right of way needs, roundabouts cannot be implemented on a temporary basis (the construction period) within current intersections; they would require the construction of additional pavement, new sidewalks, new lighting, and modified drainage. Therefore, roundabouts would need to be a permanent installation. As such, the use of roundabouts to address temporary construction-period traffic effects which would cease once construction is complete, is not considered feasible or prudent.

4495-9154

The commenter seems to suggest that improvements or conditions that last 3.2 years may qualify as permanent, although the Authority considered them temporary, or that some improvements will become permanent.

TR-IAMF#4 through TR-IAMF#7 are Impact Avoidance and Minimization Features, not proposed mitigations. The Authority does not consider 3.2 years "permanent" because, by definition, removing or abating any improvement or condition after 3.2 years qualifies as a "temporary" improvement or condition. The Authority may, in coordination with local jurisdictions, decide to make some temporary changes permanent, but it cannot reasonably foresee any at this time. Several mitigation measures were developed to reduce the effect of spoils hauling on local roadways and intersections, as documented in Appendix 2-E and Section 3.2.7 of the Draft EIR/EIS. In particular, TR-MM#1 states that travel lanes may be added to increase capacity and improve operations. TR-MM#2 through TR-MM#8 states the modifications to intersection configurations and traffic signals may be implemented to improve traffic flows. These measures could be implemented on a temporary basis through the construction duration, or could be retained on a permanent basis. The Authority would work with local agencies with jurisdictions over the affected facilities.

4495-9155

The commenter requests a VMT analysis for the construction phase of the project and asks if rideshare will be encouraged to mitigate construction related trips. Please refer to Response to Comment #9147. As explained there, VMT from construction workers would be minimal and temporary, and, therefore, mitigation –such as a rideshare, as suggested by the commenter –is not required.

4495-9156

The commenter requests consideration be given to implementing roundabouts instead of new traffic signals as mitigation for construction-period truck traffic. Construction-period traffic is considered a temporary impact as it would occur only during construction and once construction ceases, construction-period traffic would cease. Roundabouts are not considered an appropriate or feasible mitigation for a temporary impact because roundabouts would result in permanent changes to local roadways. Roundabouts would also require additional right-of-way when compared to installing a traffic signal. This additional right-of-way could result in secondary impacts and impacts to private property surrounding the intersection. In addition, because construction traffic would include large trucks, large trucks cannot easily traverse roundabouts unless the roundabouts have large dimensions, meaning potential for expanded secondary impacts and right of way needs. For these reasons, the use of roundabouts to mitigate temporary construction-period traffic impacts is not considered feasible.

4495-9157

The commenter requested the Final EIR/EIS to include a discussion of the project's compliance with California Executive Order B-39-77. Section 3.8.2.2 of this Final EIR/EIS will be amended to include discussion of Executive Order B-38-77, regarding the need to assess and minimize flood hazards from State actions. (Federal Executive Order 11899 is discussed in Section 3.1.9 [Floodplain Management (U.S. Presidential Executive Order 11988)] of the Hydrology and Water Resources Technical Report (Page 3-2)).

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9158

The commenter requests that the EIR/EIS discuss compliance with Los Angeles County Flood Control District (LACFCD) Code, Chapter 19 - Use of District Property and Facilities by Others and Los Angeles County Code Title 20, Division 5, Chapters 20.94 and 20.96.

As set out in EIR/EIS Appendix 2-H Regional and Local Policy Consistency Analysis Table 2.0-H-1, the Palmdale to Burbank Project Section evaluates consistency of local regulations related to floodplains, including LACFCD regulations. In addition to consistency with local regulations, the Palmdale to Burbank Project Section would comply with State and federal regulations related to floodplains. In addition, as required by HYD-IAMF#2 (see Appendix 2-E of the EIR/EIS), the Authority would prepare a Flood Prevention Plan (FPP) to minimize increases in 100-year or 200-year flood elevations and establish design standards to allow for all six Build Alternatives to remain operational during flood events. Development within floodplains has been evaluated in Section 3.8 of the Draft EIR/EIS.

As established by HYD-IAMF#2, project infrastructure will be designed and constructed to avoid areas within floodplains wherever feasible. Project construction could result in increasing the levels of base flood elevations. As required by HYD-IAMF#2, which identifies that development within the floodplain would be minimized and designs of floodplain crossings would be designed as required by local agencies, any increase to base flood elevations within Los Angeles County Capital Floodplains would not be allowed per Los Angeles County Code without preliminary approval by the LA County Board of Supervisors. During the design phase, the Authority will conduct a hydrology study and hydraulic analysis to evaluate the Project impacts to base flood elevations. If it is determined that the Palmdale to Burbank Project Section would increase water surface elevation in a Capital Floodplain, the Authority would coordinate with the Los Angeles County Department of Public Works (LACDPW) as explained further in Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners. In addition, please refer to Standard Response PB-Response-PUE-4 for information about the Authority's commitment to compliance with local government entities and utility owners.

As required by HYD-IAMF#2, which identifies compliance with local agency

4495-9158

requirements for development within the floodplain, the Authority will obtain approval from LACDPW prior to commencing construction within Los Angeles County Capital Floodplains. With respect to potential impacts to the Hansen Spreading Grounds, as required by mitigation measure HWR-MM#3, replacement groundwater recharge areas will be identified in coordination with LACFCD for the Hansen Spreading Grounds. Floodplains and groundwater basins are discussed and identified in Section 3.8.5.3 and Section 3.8.5.5, respectively, of the Draft EIR/EIS.

Creation of new impervious surfaces within the spreading grounds could interfere with groundwater recharge in the San Fernando Groundwater Basin because the HSR guideway would be placed on embankment that would displace surface area. This would create an associated loss of groundwater recharge capacity. Impacts on groundwater recharge could lead to the reduction of ground water resources over time if they reduce the amount of water that can infiltrate into the groundwater basin below. As discussed in Section 3.8.7, Mitigation Measures in Section 3.8, Hydrology and Water Quality of this Final EIR/EIS, HWR-MM#3 requires the Authority to provide replacement groundwater recharge areas to ensure there is no net loss in recharge area or capacity.

The preliminary engineering project design drawings include culverts that would be placed under the HSR berms located at the Hansen Spreading Grounds which would allow for water to be conveyed uninterrupted between the spreading grounds ponds and the existing outfall. With implementation of HWR-MM#3, the groundwater recharge function, operation and capacity of the Spreading Grounds would not substantially change. "

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9159

The commenter provided further context that County Capital Flood regulations and mapping would be used by the County in assessing and regulating project activities within Los Angeles County Flood Control District (LACFCD) right-of-way. Los Angeles County Public Works' Capital Flood protection requirements apply to all unincorporated areas mapped as floodways. A Capital Flood is defined as the flooding produced by a 50-year frequency storm falling on a saturated watershed (Los Angeles County 2021).

The primary County Flood Control facility crossed by the project is the Hansen Spreading Grounds. The Refined SR14, SR14A, E1, and E1A Build Alternatives would cross the Hansen Dam Spreading Grounds. The Hansen Dam Spreading Grounds consist of a groundwater recharge facility where the Los Angeles County Flood Control District applies water within basins which allow the water to percolate into the groundwater basin below. Creation of new impervious surfaces within the Spreading Grounds could interfere with groundwater recharge in the San Fernando Groundwater Basin because the HSR guideway would be placed on embankment that would displace surface area. This would create an associated loss of groundwater recharge capacity. Impacts on groundwater recharge could lead to the reduction of ground water resources over time if they reduce the amount of water that can infiltrate into the groundwater basin below.

To address this impact, and as discussed in Section 3.8.7, Mitigation Measures, in the Draft EIR/EIS, HWR-MM#3 (Compensation for Impacts on Hansen Spreading Grounds) requires that the Authority provide replacement groundwater recharge areas in the vicinity of existing recharge ponds within the Hansen Spreading Grounds to ensure no net loss in recharge area or capacity. Based on a review of GIS data, the Refined SR 14, SR14A, E1, and E1A Build Alternatives alignments would result in the loss of approximately 8.9 acres of land in the Hansen Spreading Grounds; however, land directly adjacent to the Hansen Spreading Grounds appears to be suitable for replacement groundwater recharge areas. For instance, there is an area of approximately 18.6 acres of project footprint south of Branford Street and east of San Fernando Road, which is located adjacent to the Hansen Spreading Grounds, that could be used for groundwater recharge purposes. Modifications to accommodate a new recharge area may include culvert extensions under the existing embankment within the Palmdale to Burbank Project Section footprint. Because replacement recharge areas

4495-9159

would be located adjacent to the Hansen Spreading Grounds, those areas would be integrated into the existing facility and management and maintenance requirements for the spreading grounds would not be expected to increase.

Section 3.8.2.3, Regional and Local, of the Final EIR/EIS has been revised to include a subsection titled, County Floodplains and Floodways, with the following description; the County's Capital Flood is the flood produced by a 50-year frequency rainfall falling on a saturated watershed; where the watershed is undeveloped and the effect of burned conditions is factored in. The County considers floodplains and floodways associated with the County's Capital Flood. The County floodway is an area immediately adjacent to a water course where floodwaters during a Capital Flood are deepest and fastest moving. Its hazardous nature requires that development in this area be carefully managed. The floodway must remain free of obstruction and construction unless engineering analysis demonstrates that the flood hazard on adjoining properties will not be increased. Ideally, development in the floodway should be restricted to uses that do not interrupt or excessively accelerate the natural flow of the water (tennis courts, swimming pools, etc.). The limits of the County floodway are defined as the point where the velocity of flood flow is 10 feet per second, or the water surface elevation is 1 foot above the Capital floodplain water surface elevation. The first of either criteria reached controls the floodway width. Where the flow velocity exceeds 10 feet per second for the entire width of the floodplain, the floodplain lines and floodway lines are the same. Los Angeles County Public Works' Capital Flood Protection requirements apply to all unincorporated areas mapped as County floodways (Los Angeles County 2021).

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9160

The commenter expressed that compliance with the FEMA flood insurance program is under the jurisdiction of the Los Angeles County Public Works Department, and that any county department that has jurisdiction over the project will need to consult and coordinate with the LA County Public Works Department. A discussion of the regulatory compliance between Los Angeles County, cities, unincorporated areas and federal flood regulations is available in Volume 2, Technical Appendices, Appendix 2-H "Regional and Local Policy Consistency Analysis."

4495-9161

The commenter notes that the Build Alternatives cross several County Capital Floodways that were mapped and adopted into the Los Angeles Code and notes that the compliance lead is Public Works. The Authority will consult and coordinate with the County of Los Angeles Department of Public Works as appropriate. As discussed in Section 3.8.7, Mitigation Measures, HWR-MM#2 will require the Authority to avoid placing permanent facilities within floodplains and minimize encroachment during construction into surface water resources to the extent feasible. If such encroachments during construction are necessary, HWR-MM#2 will require restoration of temporarily affected floodplains after construction, by regrading to mimic contours and revegetating where necessary. Where placement of facilities in floodplains cannot be avoided, HWR-MM#2 will require the use of fill to raise infrastructure above the base flood elevation. As discussed under Impact HWR#3, increases in floodplain elevations resulting from the Build Alternatives would not exceed 1 foot, consistent with FEMA criteria. In complying with HWR-MM#2, the project is also anticipated to be in compliance with County requirements related to floodways.

4495-9162

The commenter notes that the Build Alternatives cross several County Capital Floodways that were mapped and adopted into the Los Angeles Code and requests that the discussion of floodplains should include flood hazard areas mapped by the county. As explained in Draft EIR/EIS Section 3.8.4.5, Hydrology and Water Resources Methodology, FEMA floodplain and floodway maps were used to assess impacts related to flood hazards; this data was used, rather than the flood maps of local jurisdictions, because it is based on consistent standards and covers the full geographic extent for the Palmdale to Burbank Project Section. This floodplain data is shown on Figure 3.8-A-25 through Figure 3.8-A-27 in Appendix 3.8-A, Hydrology and Water Resources Figures Part I. Regardless, analysts assessed the project's consistency with the Los Angeles County General Plan Policies and Code of Ordinances regarding floodplains in Appendix 2-H, Regional and Local Policy Consistency Analysis. The analysts found it consistent.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9163

The commenter requests that IAMFs that address the need to not increase flood hazards, especially in flood hazard areas mapped by FEMA, California Department of Water Resources, and the County of Los Angeles, be included in the Final EIR/EIS. The Authority understands that there are risks that could affect floodways during construction activities. The construction of any project build alternative would incorporate engineering design features to avoid and minimize potential impacts. These potential impacts are analyzed in detail in Section 3.8, Hydrology and Water Resources, specifically Impact HWR#1 (Permanent Alteration of Surface Drainage Patterns from Aboveground Temporary Construction Activities and Permanent Structures Required for the Build Alternatives) and Impact HWR#3 (Changes in Flood Risks Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives).

Specifically, the Authority would adopt engineering and design approaches described in HYD-IAMF#1 (Stormwater Management) and HYD-IMAF#2 (Flood Protection). HYD-IAMF#1 will require stormwater management facilities to reduce the Build Alternative's contribution of runoff to existing drainage systems during flood events, and the flood protection plan (HYD-IAMF#2) will avoid and minimize increases in flood elevations. However, construction within SFHAs could still impede or redirect flood flows, thereby substantially increasing the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Accordingly, as discussed in Section 3.8.7, Mitigation Measures, HWR-MM#2 will require the Authority to avoid placing permanent facilities within floodplains and minimize encroachment during construction into surface water resources to the extent feasible. If such encroachments during construction are necessary, HWR-MM#2 requires the restoration of temporarily affected floodplains after construction, by regrading to mimic contours and revegetating where necessary. Where placement of facilities in floodplains cannot be avoided, HWR-MM#2 requires the use of fill to raise infrastructure above the base flood elevation. As discussed under Impact HWR#3, increases in floodplain elevations resulting from the Build Alternatives would not exceed 1 foot, consistent with FEMA criteria. The Build Alternatives would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surface, in a manner which would impede or redirect flood flows or exceed the capacity of existing or planned drainage systems. Also, floodplains will be restored to their prior function in instances where floodplains would be affected by construction within 1 year

4495-9163

of completing construction at each affected location. This would include grading to restore preconstruction contours and revegetation with appropriate native species. For this reason, the analysis concludes that project construction and mitigation would not substantially increase flood risks. No additional mitigation measures are warranted.

4495-9164

The commenter suggests the Authority comply also with NFIP regulations, which state that an encroachment into the FEMA-mapped floodplain not cumulatively increase the water surface elevation by more than 1 foot in areas where FEMA has not mapped a regulatory floodway and by any amount within a FEMA-mapped regulatory floodway. The Authority has updated the Final EIR/EIS in section 3.8.4.4 to reflect that FEMA and the local agencies require that an encroachment into a floodplain not increase the water surface elevation of the 100-year flood by more than 1 foot in floodplains. As established by HYD-IAMF#2, infrastructure will be designed and constructed to avoid areas within floodplains wherever feasible. Where infrastructure would be permanently located within floodplains, the Authority conducted hydraulic modeling and confirmed that increases in flood plain elevations resulting from the Project would not exceed 1 foot in FEMA designated floodplains. None of the Build alternative footprints overlap with a FEMA regulatory floodway footprint. If the Authority later determines that a FEMA regulatory floodway may be affected by the Project, it would conduct additional hydraulic modeling to confirm that there would be no (0.00 foot) increase in the base flood elevation, as indicated in HYD-IAMF#2, which requires compliance with local agency requirements for development within the floodplain. If the Authority is unable to meet these requirements, and the base flood elevation exceeds the NFIP regulations, the Authority would seek approval of the LAFCD to apply to FEMA for a Conditional Letter of Map Revision (CLOMR), as indicated in HYD-IAMF#2.

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9165

Thank you for the comment. As described in Section 3.8.4.5 of the Final EIR/EIS, the Authority acknowledges that if a FEMA regulatory floodway may be affected by the Project, the Authority would conduct additional hydraulic modeling to confirm that there would be no increase in the base flood elevation, as indicated in HYD-IAMF#2, Flood Protection, which requires compliance with local agency requirements for development within the floodplain. If the Authority is unable to meet these requirements, and the base flood elevation exceeds the National Insurance Flood Protection regulations, the Authority would seek approval of the Los Angeles Flood Control District to apply to FEMA for a Conditional Letter of Map Revision (CLOMR), as indicated in HYD-IAMF#2.

4495-9166

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter expresses concern that the HSR construction activities in County Flood floodplains and floodways could raise the water surface elevation. These impacts are analyzed in detail in Section 3.8, Hydrology and Water Resources, specifically Impact HWR#1 (Permanent Alteration of Surface Drainage Patterns from Aboveground Temporary Construction Activities and Permanent Structures Required for the Build Alternatives) and Impact HWR#3 (Changes in Flood Risks Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives).

The Authority would adopt and implement engineering and design approaches described in HYD-IAMF#1 (Stormwater Management) and HYD-IMAF#2 (Flood Protection). HYD-IAMF#1 will require stormwater management facilities to reduce the Build Alternative's contribution of runoff to existing drainage systems during flood events, and the flood protection plan (HYD-IAMF#2) would be designed to avoid and minimize increases in flood elevations. However, construction within a Special Flood Hazard Area (SFHA) could still impede or redirect flood flows, thereby substantially increasing the rate or amount of surface runoff in a manner that would result in flooding on- or off-site; such outcomes would result in a significant impact. As discussed in Section 3.8.7, Mitigation Measures, HWR-MM#2 will require the Authority to avoid placing permanent facilities within floodplains and minimize encroachment during construction into surface water resources to the extent feasible. If such encroachments during construction are necessary, HWR-MM#2 will require restoration of temporarily affected floodplains after construction, by regrading to mimic contours and revegetating where necessary. Where placement of facilities in floodplains cannot be avoided, HWR-MM#2 will require the use of fill to raise infrastructure above the base flood elevation.

As discussed above, increases in floodplain elevations resulting from the Build Alternatives would not exceed 1 foot, consistent with FEMA criteria. Project construction could result in increasing the levels of base flood elevations. As required by HYD-IAMF#2, which identifies that development within the floodplain would be minimized and designs of floodplain crossings would be designed as required by local agencies, any increase to base flood elevations within Los Angeles County Capital Floodplains would

Response to Submission 4495 (Daniel Keyribaryan, Los Angeles County Public Works, December 1, 2022) - Continued

4495-9166

not be allowed per Los Angeles County Code without preliminary approval by the LA County Board of Supervisors.

During the project design phase, as required by HYD-IAMF#2, the Authority will prepare a Flood Protection Plan, which will evaluate the Project impacts to base flood elevations. If it is determined that the Palmdale to Burbank Project Section would increase water surface elevation in a Capital Floodplain, the Authority would coordinate with the Los Angeles County Department of Public Works (LACDPW) as explained further in Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners. Please refer to Standard Response PB-Response-PUE-4 for information about the Authority's commitment to compliance with local government entities and utility owners. The Authority will obtain approval from LACDPW prior to commencing construction within Los Angeles County Capital Floodplains.

4495-9167

The commenter is requesting that Los Angeles County floodway maps be added to Section 3.8. As requested, the Los Angeles County Floodway maps will be added as an information source in Table 3.8-1, Hydrology and Water Resources Information Sources.

4495-9168

The commenter suggests that the Draft EIR/EIS needs to analyze impacts to the County Capital Flood water surface levels on LACFCD facilities and lands, and on non-Federally or non-State-owned lands in unincorporated areas with County Code-adopted County Capital Flood floodways. Please refer to the response to comments 4495-9161 and 4495-9162, which address this topic.

4495-9169

Comment is noted. These areas are evaluated in the Draft EIR/EIS.

4495-9170

The commenter notes that, in addition to the FEMA 100-year flood zones, the Build Alternatives extend through some FEMA 500-year flood zones and Capital Flood floodplains mapped by the County of Los Angeles. As explained in Draft EIR/EIS Section 3.8.4.5, Hydrology and Water Resources Methodology, FEMA floodplain and floodway maps were used to assess impacts related to flood hazards; this data was used, rather than the flood maps of local jurisdictions, because it is based on consistent standards and covers the full geographic extent for the Palmdale to Burbank Project Section. This floodplain data is shown on Figure 3.8-A-25 through Figure 3.8-A-27 in Appendix 3.8-A, Hydrology and Water Resources Figures Part I. Figures 3.8-8 in Section 3.8 also depicts FEMA floodplain data, and includes both areas within the 100-year floodplain and areas between the 100-year and 500-year floodplain.

4495-9171

The commenter notes that, in addition to the FEMA 100-year flood zones, the Build Alternatives extend through some FEMA 500-year flood zones and Capital Flood floodplains mapped by the County of Los Angeles. Please refer to the response to comment 4495-9170, which addresses this topic. The commenter also provides information regarding FEMA's suspension of the issuance of CLOMR Based on Fill (CLOMR-Fs) and LOMR Based on Fill (LOMR-Fs) for activities in Los Angeles County. The Authority will evaluate the need for fill in floodways during the detailed design phase and avoid fill in these areas to the extent feasible.

Submission 4514 (Liz Florence, The Metropolitan Water District of Southern California, December 1, 2022)

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Palmdale - Burbank - RECORD #4514 DETAIL

Status : No Action Required
Record Date : 12/6/2022
Interest As : Business and/or Organization
First Name : Liz
Last Name : Florence
Attachments : Metropolitan Water District Reponse to California HSR Palmdale to Burbank Section December 1 2022.pdf (4 mb)

Stakeholder Comments/Issues :

Hi Serge,

Please see attached response from MWD on the NOE for the Palmdale to Burbank project section.

Thanks,

Liz Florence
 Associate Environmental Specialist
 The Metropolitan Water District of Southern California



Office of the General Manager

November 30, 2022

EMAIL

Mr. Serge Stanich
 Director of Environmental Services
 California High Speed Rail Authority
 355 S. Grand Ave. Suite 2050
 Los Angeles, CA 90071
 serge.stanich@hsr.ca.gov

Dear Mr. Stanich:

Notice of Availability of the Draft Environmental Impact Report/Environmental
Impact Statement for the California High Speed Rail System – Palmdale to Burbank Section

The Metropolitan Water District of Southern California (Metropolitan) reviewed the Notice of Availability of the Draft Environmental Impact Report/Environmental Impact Statement for the California High Speed Rail (HSR) System– Palmdale to Burbank Section (Project). The California HSR System would provide intercity, high-speed service on more than 800 miles of tracks throughout California, connecting the major population centers. The approximately 31- to 38-mile Palmdale to Burbank Project Section would be a critical link in the California HSR System. The Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS) evaluates facilities required to construct and operate the Palmdale to Burbank Project Section as well as the construction footprint. The California HSR Authority is the lead agency for both CEQA and NEPA. This letter contains Metropolitan’s response to the public notice as a Responsible public agency “expected to use the EIR/EIS in their decision-making” per CEQA Guidelines Section 15124(d)(A).

Metropolitan previously provided correspondence (enclosed) in August 2014 on the Notice of Intent (NOI) to prepare a DEIR/DEIS for the HSRPBS, which noted the infrastructure in the project vicinity that would be affected by the HSRPBS. Based on the review of the DEIR/DEIS, the project scope has changed and shows the Foothill Feeder as an additional affected infrastructure. The Preferred Alternative will impact the East Valley Feeder and the Foothill Feeder San Fernando Tunnel and fee property right-of-way. Additionally, Alternative E1, E1A, E2, E2A may not require East Valley Feeder relocation and may not require use of Metropolitan’s fee property at Foothill Feeder San Fernando Tunnel.

The following comments address the proposed relocation of the East Valley Feeder and the tunneling under the Foothill Feeder San Fernando Tunnel and fee property right-of-way.

4514-9859

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

Submission 4514 (Liz Florence, The Metropolitan Water District of Southern California, December 1, 2022) - Continued

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THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

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4514-9860

The procedures and specifications of construction equipment to be used for the removal, placement, and compaction of soil and pavement over and adjacent to Metropolitan’s pipeline must be submitted to Metropolitan for review and written approval a minimum of 60 days before starting work in the vicinity of Metropolitan’s facilities. Metropolitan will not permit procedures that could subject our facilities to excessive impact or vibratory loads. The procedures for the removal and placement of soil over our pipeline must be such that excessive unbalanced loads are not imposed on the pipeline.

As requested in the August 14, 2014 Comment Letter on the Notice of Intent and Scoping, any future design plans associated with this project should be submitted to the attention of Metropolitan’s Substructures Team. Approval of the project should be contingent on Metropolitan’s approval of design plans for portions of the proposed Project that could impact its facilities.

4514-9861

Based on the Utility Relocation Plans, Metropolitan’s East Valley Feeder pipeline, appurtenant manhole structures and facilities are proposed to be relocated. The relocation must be designed and constructed in accordance with Metropolitan’s standard specifications and design criteria and all costs associated with the modification design, protection, and inspection of our facilities to accommodate this project must be borne by the California HSR Authority as the project proponent. A general cost estimate will need include Metropolitan’s design, inspection, administration and any required shutdown and dewatering. The cost may vary, depending on the actual site conditions. Note that our 2014 letter requested that future design plans associated with the Project should be submitted to the attention of the Substructures Team.

In order for Metropolitan to determine a detailed scope for relocation of the East Valley Feeder, the Substructures Team will require a \$100,000 deposit to apply toward the cost of our review of the HSR Authority’s project plans and to prepare a detailed cost estimate for the proposed protection and modification design of our facility. Subsequently, a utility agreement between Metropolitan and the California HSR Authority will need to be executed to cover costs and responsibilities. Please contact the Substructures Team at EngineeringSubstructures@mwdh2o.com to start the process of creating a utility agreement.

Metropolitan provides the following additional specific comments on the DEIR/DEIS for the HSR System– Palmdale to Burbank Section:

4514-9862

1. Table 3.6-2: describes Urban Water and Sewer Management Plans and Regional Water Management Documents, this list includes MWD’s Potential Regional Recycled Water Program Feasibility Study (now called PURE Water) but does not include the 2020 Urban Water Management Plan, approved June 2021, in the table under Urban Water Management Plans. Metropolitan requests that the California High Speed Rail Authority include the 2020 Urban Water Management Plan into Table 3.6-2.

4514-9863

2. Section 3.6.4.2 Impact Avoidance and Minimization Features lists PUE-IAMF#4 Utilities and Energy, which describes the California HSR Authority’s commitment to minimize or avoid utility service interruptions during construction. This IAMF is in direct conflict with the Utility Relocation Plans in Volume 3 of the DEIR/EIS. The below are drawings showing MWD pipelines being relocated:
 - a. Utility Relocation Plan Volume I of II Drawing No. UT-C4081-S14
 - b. Utility Relocation Plan Volume I of II Drawing No. UT-C4082-S14
 - c. Utility Relocation Plan Volume II of II Drawing No. UT-C4077-E1
 - d. Utility Relocation Plan Volume II of II Drawing No. UT-C4078-E1

4514-9864

As indicated in Metropolitan’s 2014 letter on the NOI, design plans associated with the HSR need to be submitted to the attention of Metropolitan’s Substructures Team. Approval of the project should be contingent on Metropolitan’s approval of design plans for portions of the proposed Project that could impact its facilities.

4514-9865

We recommend the pipeline names be added to the Utility Relocation Plan Drawings. Based on the Utility Relocation Plan Drawings, Metropolitan’s 48-inch-inside-diameter prestressed concrete East Valley Feeder No. 1 pipeline, appurtenant manhole structures and facilities are proposed to be relocated. All costs associated with the modification design, protection, and inspection of our facilities to accommodate this project must be borne by the Project proponent. Regarding the schedule of work, the relocation would typically take 12 to 18 months from preliminary to final design and construction, and pipeline shutdowns would only take place between the months of November and March.

4514-9866

3. Table 3.6-10: Water Distributors and Suppliers within the Expanded Utility Resource Study Area lists the Metropolitan Water District and lists the sources of Water Supply as the State Water Project and the Colorado River Aqueduct. Water supply does come from those sources, but the pipelines that transport the water should be noted and recognized, Metropolitan’s affected pipelines are the East Valley Feeder and the Foothill Feeder, please note these in Table 3.6-10. Metropolitan recommends that the EIR/EIS include reference to Metropolitan’s property and granting of an agreement. Property rights must be obtained from Metropolitan for any project activities within Metropolitan’s property, including studies such as potholing or the granting of a road easement or license. Please contact Metropolitan’s Real Property Group regarding the process for obtaining access or property rights at RealEstateServices@mwdh2o.com.

4514-9867

4. Section 3.6.5.5. Water Supply Infrastructure and Facilities does mention that the Metropolitan Water District is one of many water agencies that distribute water supplies throughout Southern California but does not have a separate header for the two impacted pipelines. Metropolitan requests inclusion of a header and paragraph explaining the Build Alternatives that will impact and cross over the East Valley Feeder and Foothill Feeder.

Submission 4514 (Liz Florence, The Metropolitan Water District of Southern California, December 1, 2022) - Continued

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THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA


Mr. Serge Stanich
Page 4
November 30, 2022

4514-9868

- 5. Impact PUE#7: Permanent Reduced Access to Existing Utilities states that underground utilities that conflict with the HSR right-of-way would be relocated or reinforced underneath the HSR right-of-way inside a casing pipe. As previously mentioned, the Utility Relocation Plans show that a few sections of Metropolitan's pipelines are planned to be relocated. Metropolitan requests that the California HSR Authority consider the protect in place method for Metropolitan's pipelines that will be crossed by the HSR.

We appreciate the opportunity to provide input to your planning process and look forward to receiving future plans and documentation for this Project. If we can be of further assistance, please contact Liz Florence at (213) 217-7193 or at elflorence@mwdh2o.com.

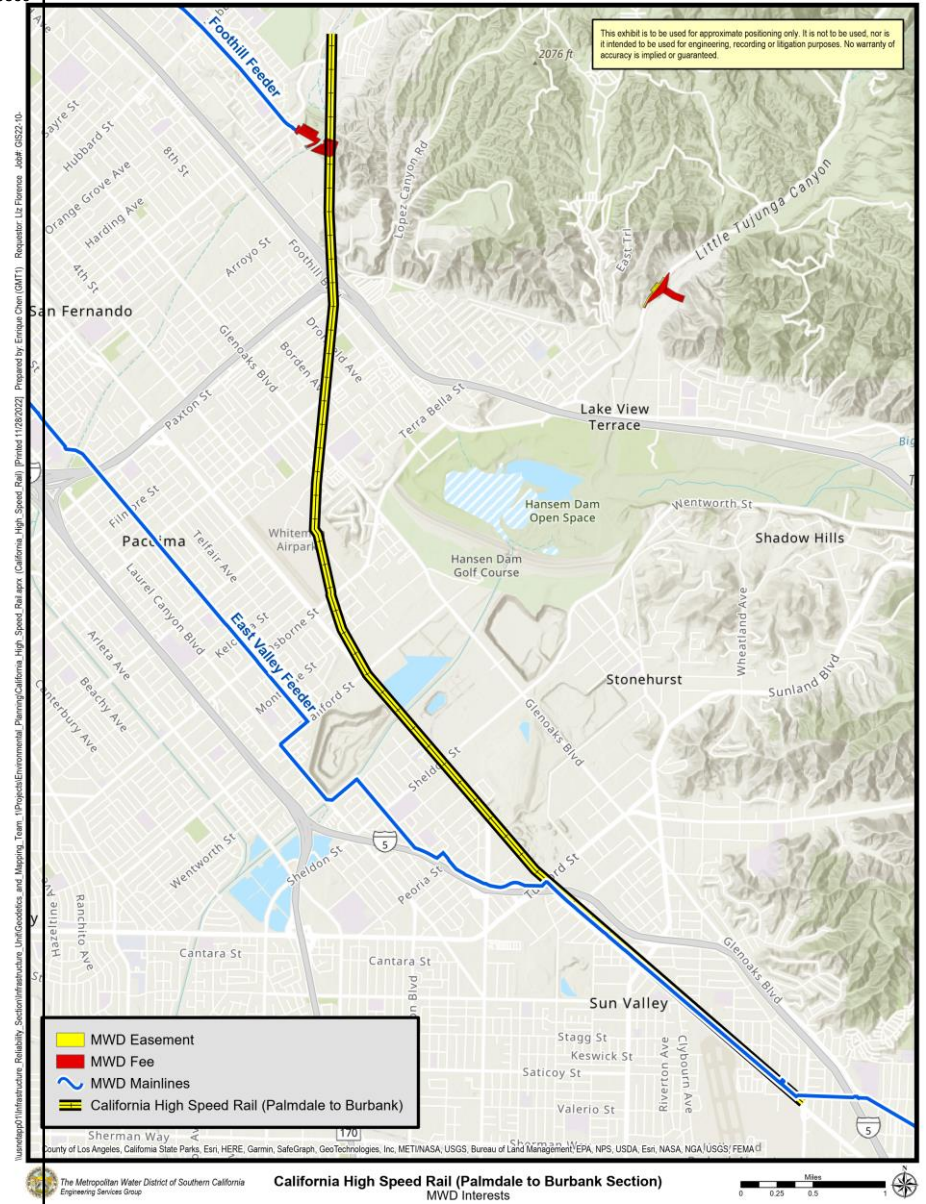
Very truly yours,

DocuSigned by:

 Sean Carlson
 Team Manager, Environmental Planning Section

LAF:ds
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Enclosures (2)

4514-9869



700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

Submission 4514 (Liz Florence, The Metropolitan Water District of Southern California, December 1, 2022) - Continued



MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

August 14, 2014

Hand Delivery

Mr. Mark A. McLoughlin
Director of Environmental Services
California High Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Dear Mr. McLoughlin:

Notice of Intent and Scoping to prepare a
Draft Environmental Impact Report/Environmental Impact Statement
for the California High Speed Rail System-Palmdale to Burbank Section

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Federal Register Notice of Intent (NOI) for the California High Speed Rail Authority (Authority) to prepare an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the Palmdale to Burbank Section of the California High Speed Rail (HSR) System project in Los Angeles County, California. The Authority proposes to construct, operate, and maintain an electric-powered steel-wheel-on-steel-rail HSR System, approximately 800 miles long, capable of operating speeds up to 220 mph on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. Work on the HSR is underway in the Central Valley. This proposed project would continue the effort between Palmdale and Burbank. The HSR corridor that was selected by the Authority and Federal Railway Administration in the Statewide Program EIR/EIS follows Soledad Canyon from the City of Palmdale to the community of Sylmar in the City of Los Angeles and then follows the Metro/MetroLink railroad line to Burbank Airport and on to Los Angeles Union Station. In addition, in response to stakeholder and public feedback, the Palmdale to Burbank Section EIR/EIS will address potential alignment alternatives that provide a more direct connection between the Palmdale station and the Burbank Airport station. This letter contains Metropolitan's comments to the proposed project as a Responsible Agency.

4514-9870

Metropolitan owns and operates the Santa Monica Feeder, East Valley Feeder, and Balboa Inlet Tunnel within the proposed project area of the Palmdale to Burbank Section. The Santa Monica Feeder is a 42-inch-inside-diameter pipeline that extends through the proposed project boundaries in a northeast-southwest direction and is located below Verdugo Avenue. Metropolitan also owns and operates the 48-inch-inside-diameter East Valley Feeder within this project segment. The East Valley Feeder pipeline extends through the proposed project area in a general north-south direction, crossing under the existing MetroLink railroad tracks at Tuxford

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: P.O. Box 54153, Los Angeles, California, 90054-0153 • Telephone: (213) 217-6000

Mr. McLoughlin
Page 2
August 14, 2014

4514-9870

Street, then turning in a southerly direction, below the north side of San Fernando Road, in the community of Sun Valley. The Balboa Inlet Tunnel extends in a north-south direction, and bisects Interstate 5 and existing railroad lines in the community of Sylmar.

4514-9871

Based on a review of the proposed project boundaries, the project has potential to impact Metropolitan's Santa Monica Feeder, East Valley Feeder, and Balboa Inlet Tunnel. Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to its facilities in order to maintain and repair its system. In order to avoid potential conflicts with Metropolitan's facilities and rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval.

4514-9872

The placement or removal of fill over our pipelines may be restricted because of design cover limits. In addition, the procedures for and specifications of construction equipment to be used for the removal and placement of soil in proximity to Metropolitan's pipelines must be submitted to Metropolitan for review and approval a minimum of 30 days prior to starting work in the vicinity of our pipelines. Metropolitan will not permit procedures that could subject the pipelines to excessive vehicle impact or vibratory loads. Procedures for the removal and placement of soil over pipelines must be such that excessive unbalanced loads are not imposed on these pipelines. Any future design plans associated with this project should be submitted to the attention of Metropolitan's Substructures Team. Approval of the project should be contingent on Metropolitan's approval of design plans for portions of the proposed project that could impact its facilities.

4514-9873

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easement of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation and plans for this project. For further assistance, please contact Ms. Michelle Morrison at (213) 217-7906.

Very truly yours,

Deirdre West
Manager, Environmental Planning Team

J:\Environmental Planning&Compliance\COMPLETED JOBS\July 2014\EPT Job No. 2014073001

Enclosures: Planning Guidelines and Map of Metropolitan Facilities in Project Vicinity

Response to Submission 4514 (Liz Florence, The Metropolitan Water District of Southern California, December 1, 2022)

4514-9859

The commenter notes that MWD facilities, the East Valley Feeder, and the Foothill Feeder San Fernando Tunnel may be impacted by the project. The conflict with East Valley Feeder Line is identified in the PEPD Record Set Utility Relocation Plans and in Appendix 3.6-A High Risk and Major Utility Impact Report (see drawings UT-C4081-S1 and UT-C4082-S14 and Report Section 5.2.3 and Appendix B). HSR will coordinate with the agency on the relocation of this utility. No conflict or impact is identified with the existing Foothill Feeder Water Line, since the terminus of this water line is over 2,000 feet west of the SR14A build alternative. The Foothill Feeder San Fernando Tunnel is an infrastructure not built or in operation yet. This future water line will cross SR14A build alternative at an elevation of 1,250 feet. SR14A is underground at this location, with the tunnel approximately 200 feet below the planned Foothill Feeder San Fernando Tunnel. No impact or conflict exists at this location. The Foothill Feeder San Fernando Tunnel will be added to the Utility Drawings.

4514-9860

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter requests that procedures and specifications of construction equipment to be used for the removal, placement, and compaction of soil and pavement over and adjacent to Metropolitan's pipeline be submitted for Metropolitan review and approval before starting work in the vicinity of Metropolitan's facilities.

Many of the specific utility-related issues cannot be known until the Authority is closer to final design and the utility providers share information on the impact of the selected Build Alternative on their existing facilities. During the development of the final design, the Authority will coordinate with utility owners to refine this information. The Authority uses master agreements with utility companies that set out the working relationship and terms on how to address existing affected utilities. The utility agreements/task orders executed with utility companies specify the terms and precise standards to relocate or protect in place existing affected facilities or utilities and provide the obligations on the parties for engineering design, construction, costs, invoicing procedures, and coordination. These agreements also set forth the mutual expectations of the parties to the agreement as to the consultation and review role of the local government entity or utility company over the course of design development. For additional information, refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

Response to Submission 4514 (Liz Florence, The Metropolitan Water District of Southern California, December 1, 2022) - Continued

4514-9861

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter states that the relocation of Metropolitan's East Valley Feeder pipeline and associated structures and facilities must be designed and constructed in accordance with Metropolitan's specifications and design criteria, and that the Authority is responsible for costs associated with modification design, protection, and inspection of its facilities.

Many of the specific utility connection issues and relocation sites cannot be known until the Authority is closer to final design and the utility or municipal services providers share information on the impact of the selected Build Alternative on their existing facilities.

During the development of the final design, the Authority will coordinate with utility owners and local districts and agencies to refine this information. Additional utilities and facilities will be identified and evaluated during the final design phase. The Authority would coordinate with utility owners during final engineering design and construction of the project alternatives to remove, realign, relocate, or otherwise modify utilities within the right-of-way or protect them in place or abandon them in place within the right-of-way. Please refer to PUE-IAMF#3 and PUE-IAMF#4 in Volume 2, Appendix 2-E of the Draft EIR/EIS.

The Authority uses master agreements with utility companies that set out the working relationship and terms on how to relocate existing affected utilities. The utility agreements/task orders executed with utility companies specify the terms and precise standards to relocate or protect in place existing affected facilities or utilities and provide the obligations on the parties for engineering design, construction, costs, invoicing procedures, and coordination. These agreements also set forth the mutual expectations of the parties to the agreement as to the consultation and review role of the local government entity or utility company over the course of design development.

For additional information, refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners

4514-9862

The comment asserts that Table 3.6-2 in the Draft EIR/EIS Section 3.6, Public Utilities and Energy, does not include the MWD 2020 Urban Water Management Plan (approved in June 2021) and requests that this be added. In response to this comment, the Authority has reviewed the MWD 2020 Urban Water Management Plan and incorporated it into Table 3.6-2 in the Final EIR/EIS. The addition of this plan does not affect the impact analysis or the conclusions presented in the Final EIR/EIS.

4514-9863

The commenter states there is a conflict between PUE-IAMF#4 and the utility relocation plans, specifically referencing several Volume 3 Drawings indicating relocation of MWD pipelines.

The intent of PUE-IAMF#4 is to minimize or avoid utility service interruptions, not to avoid utility relocations entirely. The Draft EIR/EIS acknowledges that there would be utility relocations because of the HSR Palmdale to Burbank Project Section and commits to minimizing or avoiding interruptions to utilities via PUE-IAMF#4. There is no conflict between Section 3.6.4.2 and Volume 3 Utility Drawings and some MWD pipelines will need to be relocated.

Response to Submission 4514 (Liz Florence, The Metropolitan Water District of Southern California, December 1, 2022) - Continued

4514-9864

The comment notes that design plans must be submitted to Metropolitan Water District (MWD) of Southern California as indicated in their letter on the Notice of Intent for the Palmdale to Burbank Project Section and asserts that approval of the project should be contingent on MWD's approval of design plans for portions of the project that could impact its facilities. This comment relates to a procedural process and is not a comment on the contents or impact analysis included in the Draft EIR/EIS. Many of the specific utility connection issues and relocation sites cannot be known until the Authority is engaged in final design and the utility or municipal services providers share information on the impact of the selected alternative on their existing facilities. The development of the final design will commence after the project is approved and a preferred alternatives is selected; it is at this time that the Authority will coordinate with the MWD to further refine the plans with respect to utility conflicts. In addition, prior to construction, the contractor will prepare a technical memorandum documenting how construction activities will be coordinated with service providers to minimize or avoid interruptions (PUE-IAMF#4).

4514-9865

The comment requests that Metropolitan Water District of Southern California's pipeline names be added to the Utility Relocation Plan Drawings. The commenter also provides schedules for work. All utilities are identified in the PEPD Utility Relocation Plans by facility, owner, size, and disposition. For consistency among all different utilities and service providers, identification in the plans will remain as is; however, the Authority will continue coordinating with MWD. In addition, schedule of works estimate is not available at this time. As required by PUE-IAMF#4, prior to construction, the contractor shall prepare a technical memorandum documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. The Authority will continue to coordinate with MWD regarding any need to alter or relocate their facilities during the detailed design phase.

4514-9866

The commenter requests that Table 3.6-10 be updated to reflect Metropolitan Water District's water supply pipelines affected by the project, noted as the East Valley Feeder and Foothill Feeder, and recommends including a reference to Metropolitan's property and granting of an agreement in the EIR/EIS. The impact to the East Valley Feeder is identified in Appendix 3.6-A: High Risk and Major Utility Impact Report (see Section 5.2.3). Table 3.6-10 in the Final EIR/EIS has been revised to include mention of the East Valley Feeder. The SR14A Build Alternative does not conflict with the existing Foothill Feeder or the future extension tunnel. The HSR Tunnel is 200 feet below the future Foothill Feeder tunnel extension. Regardless, Table 3.6-10 in the Final EIR/EIS has been revised to include mention of the Foothill Feeder. Regarding the Metropolitan's Real Property Group process for obtaining access or property rights, the Authority will continue to coordinate with MWD regarding any need to alter or relocate their facilities during the detailed design phase. The Draft EIR/EIS already requires coordination with affected utilities, as a part of PUE-IAMF#3 and PUE-IAMF#4.

4514-9867

The commenter requests that impacts to MWD feeder pipelines be addressed individually. The impact to East Valley Feeder is identified in Appendix 3.6-A - High Risk and Major Utility Impact Report Section 5.2.3. Specific mention of MWD East Valley Feeder will be included in Section 3.6.5.5. The SR14A Build Alternative does not conflict with the existing Foothill Feeder or the future extension tunnel. The SR14A Build Alternative alignment will not impact the planned extension. The HSR Tunnel is 200 feet below the future Foothill Feeder tunnel extension.

4514-9868

The comment requests that the Authority consider the "protect in place" method for pipelines belonging to the Metropolitan Water District of Southern California. Comment noted. The Authority will continue to coordinate with MWD regarding any need to alter or relocate their facilities during the detailed design phase.

Response to Submission 4514 (Liz Florence, The Metropolitan Water District of Southern California, December 1, 2022) - Continued

4514-9869

The commenter included a figure titled MWD Interests, which depicts the HSR Palmdale to Burbank Project Section alignment, MWD Mainlines, MWD Easements, and MWD Fees. The figure also depicts where the HSR Palmdale to Burbank Project Section alignment is located near the Foothill Feeder and the East Valley Feeder. For additional information regarding potential conflicts with the Foothill Feeder and the East Valley Feeder, please refer to response to comment #9859. No further response can be provided, as it is not clear whether the commenter wanted to express any additional information, beyond potential conflicts with the Foothill Feeder and the East Valley Feeder.

4514-9870

The commenter notes that the Santa Monica Feeder, East Valley Feeder, and Balboa Inlet Tunnel are within the proposed project area, and summarizes each.

The comment is noted. The Santa Monica Feeder is south of the Build Alternative alignments and out of the project area and will not be impacted. Balboa Inlet Tunnel is west of the Build Alternative alignments and out of the project area and will not be impacted. Impacts to East Valley Feeder are identified in Appendix 3.6-A - High Risk and Major Utility Impact Report Section 5.2.3.

The comment does not address the analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

4514-9871

The commenter states that the project has potential to impact Metropolitan's Santa Monica Feeder, East Valley Feeder and Balboa Inlet Tunnel.

Santa Monica Feeder is south of the Build Alternatives and out of the project area and will not be impacted. Balboa Inlet Tunnel is west of the Build Alternatives and out of the project area and will not be impacted. Impact to East Valley Feeder is identified in Appendix 3.6-A - High Risk and Major Utility Impact Report (Section 5.2.3). The Authority will continue to coordinate with MWD regarding HSR design or any need to alter or relocate their facilities during the detailed design phase in accordance with applicable requirements.

Under PUE-IAMF#4, the contractor will prepare a technical memorandum documenting how construction activities will be coordinated with service providers to minimize or avoid interruptions. This will give utility providers an opportunity to plan appropriately for service interruptions. For example, HSR construction work would be scheduled to coincide with routine shutdowns of major conveyance structures (i.e., the East Branch of the California Aqueduct and Metropolitan Water District water lines). Such schedule coordination would help avoid/minimize the impact of service disruption.

4514-9872

The comment summarizes procedures required for work over Metropolitan Water District of Southern California's pipelines and asserts that approval of the project should be contingent on approval MWD's approval of design plans for portions of the project that could impact its facilities. Comment noted. Many of the specific utility connection issues and relocation sites cannot be known until the Authority is engaged in final design and the utility or municipal services providers share information on the impact of the selected alternative on their existing facilities. The development of the final design will commence after the project is approved and a preferred alternatives is selected; it is at this time that the Authority will coordinate MWD to further refine the plans with respect to utility conflicts. In addition, prior to construction, the contractor will prepare a technical memorandum documenting how construction activities will be coordinated with service providers to minimize or avoid interruptions (PUE-IAMF#4).

Response to Submission 4514 (Liz Florence, The Metropolitan Water District of Southern California, December 1, 2022) - Continued

4514-9873

The comment notes that detailed prints of drawings of Metropolitan Water District of Southern California's pipelines and rights-of-way can be obtained by calling their Substructures Information Line. The comment also notes that all design plans must clearly identify Metropolitan's facilities and rights-of-way. Comment noted. The Authority will continue to coordinate with MWD regarding any need to alter or relocate their facilities during the detailed design phase. During this detailed design phase, the Authority will also update design plans with additional information from utility and municipal service providers.

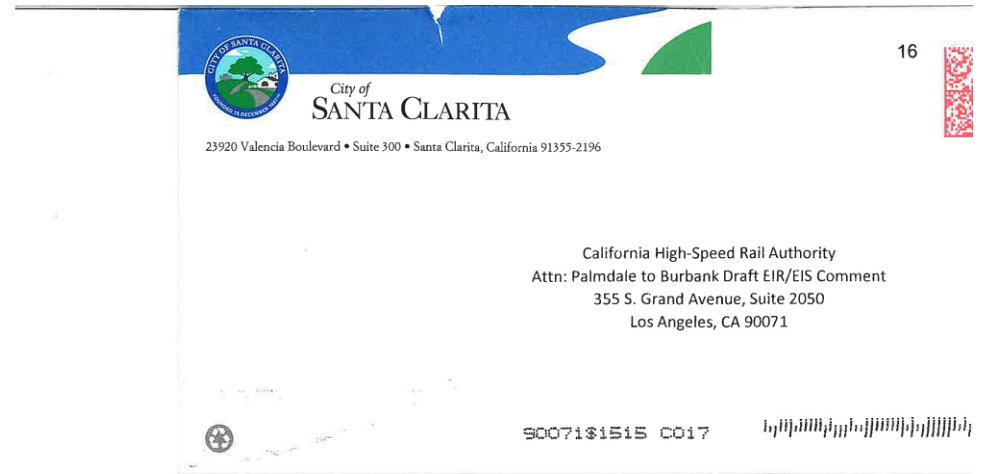
Submission 4520 (Laurene Weste, City of Santa Clarita, November 29, 2022)

Palmdale - Burbank - RECORD #4520 DETAIL

Status : No Action Required
Record Date : 12/7/2022
Interest As : Local Agency
First Name : Laurene
Last Name : Weste
Attachments : 2022-1129 City of Santa Clarita.pdf (197 kb)

Stakeholder Comments/Issues :

Please see attached letter.



Submission 4520 (Laurene Weste, City of Santa Clarita, November 29, 2022) - Continued



City of
SANTA CLARITA

23920 Valencia Boulevard • Santa Clarita, California 91355-2196
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www.santa-clarita.com

4520-9102

November 22, 2022

Laurene Weste
Mayor

Mr. Brian P. Kelly, Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Jason Gibbs
Mayor Pro Tem

Dear Mr. Kelly:

SUBJECT: Palmdale to Burbank Draft EIR Comment Letter

4520-9102

Marsha McLean
Councilmember

On behalf of the City of Santa Clarita (City), I am writing to share our comments and concerns with regard to the draft Environmental Impact Report (EIR) for the Palmdale to Burbank segment of the California High-Speed Rail Project (Project).

Bill Miranda
Councilmember

On July 14, 2015, the Santa Clarita City Council adopted a position to only support a fully underground alignment within the Palmdale to Burbank segment. The City has been closely involved with the review of the proposed Palmdale to Burbank alignments, specifically, as it relates to ensuring that potential negative impacts felt by the community are given careful consideration by the California High-Speed Rail Authority (Authority) and are included in any environmental impact reports.

Cameron Smyth
Councilmember

With that said, the following are supplemental comments to the City Council's adopted position and are in direct response to the draft EIR.

Earlier this year, the City acquired 208 acres of open space, known as Bee Canyon, located east of State Route 14 (SR-14) and north of Soledad Canyon Road. As the SR-14A Build Alternative proposes to bifurcate Bee Canyon, at-grade, we respectfully request that the EIR include mitigation measures on the potential impacts the construction and operation of the Project could have on recreational uses and wildlife corridors within this open space. Additionally, we respectfully request that the Authority take into serious consideration these potential impacts to Bee Canyon in its decision on an alignment within this segment.

Furthermore, east of Bee Canyon is Soledad Canyon, in which the City owns the surface rights to the property. The Bureau of Land Management, which owns the mineral rights to Soledad Canyon, awarded two 10 year mining contracts to CEMEX Inc. to aggregate 56 million tons of sand gravel within 490 acres of Soledad Canyon. At

California High-Speed Rail Authority
November 22, 2022
Page 2

this time, CEMEX Inc. is still in the process of obtaining its necessary permits to start the proposed mining project.

The City has strongly opposed this proposed large-scale mining project for over two decades, citing significant concerns with regard to the potential environmental and quality of life impacts the proposed mining project would have to the City and surrounding communities.

At capacity, the proposed mining project will have excavation activities 17 hours per day, six days per week. Processing is scheduled to take place 16 hours a day and shipping activities are expected to take place 24 hours a day. Even more concerning, blasting will occur at least twice a week for the first 10 years of the proposed mining project and four times a week during the subsequent 10 years. Moreover, concrete batch plant and ready-mix shipping will occur up to seven days a week, 24 hours a day. Ultimately, this proposed mining project will add up to 1,200 truck trips to our already-congested freeways.

With that said, we respectfully request that the EIR include the potential impacts the nearby proposed large-scale mining project at Soledad Canyon could have on the construction and operation of the SR-14A Build Alternative and that the Authority seriously consider the consequences this may have to the viability of the Authority's Preferred Alternative.

Additionally, just north of Bee Canyon, the SR-14A Build Alternative proposes to be at-grade or elevated for a stretch through Agua Dulce Canyon Road. We respectfully request that the Authority take into serious consideration the impacts this stretch will have on the movement of wildlife habitats living in or moving through this area.

Thank you for your consideration of our comments. Should you or your staff require any further information regarding our comments included in this letter, please contact Masis Hagobian, Intergovernmental Relations Officer, at (661) 286-4057 or mhagobian@santa-clarita.com.

Sincerely, *Laurene Weste*

Laurene Weste
Mayor

LW:MH:vd
S:\MS\Mails\Letters\CAHSRA - DRAFT EIR 11.22.22

cc: Members of the City Council
Senator Scott Wilk
Assemblywoman Suzette Valladares
Supervisor Kathryn Barger

Submission 4520 (Laurene Weste, City of Santa Clarita, November 29, 2022) - Continued

California High-Speed Rail Authority
November 22, 2022
Page 3

Kenneth W. Striplin, City Manager
Leadership Team
Masis Hagobian, Intergovernmental Relations Officer
Arthur Sohikian, NCTC Executive Director
John Bwarie, SFVCOG Executive Director
Joe A. Gonsalves & Son

Response to Submission 4520 (Laurene Weste, City of Santa Clarita, November 29, 2022)

4520-9102

Refer to Standard Response PB-Response-BIO-1: Impacts in Bee Canyon, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors.

This comment is a duplicate. See response to Submission PB-4330 (Responses to Comments #8683 through #8686).

Submission 4528 (Veronica Zaragoza, LA County Library, December 14, 2022)

Palmdale - Burbank - RECORD #4528 DETAIL

Status : Delimited
Record Date : 12/14/2022
Interest As : Local Agency
First Name : Veronica
Last Name : Zaragoza

Stakeholder Comments/Issues :

4528-9976

Good afternoon,

Can our department still submit comments for the Palmdale to Burbank Project Section Draft EIR/EIS? We apologize for the missed deadline of December 1st and really appreciate your consideration.

Thank you.

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VERONICA ZARAGOZA | she/her/hers
STAFF SERVICES SUPERVISOR
LA County Library | Support Services
7400 Imperial Hwy, Downey, CA 90242
P: 562.940.8455
E: vzaragoza@library.lacounty.gov<<mailto:vzaragoza@library.lacounty.gov>>
[LACountyLibrary.org??<https://lacountylibrary.org/>](https://lacountylibrary.org/)

Please note, our office is closed on Fridays.???

Palmdale - Burbank - RECORD #4528 DETAIL

Response to Submission 4528 (Veronica Zaragoza, LA County Library, December 14, 2022)

4528-9976

Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS.

The commenter asked whether they can still submit comments after the close of the public comment period. The commenter's request has been noted. Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS provides general information regarding the public comment period and the extension of the public comment period. The Draft EIR/EIS was originally made available for review and comment for a 60-day public review beginning on September 2, 2022. In response to agency and stakeholder requests, and in consideration of limitations caused by the novel coronavirus, the Authority extended the comment period by 30 days. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4533 (Veronica Zaragoza, LA County Library, December 29, 2022)

Palmdale - Burbank - RECORD #4533 DETAIL

Status : Action Pending
Record Date : 12/29/2022
Interest As : Local Agency
First Name : Veronica
Last Name : Zaragoza
Attachments : DEIR response 12-21-22_unprotected.pdf (265 kb)
 Usage Stats FY 2021-22_Acton Agua Dule Library 1.pdf (148 kb)

Stakeholder Comments/Issues :

Good morning,

Please see LA County Library's comments for the Palmdale to Burbank Project Section Draft EIR/EIS.

Thank you.

[LA County Library logo]<<https://lacountylibrary.org/>>
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 VERONICA ZARAGOZA | she/her/hers
 STAFF SERVICES SUPERVISOR
 LA County Library | Support Services
 7400 Imperial Hwy, Downey, CA 90242
 P: 562.940.8455
 E: vzaragoza@library.lacounty.gov<<mailto:vzaragoza@library.lacounty.gov>>
[LACountyLibrary.org??](https://lacountylibrary.org/)<<https://lacountylibrary.org/>>

Please note, our office is closed on Fridays.???

4533-10673

SKYE PATRICK
Library Director



December 21, 2022

Southern California Regional Office
California High-Speed Rail Authority
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071

COMMENTS FOR PALMDALE TO BURBANK PROJECT SECTION

To whom it may concern:

This is to provide comments regarding the Palmdale to Burbank Project Section, Phase 1 of the California High Speed Rail System, linking the City of Palmdale to the City of Burbank. Attached is a report of LA County Library's analysis of the development and the projected impact to services.

If you have any questions or need additional information, please contact Elsa Muñoz at (562) 940-8450 or EMunoz@library.lacounty.gov.

Very best,

Skye Patrick
Library Director

SP:YDR:GR:EM

Attachment

c: Grace Reyes, Administrative Deputy, LA County Library
Jesse Walker-Lanz, Assistant Director, Public Services, LA County Library
Ting Fanti, Departmental Finance Manager, Budget and Fiscal Services, LA County Library

<https://lacounty.sharepoint.com/sites/publiclibrary/docs/staffservices/Documents/EIR/High Speed Rail/Palmdale to Burbank/DEIR response 12-1-22.doc>

7400 E Imperial Hwy, Downey, CA 90242 | 562.940.8400 | [LACountyLibrary.org](https://lacountylibrary.org)



COUNTY OF LOS ANGELES SUPERVISORS

HILDA L. SOLIS 1st District	HOLLY J. MITCHELL 2nd District	LINDSEY P. HORVATH 3rd District	JANICE HAHN 4th District	KATHRYN BARGER 5th District
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Submission 4533 (Veronica Zaragoza, LA County Library, December 29, 2022) - Continued



LA COUNTY LIBRARY
COMMENTS FOR PALMDALE TO BURBANK PROJECT SECTION

4533-10676

ANNUAL USAGE STATISTICS
2021/22

Acton Agua Dulce Library
33792 Crown Valley Rd.
Acton, CA 93510
661.269.7101
SDS

4533-10674

LA County Library operates the Acton Agua Dulce Library, located at 33792 Crown Valley Rd., Acton, CA 93510, APN 3217-021-903, which is within a quarter mile north of the intersection of State Route (SR) 14 freeway and Crown Valley Road, immediately south of where the proposed Refined SR14 Build Alternative would cross in a tunneled section. The Public Involvement Web Application for the California High Speed Rail Palmdale to Burbank Project Section (Project) indicates partial parcel acquisition of areas surrounding the Acton Agua Dulce Library, although there is no indication of acquisition of APN 3217-021-903. Nevertheless, any parcel acquisition that results in the permanent displacement of the Acton Agua Dulce Library will have a significant impact on library services since it will create a higher demand for services from nearby LA County Library locations. LA County Library also cannot quantify the impact of the physical environmental conditions in the vicinity for the project such as noise and pollution considering the short distances associated with the Acton Agua Dulce Library.

4533-10675

Acton Agua Dulce Library is a facility with 11,343 sq. ft. of space, a collection of 47,370 books, magazines, and media, and 32 computers. It provides services to an area population of 13,295. Attached are the Annual Usage Statistics for Acton Agua Dulce Library for FY 2021-22, which demonstrate the need for library services for the community of Acton Agua Dulce.

The next closest LA County Library is Littlerock Library, 15 miles from the Project, located at 35119 80th St. E, Littlerock, CA 93543, a facility with 3,680 sq. ft. of space, a collection of 27,424 books, magazines, and media, and 10 computers. It provides services to an area population of 18,173. LA County Library service level guidelines entail a minimum of 0.50 gross square foot of library facility space per capita, 3.0 items (books and other library materials) per capita for regional libraries and 2.75 items per capita for community libraries, and 1.0 public access computer per 1,000 people served. Littlerock Library is a community library and based on these guidelines does not currently meet the minimum requirements for the population of this service area. The current deficiency is 5,407 sq. ft. of facility space, 27,095 collection items, and 8 public access computers. If the Acton Agua Dulce Library is permanently displaced, Littlerock Library is inadequate to support the needs of the Acton Agua Dulce service area.

LA County Library is open to discuss options regarding mitigation efforts and supporting the library services to the residents of Acton Agua Dulce.

Borrowers (total as of June 30): 7,349	Items Held: 47,370
Borrowers Added: 352	Pickup Count: 4,375
Circulation: 33,034	Population: 13,295
Gate Count: 16,588	Programs (Adult): NA
Great Read Away Total Sessions : 10	Program Attendance (Adult): NA
Great Read Away Minutes Read: 868	Programs (Children): NA
Great Read Away Fees Cleared: 3	Program Attendance (Children): NA
Holds Filled: 8,449	Programs (YA): NA
Holds Placed: 8,636	Program Attendance (YA): NA
Hours (open days): 6	Square Footage: 11,343
Hours (open weekly): 56	Volunteers: 0
Information and Reference: 10,783	Volunteer Hours: 0
Internet Customer Usage: 2,276	Wi-Fi User Sessions: 13,936
Internet Customer Usage (by hours): 1,324	Wi-Fi Used (by hours): 23,929
Items Added: 5,619	

Notes: NA

Response to Submission 4533 (Veronica Zaragoza, LA County Library, December 29, 2022)

4533-10673

The commenter provided a report of LA County Library's analysis of the development and the projected impact on services, specifically at the Acton Agua Dulce Library. The attachment has been reviewed, considered, and responses can be found in Volume 4 of this Final EIR/EIS.

4533-10674

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter expresses concerns related to impacts on the Acton Agua Dulce Library. The commenter also expresses concern regarding noise and pollution impacts to the library. The Acton Agua Dulce Library, which is located approximately a half mile north of a tunnel segment of the SR14A Build Alternative and a quarter mile south of a tunnel segment of the Refined SR14 Build Alternative, would not be displaced with construction of any of the HSR Palmdale to Burbank Project Section Build Alternatives. Please refer to Impact SOCIO#3: Permanent Displacement of Community Facilities from Construction in Section 3.12, Socioeconomics and Communities, for further information about project impacts to community resources. For concerns related to noise, please refer to the noise analysis in the Draft EIR/EIS (see Section 3.4, Noise and Vibration), as well as Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors. For concerns related to pollution (i.e., air quality), please refer to the air quality analysis in the Draft EIR/EIS (see Section 3.3, Air Quality and Global Climate Change), as well as Standard Response PB-Response-AQ-1: Construction-Period Emissions. For any concerns related to property acquisition, please refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations for further discussion regarding property acquisitions.

4533-10675

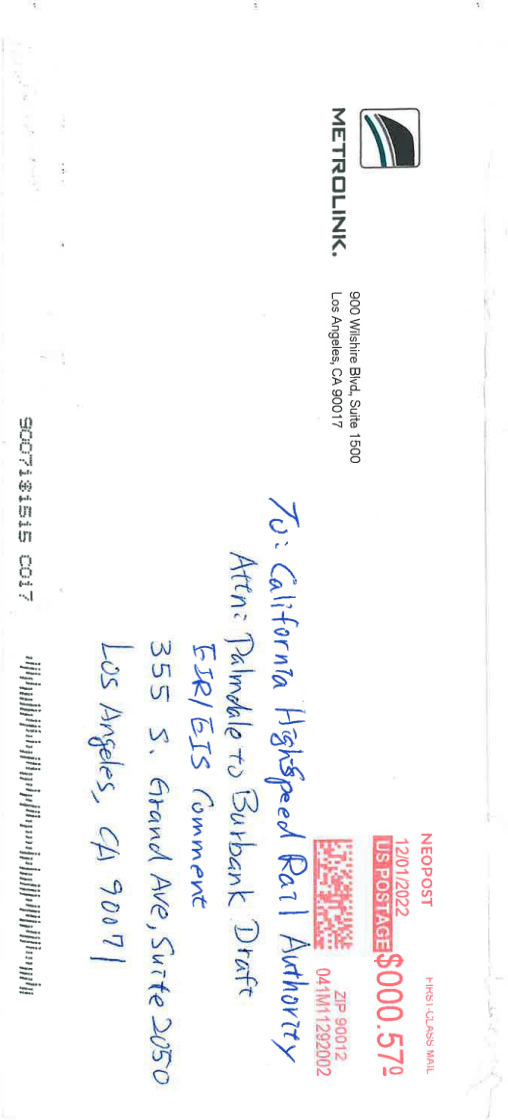
The commenter notes the importance of the Acton Agua Dulce Library, provides information about the resources at Acton Agua Dulce Library, and expresses concerns regarding capacity of other library resources in the region. The Acton Agua Dulce Library would not be displaced with construction of any of the HSR Palmdale to Burbank Project Section Build Alternatives. Please refer to Response to Comment #10674.

4533-10676

The commenter provided annual usage statistics for the Acton Agua Dulce Library in relation to its prior comments on library usage and need and potential project impacts on the library. Please refer to Responses to Comments 10674 and 10675.

Submission 4541 (Paul Hubler, Metrolink, December 1, 2022)

Palmdale - Burbank - RECORD #4541 DETAIL	
Status :	Action Pending
Record Date :	1/11/2023
Interest As :	Local Agency
First Name :	Paul
Last Name :	Hubler
Attachments :	PB_4541_P_Hubler_Letter_Original.pdf (180 kb)
Stakeholder Comments/Issues :	See attached Letter



Submission 4541 (Paul Hubler, Metrolink, December 1, 2022) - Continued

4541-10739

4541-10739

METROLINK

Attn: Palmdale to Burbank Draft EIR/EIS Comment
California High-Speed Rail Authority
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071

December 1, 2022

RE: Palmdale to Burbank Project Section – Draft Environmental Impact Report/Environmental Impact Statement Comment

Dear California High-Speed Rail Authority:

The Southern California Regional Rail Authority (SCRRA) has received and reviewed the Draft Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) for the Palmdale to Burbank Project Section of the California High-Speed Rail (HSR) Project as proposed by the California High-Speed Rail Authority (CHSRA). We thank you for the opportunity to provide written comments on critical issues relative to the Metrolink regional rail system operated by SCRRA within the project limits. We appreciate the continued working relationships between our agencies and other stakeholders in this very important project that could be transformative for Southern California.

The Palmdale to Burbank section parallels a portion of the Metrolink Antelope Valley Line (AVL) between Palmdale and Burbank Airport North Metrolink Stations. Although the spacing between the Palmdale to Burbank HSR corridor and Metrolink's AVL are significant enough to minimize most impacts and coordination needs, there are, nonetheless some areas needing additional coordination with SCRRA, refinement to the project definition or design, or analysis in the Draft EIR/EIS. These areas include the following:

1. CHSRA proposes changes that affect the position of tracks within the right-of-way owned by the Los Angeles County Metropolitan Transportation Authority (Metro). CHSRA shall obtain approval through complete agreements with Metro and with SCRRA before advancing plans and designs for further project implementation.
2. The preferred alternative alignment, SA14A, joins the AVL track at grade north of Metrolink Burbank Airport Station North. This segment is also the southern portion of the Brighton to Roxford Double Track Project. SCRRA requires coordination and Agreement between CHSRA, LA Metro, and SCRRA to ensure minimal impacts to the Brighton to Roxford project.
3. SCRRA requires compliance with Metrolink's Design Criteria Manual when proposed project construction and/or operations impact or run adjacent to Metrolink infrastructure. Given the operational impact of the proposed SCRRA track bridge over the CHSRA track, south of Avenue R Eight (R-8) in the City of Palmdale, SCRRA requires coordination and satisfactory resolution beyond the current planning phase for the complete CHSRA project to be fully accepted by SCRRA.
4. CHSRA has proposed a rail bridge structure over the SCRRA track (SR14A Track Alignment station 395+00 to 410+00). SCRRA design standards require bridge columns within 25 feet of the centerline of the Metrolink tracks to include pier protection. Furthermore, CHSRA's design should accommodate future SCRRA double track and possibly a third freight track in areas where SCRRA and CHSRA tracks intersect. The requirements are available at: Engineering & Construction | Metrolink (metrolinktrains.com). In addition, lighting shall be placed beneath all overhead bridges over Metrolink tracks for safety and to deter trespassing and loitering per SCRRA's Design Criteria Manual.

Southern California Regional Rail Authority
900 Wilshire Boulevard Suite 1500 Los Angeles, CA 90077
metrolinktrains.com



Palmdale to Burbank Project Section – Draft EIR/EIS Comments
Page 2

5. To support phased flexibility of the passenger train service in the Palmdale to Burbank HSR corridor, CHSRA should build a connection between HSR tracks and Metro-owned regional rail tracks near where the HSR right-of-way crosses Sand Canyon Boulevard just to the east of the northern portal to the tunnel that connects to Hollywood Burbank Airport. Such a connection will build flexibility and redundancy for the HSR trains, allowing for several flexible service options:
 - Phased implementation of HSR service to Los Angeles Union Station before the tunnel under the San Gabriel Mountains is complete
 - Connectivity with shorter travel times between the Antelope Valley and Santa Clarita via regional rail service
 - A detour service for HSR to Los Angeles Union Station if the tunnel under the San Gabriel Mountains is unavailable for service on a temporary basis (e.g., during an emergency, during required inspections of the tunnel after a major earthquake, or during any other unscheduled maintenance incident)

Thank you again for providing us with the opportunity to comment on this important transportation project. We look forward to our continued participation with CHSRA on this important transportation project that will benefit the public and the Southern California region.

If you have any questions, please don't hesitate to contact me at (213) 452-0468 or via e-mail at HublerP@scrta.net or Roderick Diaz at (213) 452-0455 or via e-mail at DiazR@scrta.net.

Sincerely,

Paul Hubler
CHIEF STRATEGY OFFICER

Southern California Regional Rail Authority
900 Wilshire Boulevard Suite 1500 Los Angeles, CA 90077
metrolinktrains.com



Response to Submission 4541 (Paul Hubler, Metrolink, December 1, 2022)

4541-10739

This Submission is a duplicate of PB-4417. Please refer to comment responses in submission letter PB-4417 (see Response to Comments #7989 through #7994).

Submission 4542 (Luis Gariby, City of Palmdale, December 1, 2022)

Palmdale - Burbank - RECORD #4542 DETAIL	
Status :	Unread
Record Date :	1/11/2023
Interest As :	Local Agency
First Name :	Luis
Last Name :	Gariby
Attachments :	1653_001.pdf (221 kb)
Stakeholder Comments/Issues :	
See Attached Letter	



PLANNING
38250 Sierra Highway
Palmdale, CA 93550

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California High-Speed Rail Authority
Attn: Palmdale to Burbank Draft EIR/EIS
Comment
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071

90071-151500

Submission 4542 (Luis Gariby, City of Palmdale, December 1, 2022) - Continued



PALMDALE
a place to call home

Attachment 1

November 30, 2022

STEVEN D. HOFBAUER
Mayor

RICHARD J. LOA
Mayor Pro Tem

LAURA BETTENCOURT
Councilmember

AUSTIN BISHOP
Councilmember

JUAN CARRILLO
Councilmember

38300 Sierra Highway

Palmdale, CA 93550-4798

Tel: 661/267-5100

Fax: 661/267-5122

TDD: 661/267-5167

California High-Speed Rail Authority
Attn: Palmdale to Burbank Draft EIR/EIS Comment
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071

RE: DRAFT EIR/EIS COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION

Dear Draft EIR/EIS Team:

Thank you for allowing the City of Palmdale to review and comment on the Draft Environmental Impact Report/Environmental Impact Statement for the California High-Speed Rail Palmdale to Burbank Section. The City appreciates the ongoing collaboration during the development of this project over the past several years. We believe that with some refinement, the project will be an asset to the City and the State. Please find comments on the draft document attached.

Please contact Planning Manager Megan Taggart at mtaggart@cityofpalmdale.org / (661) 267-5213 or me at lgariby@cityofpalmdale.org / (661) 267-5162 if you have any questions.

Sincerely,

Luis Gariby
Director of Economic and
Community Development

Attachment 1

cc: Amilcar Naef, Engineering Manager
Jay Nelson, Traffic Engineer
Bill Padilla, City Engineer
Sarah Stachnik, Assistant Planner
Megan Taggart, Planning Manager

Auxiliary aids provided for

communication accessibility

upon 72 hours notice and request.

4542-10719

4542-10720

4542-10721

4542-10722

4542-10723

4542-10724

4542-10725

4542-10726

4542-10727

1. In general, the City of Palmdale agrees with the State's preferred alternative, SR14A, as the least disruptive route option.
2. Provide additional information regarding the proposed realignment of 6th Street East as referenced on Drawing No. TT-D1001-14A. The re-alignment is parallel to the CHSR track alignment, but no information is provided on the continuation of said street, extending south toward Avenue R-8. Please clarify if the roadway is intended to tunnel underneath the proposed street grade of Avenue R.
3. Please provide more detailed information/cross-sections for the centerline profile of Sierra Highway from CHSR STA 295+00 to south of the intersection of Avenue S. Drawing No. TT-D1003-14A mentions the realignment of Sierra Highway but does not provide additional information. At CHSR STA 295+00, please clarify if the new alignment and grade profile of the SCRRA MT tracks require retaining walls adjacent to the street section of Sierra Highway or if the centerline profile of said street be raised.
4. In order to accurately view the functionality of the intersection of Avenue S and Sierra Highway and the proposed grades and slopes adjacent to the roadways and tracks, please provide additional information/cross-sections.
5. Based on the alignment and grade differential of Avenue S, please clarify how the water tank site north of the Boulders Mobile Home Park is intended to be accessed. Please note that the existing water tank is owned and maintained by Palmdale Water District.
6. Please clarify if the existing fueling station located at the southwest corner of Avenue S and Sierra Highway will remain in place or be removed.
7. Provide additional information for limits of removal and redesign of private street circulation within the Boulders Mobile Home Park as shown on Drawing No. TT-D1004-14A.
8. Please clarify if the proposed CHSR alignment and profile grades have any impacts on Una Lake (cut/fill slopes).
9. Please redesign the structural under-crossing at Barrel Springs Road to provide a four-lane roadway. The future roadway design will be consistent with the cross

-1-

www.cityofpalmdale.org

Submission 4542 (Luis Gariby, City of Palmdale, December 1, 2022) - Continued

CHSR Draft EIR / EIS (Palmdale to Burbank)
Attachment 1
November 30, 2022

CHSR Draft EIR / EIS (Palmdale to Burbank)
Attachment 1
November 30, 2022

- 4542-10727 sections for a Connector Street as specified within the Mobility Element of the City of Palmdale General Plan.
- 4542-10728 10. Please clarify if the street profile of Sierra Highway (near the crossing with CHSR at STA 405+00) will remain in place at current grade. There are two private streets on the west side of this intersect with Sierra Highway (Sierra Hills Road and Rae Street).
- 4542-10729 11. Please specify comments provided by the Department of Water Resources for the proposed CHSR alignment and street design at the siphon crossing.
- 4542-10730 12. The City of Palmdale requests that streets, intersections, bicycle lanes, trails, etc. are designed in compliance with the City's General Plan, which is available at <https://www.palmdale2045gp.org>. Please ensure subsequent environmental review is consistent with this document.
- 4542-10731 13. Please note that Amtrak does not currently provide thruway bus service to the Antelope Valley. As such, please revise Section 1.3 and all references throughout the document to reflect the current service provision.
- 4542-10732 14. Please note that the City of Palmdale is concerned with all route options that involve removal of, or create negative impacts on, existing housing. Additionally, Section 3.12 refers to the Harold Community as unincorporated; however, please note that the residences and businesses east of Sierra Highway are within the City of Palmdale.
- 4542-10733 15. Please provide additional information regarding noise mitigation measures that will be implemented near sensitive uses.
- 4542-10734 16. Please note that the City of Palmdale is concerned with the development viability of the property between the existing rail line and proposed HSR alignments.
- 4542-10735 17. As noted in Section 3.7, there are a significant number of Joshua trees in this portion of the City. This Section indicates that Joshua trees are protected locally through Palmdale Municipal Code Section 14.04; however, please note that Joshua trees are listed as a candidate species under the California Endangered Species Act and are therefore protected at the State level not the local level. As

- 4542-10735 such, please revise this section to clearly indicate that approval from the California Department of Fish and Wildlife for removal or relocation will be required.
- 4542-10736 18. Please note that property within the portion of the project within the City of Palmdale is largely undeveloped. As such, please continue to ensure tribal involvement during subsequent stages of this project, as discussed in Section 3.17.
- 4542-10737 19. Please provide additional information about the cost projection of the Palmdale to Burbank/Los Angeles portion of the project to ensure that this will be a viable commuting alternative for residents of the Antelope Valley. Please also provide any available information about how this project may affect Metrolink service to the area.
- 4542-10738 20. Please note that the City has been receiving comments from local unions requesting construction projects hire local labor. Please demonstrate consideration of these union requests, which will support the economy within the Antelope Valley and will minimize Vehicle Miles Traveled into Palmdale for construction activities.

Response to Submission 4542 (Luis Gariby, City of Palmdale, December 1, 2022)

4542-10719

The commenter generally agrees that the Preferred Alternative, SR14A, is the least disruptive option. The commenter's statement is acknowledged. For more information on the Preferred Alternative SR14A, please see Chapter 8, Preferred Alternative of the Final EIR/EIS.

4542-10720

The commenter requests additional information regarding the proposed realignment of 6th Street in Palmdale. The proposed alignment of East Avenue R includes a bridge crossing over the proposed 6th St E. Roadway plans of realigned Avenue R and 6th Street are included as part of the Bakersfield to Palmdale EIR/EIS, which was approved by the Authority in August 2021. The design drawings included in the Bakersfield to Palmdale EIR/EIS can be downloaded from the Authority's website located at: <https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/bakersfield-to-palmdale-draft-environmental-impact-report-environmental-impact-statement/>

4542-10721

The commenter is requesting additional information for Sierra Highway between CHSRA Sta 295+00 and south of Avenue S Drawing. For roadway alignment plans, refer to drawings: CV-R4001-14A, CV-R4002-14A, CV-T4003-14A, CV-T4004-14A, CV-T1003-14A and CV-T1004-14A in Volume 3 PEPD Record Set Roadway and Grade Separation Plans of the EIR/EIS. For retaining wall details, please refer to drawings ST-J1201-14A and ST-J1401-14A in Volume 3 PEPD Record Set Bridges and Elevated Structures Plans of the EIR/EIS. .

As shown in Drawing TT-D1002-MTK in Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Track Alignment Plans, in the proximity of ST 295+00 SCRRA the vertical alignment top of rail (TOR) profile will be raised approximately 10 ft over the existing ground. The Sierra Highway profile in that location would not substantially change. Retaining walls are not expected to be required, since SCRRA right-of-way can accommodate the embankment for the raised profile for operating Metrolink.

4542-10722

The commenter requests additional engineering design details for Avenue S and Sierra Highway intersection in the City of Palmdale. Additional details about the Avenue S grade separation, including elevation, plan view and typical section, are presented in drawing ST-J1404-S14 in Volume 3, PEPD Record Set Bridges and Elevated Structures Plans, of the Draft EIR/EIS. The grade separation profile for Avenue S and Sierra Highway is provided in drawings CV-T1001-14A, CV-T1002-14A, CV-T1003-14A and CV-T1004-14A in Volume 3, PEPD Record Set SR14A/E1A/E2A Roadway and Grade Separation Plans, of the Draft EIR/EIS.

4542-10723

This comment is a duplication. Please refer to Response to Comment #9916.

Response to Submission 4542 (Luis Gariby, City of Palmdale, December 1, 2022) - Continued

4542-10724

The commenter is requesting confirmation if the fueling station on the southwest corner of Avenue S will remain in place or be moved. Please refer to Drawings CV-R4002-14A and CV-T4004-14A in Volume 3, PEPD Record Set Roadway and Grade Separation Plans, of the Draft EIR/EIS. As shown therein, project plans show that the station would be retained.

4542-10725

The commenter requests additional information regarding limits for the removal and redesign of private street circulation within the Boulders Mobile Home Park as shown in Volume 3 of the Draft EIR/EIS, Drawing No. TT-D1004-14A. Within the Boulders Mobile Home Park, Valley Forge/Zachary Taylor Way would be realigned to the east of its current location. Patrick Henry Place and Jefferson Avenue would connect to the realigned Valley Forge Road approximately 50 feet and 215 feet to the east, respectively. Please refer to drawings CV-R4002-14A, CV-R1003-14A and CV-R3003-14A included in Volume 3 PEPD Record Set Roadway and Grade Separation Plans of the Draft EIR/EIS for additional detail, including the alignment in plan-view, as well as a profile and typical section of Valley Forge.

4542-10726

Refer to Standard Response PB-Response-GEN-5: Impacts on Una Lake.

The commenter requested clarification if the project alignment and profile grades would impact Una Lake. Please refer to Standard Response PB-Response-GEN-5: Impacts on Una Lake. The SR14A Build Alternative, which is the Authority's preferred alternative, would avoid cut/fill and other impacts to Una Lake.

4542-10727

The commenter is requesting the re-design of the Barrel Springs undercrossing to accommodate a four-lane roadway.

After publication of the Draft EIR/EIS, the City of Palmdale adopted Palmdale 2045 General Plan on September 21, 2022. Barrel Springs Road is defined in Chapter 6 of the General Plan as a "Connector" road with a cross-section ID Type "C". The right-of-way configuration for this type of street is a typical overall right-of-way width of 66-ft to 94-ft with one or two through vehicle lanes in each direction. Within the overall right-of-way, the standards provide for travel lanes 11-to-12-feet wide, with a minimum 8-to-10-foot sidewalk adjacent to commercial developments.

The Palmdale 2045 General Plan requires, assuming the most stringent requirements, a width of 34 ft per way (12 ft + 12 ft for two car lanes, plus 10 ft for a sidewalk). The design of Barrel Springs Rd Underpass included in the EIR/EIS (Drawing ST-J1001-14A in Volume 3 PEPD Record Set Bridges and Elevated Structures Plans) includes 40 ft per way. Therefore, the design included in the EIR/EIS allows for future expansion to a four-lane roadway and is consistent with Chapter 6 in the recently adopted Palmdale 2045 General Plan.

4542-10728

The commenter asks for clarification whether the street profile of Sierra Highway (near the crossing with CHSR at STA 405+00) will remain in place at current grade, and notes there are two private streets on the east side of this intersection (Sierra Hills Road and Rae Street). Sierra Hills Road, Rae Street, and the intersections of these roads with Sierra Highway are west of the project limits and there will be no impact to these facilities. The street profile of Sierra Highway in this location will remain in place at current grade.

Response to Submission 4542 (Luis Gariby, City of Palmdale, December 1, 2022) - Continued

4542-10729

The commenter requests that comments from the Department of Water Resources be specified, including those related to the proposed HSR alignment and street design at the “siphon crossing”. Comments provided by Department of Water Resources have been responded to in the responses to letter PB-4350 (see Responses to Comments #8176 through #8198). Regarding the comment about the “siphon crossing,” the Authority believes the commenter is referring to the location where the HSR alignment crosses the California Aqueduct siphon. None of the comments received by the Department of Water Resources relate to the HSR alignment crossing the California Aqueduct siphon. The commenter did not provide specific comments about the HSR alignment crossing the California Aqueduct siphon; therefore, the Authority cannot provide any further response to this comment.

4542-10730

The commenter is requesting that streets, intersections, bicycle lanes, trails, etc. be designed so they are consistent with the Palmdale General Plan, and ensure that environmental review occur consistent with this document.

Appendix 2-H in the EIR/EIS includes a table supporting the consistency analyses described in Chapter 3, including a consistency determination comparing the Build Alternatives with local and regional plans, including those adopted by the City of Palmdale. The Authority will implement street and trail improvements in accordance with local standards. All project improvements, including improvements to local streets within the City of Palmdale necessary for project implementation have been accounted for and included in the Authority's environmental analysis. If during detailed design, additional or modified improvements are deemed necessary, supplemental environmental review will be conducted as necessary and in accordance with all CEQA and NEPA requirements.

4542-10731

This is a duplicate comment. Please refer to Response to Comment #9924.

Response to Submission 4542 (Luis Gariby, City of Palmdale, December 1, 2022) - Continued

4542-10732

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter expresses concern with all alignments that would include the removal of or create negative impact on existing housing in the City of Palmdale. The commenter notes Section 3.12 of the Draft EIR/EIS refers to the Harold Community as unincorporated but that the residences and businesses east of the Sierra Highway (i.e., the Harold Community) are within the City of Palmdale.

Removal of housing is addressed in Draft EIR/EIS Section 3.12, Socioeconomics and Communities, specifically under Impact SOCIO#4: Permanent Displacement of Residences from Construction. The Authority acknowledges that each of the six Build Alternatives would result in the displacement of both Single-Family Residential (SFR) and Multi-Family Residential (MFR) units, and notes the commenter's concern. Residential displacements in all communities and across all Build Alternatives that would result from project implementation are depicted on Figure 3.12-19 through Figure 3.12-29, in Section 3.12 of this Final EIR/EIS. Table 3.12-16 in Section 3.12 of this Final EIR/EIS quantitatively summarizes single-family and multi-family displacement impacts for each Build Alternative; Table 3.12-17 through Table 3.12-23 quantitatively summarize available replacement housing in nearby communities and cities. As shown in Table 3.12-8, approximately 4 single-family residential units and 23 multi-family residential units would be displaced in Palmdale by construction of the SR14A Build Alternative, the Authority's Preferred Alternative. The Authority has incorporated Impact Avoidance and Minimization Features (IAMFs) into the design of the Palmdale to Burbank Project Section. The following IAMFs are relevant to this issue: SOCIO-IAMF#2 (Compliance with Uniform Relocation Assistance and Real Property Acquisitions Act) which provides relocation assistance for persons displaced through right-of-way acquisition and SOCIO-IAMF#3 (Relocation Mitigation Plan) which requires 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. The Authority anticipates that Impact SOCIO#4 will be less than significant under CEQA. Although this impact need not be mitigated under CEQA, fulfillment of mitigation measure SO-MM#1: Implement measures to reduce impacts associated with the division of residential neighborhoods will assist in reducing

4542-10732

any impacts. Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, for information about parcel acquisitions and the use of eminent domain.

The potential for negative community impacts, including to housing, is addressed in Draft EIR/EIS Chapter 3.12 under Impact SOCIO#1: Temporary Disruption to Community Cohesion or Division of Existing Communities from Construction and Impact SOCIO#2: Permanent Disruption to Community Cohesion or Division of Established Communities from Construction. Regarding Impact SOCIO#1, the Authority has incorporated several IAMFs into Project design to address temporary disruptions during construction. The most relevant with respect to the commenter's concern is SOCIO-IAMF#1 which requires the Authority to implement a Construction Management Plan that would minimize impacts on community residents. Under Impact SOCIO#1, although construction activities could temporarily disturb nearby residents, they would not physically divide established communities, and therefore, the CEQA impact is less than significant for all Build Alternatives. Regarding Impact SOCIO#2, new physical and visual barriers from the at-grade or above-grade Build Alternative footprint would occur in the community of Harold within the City of Palmdale (Refined SR14, E1, and E2 Build Alternatives) which represents a significant impact, and therefore CEQA requires mitigation. SO-MM#2 Implement Measures to Reduce Impacts Associated with the Division of Communities requires the Authority to conduct special outreach to affected residential neighborhood and community residents, community organizations, and local officials, as well as requires the Authority's evaluation of the community's modified access, in order to enable the Authority to maintain community cohesion and avoid physical deterioration. With implementation of this mitigation, the impact of physically dividing existing communities would be less than significant for all Build Alternatives.

References to the community of Harold as unincorporated have been corrected throughout Final EIR/EIS Section 3.12.

Response to Submission 4542 (Luis Gariby, City of Palmdale, December 1, 2022) - Continued

4542-10733

The commenter is requesting information on noise mitigation measures for sensitive receivers. As discussed in Section 3.4.6.3, a number of mitigation measures aimed at reducing noise impacts will be implemented during HSR project construction and operation. Mitigation Measures N&V-MM#1, N&V-MM#3, N&V-MM#4, N&V-MM#5, N&V-MM#6, and N&V-MM#8 would be implemented to reduce construction and operational noise impacts on sensitive receivers. At locations where severe noise impacts have been identified, mitigation measures, as described in Section 3.4.7 of the Draft EIR/EIS, will be implemented in accordance with the CAHSR Noise Mitigation Guidelines, which are included as Appendix 3.4-C of the Draft EIR/EIS. Where sound walls, included as part of mitigation, would not be feasible in some locations, based on CAHSR Noise Mitigation Guidelines (barriers would need to achieve between 5 and 15 dB of noise reduction and meet cost thresholds to be considered reasonable and benefit a minimum number of impacted locations), sound insulation of buildings would be considered. Implementation of noise mitigation measures (reasonable noise barriers, as described above) would reduce exterior noise below applicable thresholds in most cases; however, in some instances, sensitive receptors are scattered and isolated and noise-reducing measures (N&V-MM#3) would not completely reduce noise below thresholds at every location. In these cases, some unavoidable adverse noise effects would result from implementation of the Build Alternatives. See Section 3.4 of the Draft EIR/EIS, which discloses the number of sensitive receptors that would experience this impact.

4542-10734

This is a duplicate comment. Please refer to Response to Comment #9927.

4542-10735

The commenter acknowledges that Section 3.7, Biological and Aquatic Resources of the Draft EIR/EIS identifies that there are Joshua trees in Palmdale and that it indicates that Joshua trees are protected by Palmdale Municipal Code Section 14.04. The commenter notes that Joshua trees are a candidate for listing under the California Endangered Species Act and that removal or relocation of Joshua trees would require approval from CDFW.

The Authority recognizes the western Joshua tree status as a CESA candidate species for listing and acknowledges that no take of the species is authorized except under State law (Fish & Game Code, §§86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, §786.9). In addition, the Western Joshua Tree Conservation Act (WJTCA; Senate Bill 122) went into effect on July 10, 2023, which directs CDFW to establish a permitting program, in-lieu fee conservation fund, and conservation plan. Because this Act went into effect after the Draft EIR/EIS was published, this Act could not have been included in the Draft EIR/EIS; nonetheless, additional background information on the WJTCA has been added to the Final EIR/EIS.

The Draft EIR/EIS disclosed the potential occurrences of Joshua tree in two places, in Section 3.7.5.2, Vegetation Communities (where they are a component of Juniper and Coastal Scrub habitats) and in Section 3.7.5.11, Protected Trees. Potential impacts were disclosed in Section 3.7.6, in both Impact BIO#12 (Project Construction Effects on Protected Trees) and Impact BIO#19 (Project Operation Effects on Protected Trees). Table 3.7-4 of the Draft EIR/EIS define the Juniper and Coastal Scrub vegetation communities as comprised of individual Joshua trees and affected acreages of each community are provided within each Build Alternative. Section 3.7.5.11, Protected Trees of the Draft EIR/EIS describe Joshua trees as Protected Trees under the City of Palmdale Municipal Code. Impact BIO#12 (Project Construction Effects on Protected Trees) and Impact BIO#19 (Project Operation Effects on Protected Trees) describe the direct and indirect effects on protected trees as a result of construction and operation of the Project.

Nonetheless, in order to clarify that the analysis covers Joshua tree, the Final EIR/EIS has been revised to further clarify these impacts and the mitigation measures have been refined, as suggested by the commentor. Tables 3.7-5 and 3.7-11 in the Final EIR/EIS

Response to Submission 4542 (Luis Gariby, City of Palmdale, December 1, 2022) - Continued

4542-10735

have been modified to clarify the presence of western Joshua tree. In order to further characterize and quantify impacts to western Joshua trees, the approximate numbers of individual Joshua trees per alignment were determined through aerial photograph interpretation. A footnote was added to Table 3.7-11 in the Final EIR/EIS to include: “Based on aerial interpretation, approximately 40 western Joshua trees occur within the Refined SR14 alignment footprint (99 in indirect impact area), 2 Joshua trees within the SR14A alignment (29 trees in indirect impact area), 20 trees within the E1 alignment (33 trees in indirect impact area), 6 trees within the E1A alignment (25 trees in indirect impact area), 20 Joshua trees within the E2 alignment (33 trees in indirect impact area), and 6 Joshua trees within the E2A alignment (25 trees in indirect impact area).”

Regarding the comment that removal or relocation of Joshua trees would require approval from CDFW, the Authority agrees with this comment. Mitigation Measure BIO-MM#35 has been revised in the Final EIR/EIS to clarify that removal or transplantation of Joshua trees will require approval from CDFW.

4542-10736

The commenter notes that property within the City of Palmdale and within the project footprint is largely undeveloped and requests that the Authority ensure continued tribal involvement. FRA and the Authority have consulted extensively with Native American consulting parties as described in Section 3.17.4.2, Native American Outreach and Consultation, of the Draft EIR/EIS and will continue to do so through development and implementation of the MOA, ATP, and during phased identification and project construction, per mitigation measures CUL-MM#1, CUL-MM#2, and CUL-MM#3.

4542-10737

Refer to Standard Response PB-Response-TRA-5: Connection to Existing Transportation Infrastructure.

The commenter requests additional information about cost projections and the viability of the California HSR System as a commuting alternative for residents of the Antelope Valley. The commenter also requests additional information about how the Palmdale to Burbank Project Section would affect the existing Metrolink service.

According to the Authority’s 2022 Business Plan, future ticket prices are assumed to be roughly 80 percent of the cost of a typical plane ticket. The time savings by using the train versus door-to-door air or auto travel will provide mobility and time savings benefits. While Metrolink provides intercity and local transit services, the California HSR System is designed to connect the San Francisco Bay Area and Central Valley to Southern California and coordinate with the state’s existing transportation network, which includes intercity rail and bus lines, regional commuter rail lines, urban rail, and bus transit lines, highways, and airports. Refer to Standard Response PB-Response TRA-5: Connection to Existing Transportation Infrastructure for more discussions of how the California HSR System connects to Metrolink.

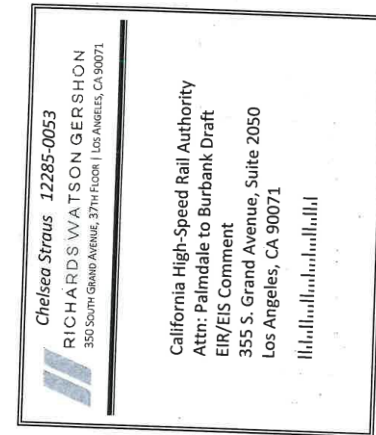
For additional information about the cost, please refer to Chapter 6, Project Costs and Operations; Appendix 6-A, High-Speed Rail Operating and Maintenance Cost for Use in EIR/ EIS Project-Level Analysis, and Appendix 6-B, Preliminary Engineering for Project Definition (PEPD) Record Set Capital Cost Estimate Report in the EIR/EIS.

4542-10738

This is a duplicate comment. Please refer to Response to Comment #9931.

Submission 4543 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority, December 1, 2022)

Palmdale - Burbank - RECORD #4543 DETAIL	
Status :	Action Pending
Record Date :	1/11/2023
Interest As :	Local Agency
First Name :	Chelsea
Last Name :	Straus
Attachments :	PB_4543_C_Straus_Letter_Original.pdf (974 kb)
Stakeholder Comments/Issues :	See attached Letter



Submission 4543 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority, December 1, 2022) - Continued



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VIA ELECTRONIC MAIL & U. S. MAIL

California High-Speed Rail Authority
Attn: Palmdale to Burbank Draft EIR/EIS Comment
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071
(Palmdale_Burbank@hsr.ca.gov)

4543-10718

Re: Comments on Draft Environmental Impact Report/Environmental Impact Statement for Palmdale to Burbank Project Section of the California High-Speed Rail Project

Dear Members of the California High-Speed Rail Authority:

Our office represents the Burbank-Glendale-Pasadena Airport Authority ("BGPAA"), which operates the Hollywood Burbank Airport ("Airport"). We write to provide comments on the Draft Environmental Impact Report/Environmental Impact Statement ("Draft EIR") (State Clearinghouse No. 2014071074) for the Palmdale to Burbank Project Section of the California High-Speed Rail Project ("Project"). The Project spans approximately 31 to 38 miles and would provide high-speed rail service between the Palmdale Station and the Burbank Airport Station. BGPAA's interests in this matter include ensuring that the Project does not adversely impact the safety and security of the Airport's operations or adversely affect the Airport's visitors, employees, and tenants.

As discussed below and in the attached **Exhibit A**, the Draft EIR fails to comply with the requirements of the California Environmental Quality Act ("CEQA") (Pub. Res. Code § 21000, *et seq.*) and its implementing Guidelines (14 Cal. Code Regs. § 15000, *et seq.*) The Draft EIR fails to fully analyze, disclose, and mitigate potential impacts to the Airport, including to the safety of its operations. Based on these defects and inadequacies in the Draft EIR, BGPAA requests that the California High-Speed Rail Authority ("CHSRA") suspend any further consideration of the Project until a Draft EIR that fully complies with CEQA is prepared and recirculated for public review and comment. BGPAA objects to any further CHSRA action on the Project until the necessary environmental review has been completed.

In accordance with CEQA Guidelines section 15088, BGPAA requests that CHSRA provide written responses to each of the comments below and in the attached Exhibit A.

I. The Project Description is Neither Stable Nor Finite, and is Incomplete

"An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185.) Failure to adequately describe the project undermines CEQA's general purposes, which include informing "governmental decision makers and the public about the potential significant effects of proposed activities" (CEQA Guidelines § 15002(a)(1).) The Draft EIR fails to comply with this requirement.

For example, the Draft EIR states that CHSRA "would not acquire temporary construction areas through the right-of-way acquisition process. It would be the responsibility of the design-build contractor to negotiate with property owners to secure access and temporary use of properties for staging or laydown areas." (Draft EIR, p. 3.1-9.) It is not clear where construction staging areas will be located if property owners decline to negotiate with the contractor (or CHSRA) or allow any temporary access to or use of their property. While the Draft EIR asserts that it "includes an evaluation of the environmental impacts of various parcels located adjacent to or near parts of each of the Build Alternative that would require construction staging and laydown areas" (Draft EIR, p. 3.1-9), this sidesteps the point. If there is no certainty that CHSRA will acquire the necessary staging areas evaluated in the Draft EIR, then other staging areas which have not been environmentally reviewed may be used. This would lead to potential adverse impacts that have not been analyzed, disclosed, or mitigated, in violation of CEQA and based on the unstable project description in the Draft EIR.

The Draft EIR also contains incomplete information regarding the Project area and the Airport, including:

- Page 1-27, Section 1.2.4.1 (Amtrak Subheading): There are two official airport-serving Metrolink stations, now referred to by Metrolink as "Burbank Airport - North", which is served by the Antelope Valley ("AV") Line, and the older "Burbank Airport - South" station, served by the Ventura County ("VC") line and closest in proximity to the Regional Intermodal Transit Center ("RITC") and current terminal. While the North station requires a shuttle connection, the relationship of this station would change under future conditions with a replacement passenger terminal in the northeast quadrant of the Airport, making it the closest of the two Metrolink stations.
- Page 2-103, Section 2.5.3.1 and page 2-105, Figure 2-53: Although not Airport property, it is important to note that the current land associated with a large portion of the station site and its associated surface parking spaces as depicted in

Submission 4543 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority, December 1, 2022) - Continued

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Figure 2-53 has undergone a significant amount of construction since Figure 2-53 was created. As a result, the description of the area is no longer accurate.

II. The Draft EIR's Analysis is Flawed in Several Critical Respects

CEQA is clear: "An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences." (CEQA Guidelines § 15151.) The Draft EIR in its present form fails to comply with this requirement as the analysis is flawed in several critical respects, as discussed below.

A. The Draft EIR Relies on Outdated Information, Including Applicable Regulations

The Draft EIR is fundamentally flawed because it relies on baseline data that is outdated and does not provide a proper basis for comparison and analysis of Project impacts. By using Year 2015 as the baseline, the Draft EIR sets up an inaccurate analysis for air quality and traffic impacts. Realistically, construction is unlikely to start for several years, and the analyses that assume construction will have commenced in 2020 are clearly outdated and inaccurate. Table 3.3-13 highlights this error; this Table purports to show construction-related air quality emissions during the ten year span from 2020 to 2029. But no construction occurred in 2020 and 2021, nor will any construction occur in the remaining month of 2022 or the first few months of 2023 for a Project that has not yet been approved. The baseline year and construction and build-out years should be updated to more accurately reflect the Project status and to close the gap between the year used for analysis and the likely Project construction and build-out years. These revisions are needed to accurately capture potential adverse impacts in multiple environmental impact areas.

In addition, the Draft EIR references the 2016–2040 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS") (see, e.g., Draft EIR § p. 1-19), but then fails to carry it through for analysis. The Draft EIR then uses Year 2015 for "Existing Year" baseline conditions. (see, e.g., Draft EIR p. 3.2-15.) The Draft EIR cannot provide an accurate analysis if it uses baseline data that is seven years old.

B. The Draft EIR Fails to Adequately Analyze and Disclose Potential Safety Hazards and Impacts to the Airport

The Draft EIR fails to sufficiently analyze and disclose potential impacts to the Airport's operations, including critical airport safety zones. This is a significant deficiency given the nature of the issue and the potential impacts to the health and safety of the public and Airport employees.

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Draft EIR section 2.3.4.3 states that "each of the six Build Alternatives would use a cut-and-cover profile within Hollywood Burbank Airport property in the approach to the Burbank Airport Station to transition from bored tunnels to the station site," and this tunneling method "requires that land clearance and structures or features above cut-and-cover areas ... be removed during construction." Further, Draft EIR section 2.9.5.3 provides that the proposed cut-and-cover tunneling method "would entail surface disruption during the construction process on airport property." However, the Draft EIR skirts all serious safety and hazards issues associated with tunneling on Airport property by proposing, "[i]f necessary, coordination with the Hollywood Burbank Airport to amend the current Airport Layout Plan ("ALP") for any permanent construction-related facilities required for the [Project] will be submitted to the FAA for approval." (Draft EIR, p. 3.11-54; Draft EIR Appendix 2-E-32.) There are several flaws in this approach. First, this constitutes impermissibly deferred analysis by proposing to figure out if there is a concern or an impact at a later time. Second, the Draft EIR does not discuss or analyze what amendments would be necessary or what impacts might result from those amendments. Third, this approach fails to address what happens if BGPAA objects to an amendment of its ALP or if FAA approval is not granted.

Also, the Draft EIR's reliance on the Federal Aviation Administration's ("FAA") determination that it does not object to the construction of the portion of the tunnel under Runway 8-26, Taxiway D, the proposed extended Taxiway C, and critical airport safety zones (Draft EIR, p. 3.11-54) is unavailing. The submission of Form 7460-1 is required under 14 C.F.R. Part 77, pursuant to 49 U.S.C. Section 44718. Section 77.5(c) ("Applicability") of the regulations provides that Form 7460-1 will be used to:

- Evaluate the effect of the proposed construction or alteration on safety in air commerce and the efficient use and preservation of the navigable airspace and of airport traffic capacity at public use airports;
- (2) Determine whether the effect of proposed construction or alteration is a hazard to air navigation;
- (3) Determine appropriate marking and lighting recommendations, using FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting;
- (4) Determine other appropriate measures to be applied for continued safety of air navigation; and
- (5) Notify the aviation community of the construction or alteration of objects that affect the navigable airspace, including the revision of charts, when necessary.

As such, none of the Form's listed uses relates to evaluating proposed below ground structures. Furthermore, Section 77.31(e) (Determinations) of the regulations provides that

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"[t]he FAA will issue a Determination of No Hazard to Air Navigation when a proposed structure does not exceed any of the obstruction standards and would not be a hazard to air navigation." All of the obstruction determinations in Section 77.17 are based on height (e.g., an object would obstruct air navigation if it is taller than "a height of 499 feet AGL at the site of the object"). Thus, a Determination of No Hazard to Air Navigation is not an approval of proposed below ground construction projects. The proposed impact avoidance and minimization feature related to this issue likewise focuses only on airspace conflicts and does not address potential hazards to Airport operations from underground construction. (Draft EIR, Appendix 2-E-31 through 2-E-32; Draft EIR Appendix 2.0-H-59.)

The Draft EIR also avoids any meaningful analysis of potential electromagnetic interference ("EMI") and electromagnetic fields ("EMF") impacts on Airport operations. The Draft EIR correctly notes that the Airport is considered a sensitive receptor (Draft EIR, p. 3.5-22). Yet, the Draft EIR contains no substantive analysis to ensure compatibility with equipment operated by the Airport. Instead, the Draft EIR states that "[e]ffects would also be avoided through EMI/EMF-IAMF [impact avoidance and minimization feature]#2, which provides the necessary third-party coordination...." (Draft EIR, p. 3.5-45.) The Draft EIR then admits to deferred analysis, stating, that "[d]uring the planning stage through the system design stage, [CHSRA] would conduct EMC [electromagnetic compatibility]/EMI safety analyses...." (Draft EIR, p. 3.5-10.) Performing studies at a future time, with no stated benchmark standards or means of ensuring that there will be no impacts to the Airport's safe operations, constitutes impermissible deferred analysis and mitigation.

C. The Draft EIR Fails to Provide Accurate Transportation Information

The Draft EIR contains some inaccurate information in Section 3.2 ("Transportation"). Specifically, the following corrections to the Draft EIR are necessary:

- Page 3.2-39, Section 3.2.5.4, Transit Subsection: There are two Airport Metrolink stations: "Burbank Airport - North" on Metrolink's AV Line and "Burbank Airport - South" on Metrolink's VC Line.
- Page 3.2-40, Section 3.2.5.4: The Burbank Airport Station ("Burbank Airport - North") on the Antelope Valley Line is currently open and in service.

III. The Draft EIR Must Be Revised and Recirculated

CEQA requires that an EIR be recirculated when "significant new information is added to the EIR" prior to certification of the document. (CEQA Guidelines § 15088.5.)

Here, given the substantial new information that must be included in the Draft EIR to comply with CEQA, and to ensure that CHSRA complies with its mandate under CEQA to ensure that its EIR "demonstrate[s] to an apprehensive citizenry that the agency has, in fact, analyzed

RICHARDS WATSON GERSON

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and considered the ecological implications of its action" (CEQA Guidelines § 15003(d)), the EIR must be revised and recirculated for public review and comment.

BGPAA therefore objects to any further action on the Project until the necessary and proper environmental review has been completed and the public has been provided a meaningful opportunity to comment on the revised EIR.

IV. Written Request for Notices

Pursuant to Public Resources Code section 21092.2(a), BGPAA intends that this letter serve as a written request for a copy of all notices that may be issued or filed related to this Project or any part or component thereof. Please direct all such notices to me at the address on this letter.

Very truly yours,

Chelsea Straus

cc (by email only):

- John T. Hatanaka, Senior Deputy Executive Director, BGPAA
- Terence Boga, General Counsel, BGPAA
- Ginetta Giovinco, Special Counsel, BGPAA

Attachment(s): Exhibit A: November 30, 2022 Memorandum from Reliance Engineers, LLC

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Submission 4543 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority, December 1, 2022) - Continued

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Exhibit A
(Attached.)

12285-0053\2749425v2.doc

RICHARDS WATSON GERSHON



MEMORANDUM

Subject: Hollywood-Burbank Airport – Comments on Palmdale to Burbank Section of California High Speed Rail Project

Date: November 30, 2022

This memorandum provides geotechnical and tunnel engineering notes and comments related to the available information provided by the California High Speed Rail Authority (CHSRA) for the Palmdale to Burbank Section of the California High Speed Rail Project. We have reviewed the following documents from the Palmdale to Burbank Project Section Draft EIR/EIS dated August 2022 and provided to us by the CHSRA on November 8, 2022:

- Summary (page 2-86)
- Chapter 2 Alternatives: Section 2.3.4 Infrastructure Components (page 2-14 to 2-26)
- Chapter 2 Alternatives: Section 2.5.3 High Speed Rail Build Alternatives – Detailed Descriptions (pages 2-88 to 2-166)
- Chapter 2 Alternatives: Section 2.9.5.3 Tunnels (pages 2-209 to 2-214)
- Chapter 4 Draft Section 4(f) and Section 6(f) Evaluations: Section 4.4 Build Alternatives (pages 4-13 to 4-23)
- Palmdale to Burbank Section PEPD Record Set Addendum SR14A/E1A/E2A – Tunnel Plans dated February 2021
- Palmdale to Burbank Section PEPD Record Set REV02 – Tunnel Plans dated April 2021

General Comments:

1. The cumulative impact of the California High Speed Rail project to the Hollywood-Burbank Airport has not been comprehensively assessed by the CHSRA. The CHSRA has chosen to separate the California High Speed Rail project into two segments intersecting on Hollywood-Burbank Airport property. Therefore, two separate documents consisting of the Burbank to Los Angeles Project Section Final EIR/EIS and the Palmdale to Burbank Project Section Draft EIR/EIS exists that neither fully addresses the potential impacts to the Hollywood-Burbank Airport property. While the CHSRA has chosen to treat the EIR/EIS documents as separate due to the project segmenting, the cumulative impact of the two segments on Hollywood-Burbank Airport property and assets are not independent of each other and therefore need to be assessed as one from an impact's perspective.
 - a. The CHSRA's choice to segment the California High Speed Rail project at the Burbank Airport underground station interface does not provide the Burbank Glendale Pasadena Airport Authority (BGPAA) a comprehensive single study of the potential impacts of the proposed rail system to the Hollywood-Burbank Airport. A separate document/report should be created to specifically address the alignment section at and around the Hollywood-Burbank Airport. The proposed document should assess the cumulative impacts of both the construction and operation of the CHSRA tunnel and underground station construction on the Hollywood-Burbank Airport and its ongoing operations.

Submission 4543 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority, December 1, 2022) - Continued

4543-10718

Hollywood-Burbank Airport – Comments on Palmdale to Burbank CHSRA November 30, 2022

RELIANCE ENGINEERS

2. We request access to review the alternative tunnel alignment analysis/studies that was used for the selection of the preferred alternative alignment that intersects the Hollywood-Burbank Airport.

3. While the conceptual level of design described in CHSRA Draft EIR/EIS documents may be appropriate for a typical transportation project in the environmental approval stage, design and construction of the proposed high-speed rail (HSR) tunnel and underground station adjacent to an active airport, in an area of high seismicity and known soil contamination, may warrant technical analysis and design beyond typical given due to the complexity of the construction and critical nature of airport operations not being affected. We feel it may be appropriate for CHSRA to develop the design of certain items to a higher level of completion (beyond 30% design) to properly assess how the proposed construction of the tunneling and stations related to HSR would impact the Hollywood-Burbank Airport.

4. There is a lack of subsurface information available in the reviewed information. Soil borings should be performed along the proposed tunnel and underground station alignment at closely spaced intervals of 100 ft or less as needed to properly characterize the subsurface conditions. The borings should extend beyond the full depth of the expected tunnel and underground station to determine soil conditions for assessment of tunnel and underground station construction feasibility.

5. The CHSRA should prepare a comprehensive Risk Assessment and Risk Register for all CHSRA construction impacts on BGPAA property. The Risk Assessment and Risk Register should include the probabilities of occurrence and mitigations measures for each risk. Use proposed cross section, station cross section, and project profile.

6. Safety and security protocols/analyses should be included during the design phase to ensure no unauthorized access to the tunnel beneath the Hollywood-Burbank Airport and the underground station adjacent to the Hollywood-Burbank Airport can occur both during and after construction. These protocols/analyses should include both blast and impact analyses due to bombs, vehicles, etc.

7. CHSRA should prepare emergency response procedures and protocols prior to the start of construction and provide them to the BGPAA for review and comment. The procedures should identify individuals responsible for specific actions and maximum response times.

8. Request the CHSRA/tunnel contractor/designer perform engineering analyses using 2D and 3D Finite Element Method (FEM) models to estimate tunnel displacements, soil displacements adjacent to tunnel/underground station, and surface deformations for all construction stages and during performance of permanent operations.

- a. 3D model may be required only for verification at 100% design. Can also be updated during construction to reflect encountered conditions to refine estimates.
- b. FEM Modeling shall include all construction stages, temporary conditions (including construction staging), permanent conditions, seismic events, and high groundwater.

9. Request that daily construction progress reports be submitted by the CHSRA/Selected Contractor to the BGPAA (includes any issues encountered during shift).

10. The CHSRA should provide plans and details identifying the following construction activities:

- a. Any staging/laydown areas that will be located on BGPAA property.

2

4543-10718

Hollywood-Burbank Airport – Comments on Palmdale to Burbank CHSRA November 30, 2022

RELIANCE ENGINEERS

- b. Routes used in the disposal of excavated materials from or through BGPAA property.
- c. Material supply routes for all construction activities on or through BGPAA property.

11. Request that the HSR Contractor/Designer provide BGPAA with full time around the clock access to instrumentation data collected via automated remote monitoring. A real-time construction monitoring program is needed to continuously monitor for vibrations, deformations, and stress in the excavation support system and the runway surface. The construction monitoring program should include the following:

- a. Monitoring equipment installed prior to construction of the tunnel and will be maintained and monitored by Contractor/Designer during construction up until 1 year after completion of tunnel construction. Provide instrumentation plan to BGPAA prior to construction for review and comment.
- b. Settlement and deformation thresholds/contingency plans for exceedance events.

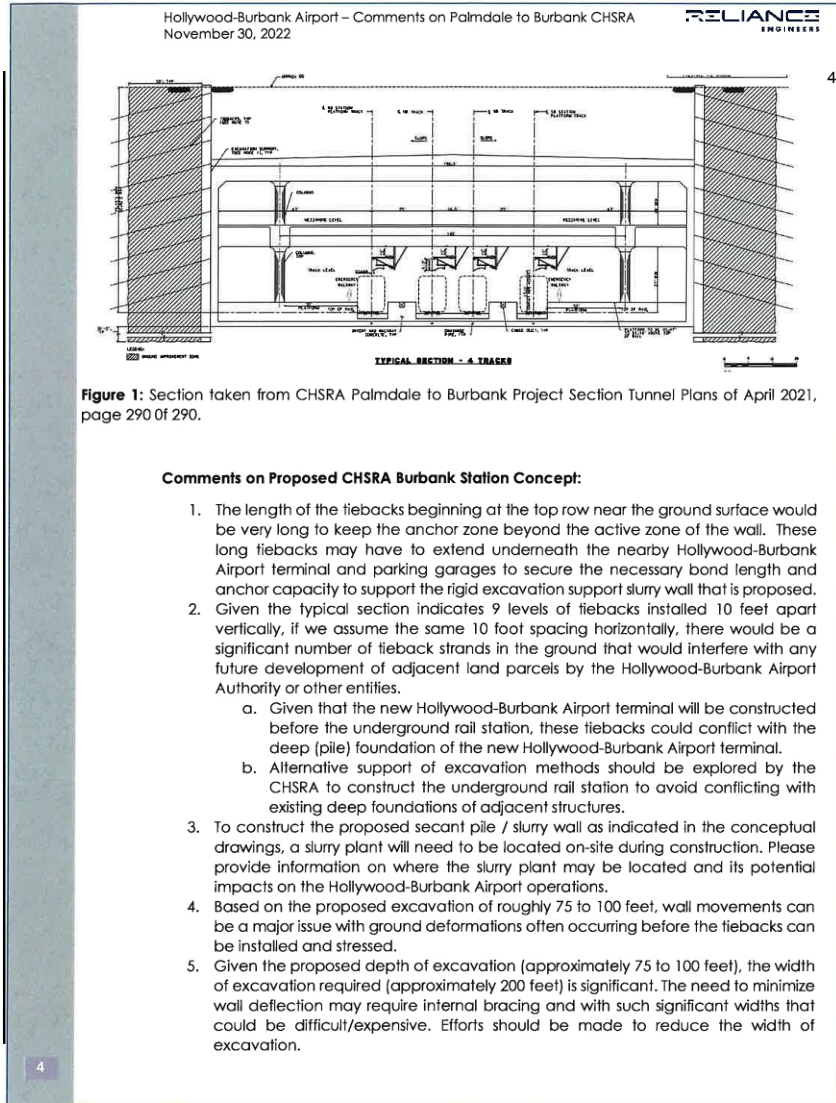
Overview of Proposed CHSRA Burbank Station Concept:

1. A typical section of the CHSRA Burbank Station Platform is provided in the Palmdale to Burbank Project Section – PEPD Record Set REV02 Tunnel Plans on page 290 of 290 (See Figure 1 below). The typical section shows the CHSRA Burbank Station Platform to be 75 to 93 feet below grade in an open cut supported by either slurry walls or secant piles and tiebacks or ground anchors. The crosshatched zone behind the slurry wall is indicated to be a 30-foot-wide ground improvement zone behind each wall.
2. The overall width of the proposed Burbank station is shown as 198.5 feet wide, with a center span over the four rail tracks being 142 feet from centerline of column to centerline of column.
3. The station roof and intermediate mezzanine level floor are shown as approximately 8 to 10 feet thick.
4. The section indicates 30-foot-wide train platforms between the columns and the four rail tracks. Beyond the columns is another 28-foot-wide space which would make each platform approximately 58 feet wide.
5. The typical section indicates 9 levels of tiebacks spread vertically over say the 100-foot excavation depth, meaning that the tiebacks are installed 10 feet apart vertically.

3

Submission 4543 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority, December 1, 2022) - Continued

4543-10718



Hollywood-Burbank Airport – Comments on Palmdale to Burbank CHSRA
November 30, 2022

4543-10718

- The train platforms indicated as approximately 58 feet wide seems excessive and results in significantly more excavation width along the length of the Burbank Station.
- Why are four tracks needed in the station and through the tunnel under Runway 8-26?

- Constructing the CHSRA Burbank Station and portions of the connecting tunnel using the cut-and-cover method will present a major disruption to airport operations. What mitigation measures will the CHSRA enact to minimize disruptions to the Hollywood-Burbank Airport operations.
- This interface point between the Burbank Airport Station constructed using the cut-and-cover method and the SEM/NATM tunnel under Runway 8-26 creates a significant excavation support system design and construction challenge that results in risk to Hollywood-Burbank Airport property. The excavation end wall for the cut-and-cover underground station construction will be approximately 200 feet long and will have to be restrained by cross-bracing or rakers, yet provide sufficient clear opening for the 70-foot wide by 50-foot high SEM/NATM tunnel to breakout into the station. Given the width of the excavation end wall and tunnel dimensions, this tunnel interface will be a significant engineering challenge and due to its proximity to the Hollywood-Burbank Airport active runway/taxiways, a significant risk to Hollywood-Burbank Airport property and the traveling public.
 - Due to the project being segmented between multiple EIR/EIS documents (e.g., the Palmdale to Burbank segment and the Burbank to Los Angeles segment), a comprehensive assessment of the tunnel interface has not been completed by the CHSRA.

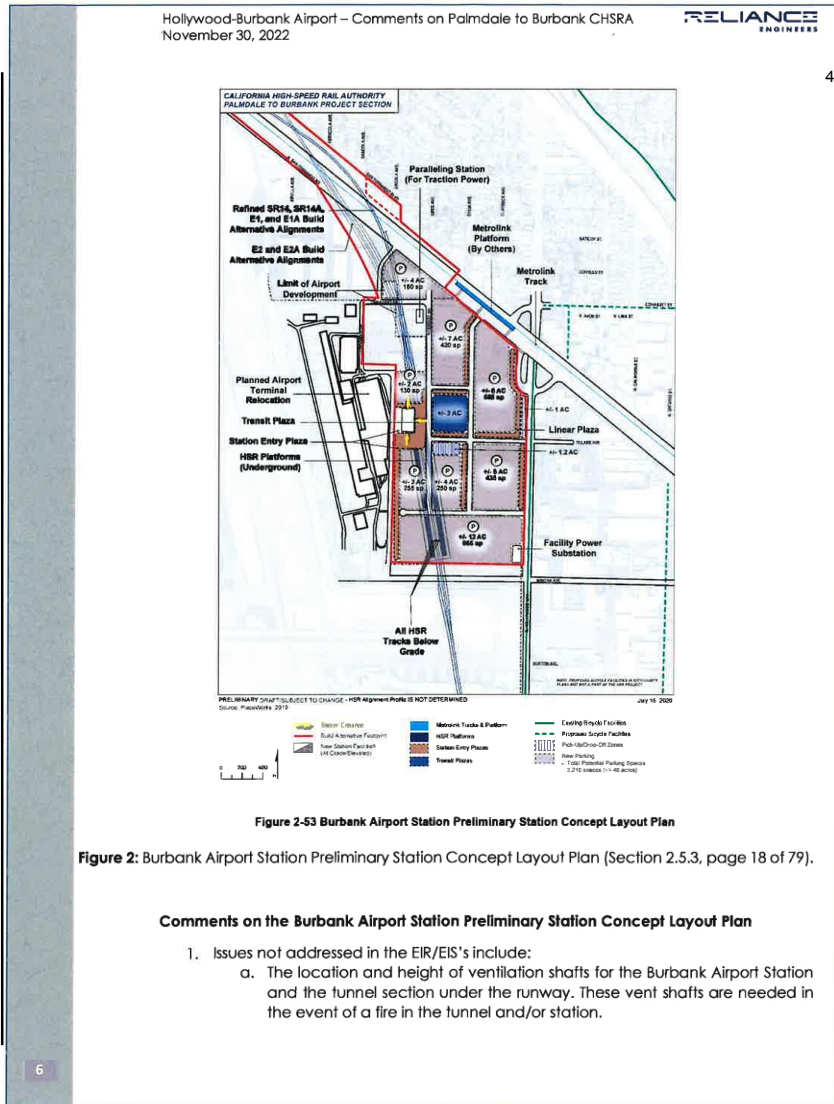
Overview of Burbank Airport Station Preliminary Station Concept Layout Plan:

- The plan layout shown in Figure 2 below indicates the “build alternative footprint” of the CHSRA rail station occupying approximately 70 acres of surface property based on statements given in the Draft EIR/EIS for Palmdale to Burbank Chapter 4 (section 4.4.8.1, page 4-23).
- Burbank Airport Station is planned to have up to 3,210 surface parking spaces by 2040 with 1,640 spaces operational when the rail system starts up as projected to be 2029.
- The planned Burbank Airport Station is shown to be directly adjacent to the Planned Airport Terminal Relocation to the west.

5

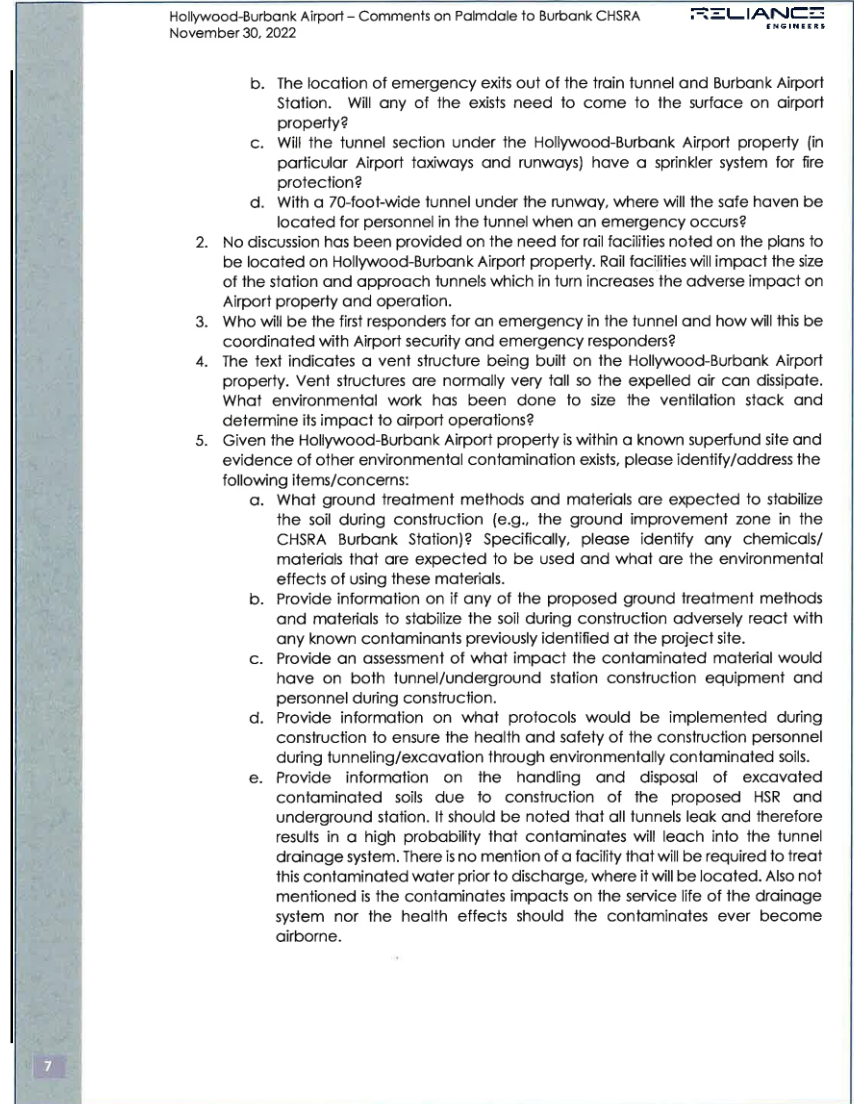
Submission 4543 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority, December 1, 2022) - Continued

4543-10718



6

4543-10718



7

Response to Submission 4543 (Chelsea Straus, Burbank-Glendale-Pasadena Airport Authority, December 1, 2022)

4543-10718

The comment letter is a duplicate of Submission 4470. Accordingly, please refer to the responses to comments 4470-8827 through 4470-8863, in Chapter 23, Businesses and/or Organizations, of Volume 4.

Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022)

Palmdale - Burbank - RECORD #4351 DETAIL

Status : Action Pending
Record Date : 11/29/2022
Interest As : Local Agency
First Name : Justin
Last Name : Livesay
Attachments : High Speed Rail Palmdale to Burbank Section Draft EIR Comment Letter 22.11.22.pdf (797 kb)

Stakeholder Comments/Issues :

California High Speed Rail Authority -

Thank you for the opportunity to review the draft EIR/EIS for the Palmdale to Burbank Project Section of the California High Speed Rail and the extension of the deadline for comments. Our comments are contained in the attached cover letter and comment matrix. We look forward to working with the California High Speed Rail Authority to address these comments. Questions regarding these comments may be directed to Justin Livesay, Engineering Manager at jlivesay@avek.org or 661-943-3201. Thank you.

Sincerely -

Justin Livesay | Engineering Manager
 Antelope Valley-East Kern Water Agency
 6500 West Avenue N, Palmdale, CA 93551
 p: 661.943.3201 | d: 661.365.0159

4546-10680

4546-10681

4546-10682

4546-10683

OFFICERS

DWAYNE CHISAM, P.E.
 General Manager
 and Chief Engineer

MATTHEW KNUDSON
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November 22, 2022

High Speed Rail Authority
 Attn: Palmdale to Burbank Project Section Draft IR/EIS Comment
 Southern California Regional Office
 355 S. Grand Avenue, Suite 2050
 Los Angeles, CA 90071

VIA EMAIL TO: palmdale_burbank@hsr.ca.gov

Subject: Palmdale to Burbank Project Section Draft EIR/EIS Comment

Thank you for the opportunity to provide comments on the Draft EIR/EIS for the Palmdale to Burbank section of the California High Speed Rail. The Antelope Valley-East Kern Water Agency is a public water supplier and State Water Contractor serving the Antelope Valley in both Los Angeles and Kern Counties.

We have reviewed the Draft EIR/EIS document and have attached our comments. The preferred alignment will result in a major, currently unmitigated impact to a key piece of Agency infrastructure and a vital component to the service of potable water supply to the community of Acton – AVEK's Acton Water Treatment Plant located on Sierra Highway south of Barrel Springs Road in Palmdale.

After reviewing the draft EIR/EIS document and meeting with High Speed Rail Authority (HSRA) team members on multiple occasions, it is not clear that the extent of the impacts to the existing and future storage tanks, sludge beds, electrical switchgear, intertie with neighboring water agency, and pump station are fully understood. There are numerous challenges associated with relocating an operational pump station, storage tank, and associated underground piping and electrical equipment, as well as the disruption of critical potable water service to the community of Acton.

After careful consideration and discussion with our Board of Directors, we find the proposed relocation plan, and therefore, the proposed alignment of the High-Speed Rail in this vicinity unacceptable. We urge the HSRA to consider choosing one of the alternative alignments which eliminate these impacts.

Questions regarding these comments may be addressed to Justin Livesay, Engineering Manager at jlivesay@avek.org or 661-943-3201.

Sincerely,

Justin Livesay
 Engineering Manager

6500 WEST AVENUE N • PALMDALE, CALIFORNIA 93551
 (661) 943-3201 • www.avek.org • info@avek.org

The mission of AVEK is to deliver reliable, sustainable and high quality supplemental water to the region in a cost-effective and efficient manner.

Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

CC Tom Lackey, Assembly District 34 – assemblymember.lackey@assembly.ca.gov
Juan Carrillo, Assembly District 39 – juan@juancarrillo.vote
Shannon Grove, Senate District 12 – Senator.Grove@Senate.ca.gov
Rosilicie Ochoa Bogh, Senate District 23 – Senator.OchoaBogh@Senate.ca.gov

Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

High Speed Rail Palmdale to Burbank Section
Draft EIR Comments

Comment Number	Document	Page Number	Comment
4546-10684 1	General	General	High Speed Rail (HSR) has listed the Antelope Valley-East Kern Water Agency (AVEK) as the proposed construction water source and has verbally stated that they intend to use AVEK's water for tunnel boring operations. AVEK is a water wholesaler and typically does not supply construction water. All use of AVEK water is required to comply with the Agency's rules and regulations. Since the Tunnel Boring Machine entrance and exit are not located within the Agency's boundary, this is in direct conflict with the Agency's rules and regulations. HSR will not be permitted to use AVEK as a source of construction water and is advised to work with local water retailers to develop an alternative source for construction water.
4546-10685 2	Summary	S-65	Impact PUE#1 states that the "reconfiguration" of facilities at the Acton Water Treatment Plant (WTP) may require temporarily halting water pumping through the plant. This is an unacceptable statement. The community of Acton relies on this water. All replacement facilities are required to be in place, tested, and operational before any part of the existing Acton WTP is taken offline.
4546-10686 3	Volume 1 Section 2.5.3.2	2-114	In addition to the utilities listed, SR14A will impact AVEK's Acton WTP. This should be listed and the cost and operational impact of replacing its facilities should be considered.
4546-10687 4	Volume 1 Section 3.18	General	The regional growth section does not consider the impact the HSR will have on construction of new utility lines or upsizing of existing lines to keep up with community growth. AVEK serves communities on each side of the proposed alignments. After construction of the HSR is completed, any future crossing of the HSR track will be required to meet HSR standards. This will result in increased project lengths, along with additional costs to the Agency and the local communities. This could potentially cause a reduction in community growth because of the increased difficulty to obtain water. This needs to be considered and mitigation measures such as oversized and blank casings for future use should be put in place to reduce the negative effects of the HSR.
4546-10688 5	Volume 1 Section 3.05	3.5-10	Site specific Electromagnetic Compatibility Program Plans (EMCPPs) need to be prepared for all crossings of AVEK's pipelines. Electromagnetic fields have been shown to cause corrosion in steel pipelines. This will need to be considered during design.
4546-10689 6	Volume 1 Section 3.06	3.6-29	AVEK is a supplemental water wholesale supplier as noted, but we do have a few retail domestic potable water connections. AVEK is also involved with ground water management through our water banks.

Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

High Speed Rail Palmdale to Burbank Section
Draft EIR Comments

Comment Number	Document	Page Number	Comment
4546-10690	Volume 1 Section 3.06	3.6-29	AVEK's service area, average daily demand, maximum daily demand, and average annual demand numbers appear to be incorrect and should be revised.
4546-10691	Volume 1 Section 3.06	3.6-29	Include the Antelope Valley Groundwater Basin as a source for AVEK's water supply.
4546-10692	Volume 1 Section 3.06	3.6-30	Include AVEK as a supplemental source for Los Angeles County Waterworks District 37.
4546-10693	Volume 1 Section 3.06	3.6-45	Temporary shutdowns of all AVEK facilities, including the Acton WTP, will not be permitted, unless approved by AVEK. AVEK must maintain the ability to operate uninterrupted during construction of the HSR. Our existing facilities must remain in place until replacement facilities are completed, tested, and operational. We recommend selecting an alignment that does not interfere with the Acton WTP. AVEK's water treatment plants are complex and rely on the natural elevation changes for the flow of water. A "reconfiguration" of the plant will not be feasible. Additionally many of the pipelines that exist in the plant are not accounted for on the drawings.
4546-10694	Volume 1 Section 3.06	3.6-75	We disagree with the statement that additional land acquisition for AVEK will not be required. If AVEK owned property is obtained for use by HSR, it shall be replaced in kind.
4546-10695	Volume 1 Section 3.06	3.6-75	Reference is made to PUE-IAMF#2 in this section. PUE-IAMF#2 discusses the relocation of irrigation systems. AVEK's pipelines and treatment plants are domestic potable or raw water systems and are not irrigation systems. Please revise PUE-IAMF#2 to include potable and raw water facilities or develop a new standard that applies to our facilities.
4546-10696	Volume 1 Section 3.06	3.6-75	If HSR intends to reconfigure AVEK's facilities at the Acton WTP, measures must be put in place to ensure AVEK can deliver water to its customers downstream who rely on this treatment plant for domestic use. Reconfiguration of a treatment plant is not a simple proposition. The treatment plant relies heavily on gravity for its operation and the addition of pumps as a replacement will not be acceptable.
4546-10697	Volume 1 Section 3.06	3.6-77	Table 3.6-21 lists AVEK as the construction water provider. AVEK traditionally does not supply construction water. Consider other water sources. Additionally the construction water demand by build alternative quantities in Table 3.6-21 does not match what is listed in table 3.6-29 or on page S-46 of the summary document. These need to be consistent.
4546-10698	Volume 1 Section 3.09	General	Section 3.9 does not discuss the impacts of potential settlement when tunneling beneath utility lines or structures. AVEK's pipelines are not designed for this condition and settlement could lead to an unacceptable failure. Mitigation measures such as a ground surface monitoring plan needs to be implemented for all crossings beneath AVEK owned facilities.

Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

High Speed Rail Palmdale to Burbank Section
Draft EIR Comments

Comment Number	Document	Page Number	Comment
4546-10699	Volume 2 Appendix 2-D Design Baseline Report	General	The design report does not discuss how AVEK's Acton WTP will be "reconfigured" this needs to be discussed prior to finalizing the alignment.
4546-10700	Volume 2 Appendix 2-D Design Baseline Report	14-3	Many of AVEK's utilities are missing from Table 14-4. All missing utilities should be added.
4546-10701	Volume 2 Appendix 3.16-A Photographs of Existing Conditions and Visual Simulations with the Project	3.16-A-5	Figure 3.16-A-4 fails to show the Agency's Acton WTP that the HSR Alignment will pass through. These figures should be updated to reflect the actual conditions of the area. The photo descriptions should be updated since they incorrectly state that the area consists of "undeveloped land".
4546-10702	Volume 2 Appendix 6-B PEPD Record Set Capital Cost Estimate Report	90	Listed crossings do not appear to match the plans. The Palmdale Subsection discusses Tuxford St which is not a part of this subsection and is missing crossings for Barrel Springs, Avenue S and others. Cost estimate should be updated to include everything shown on the plans.
4546-10703	Volume 2 Appendix 6-B PEPD Record Set Capital Cost Estimate Report	General	Cost estimate does not include: any potable waterlines above 24", sizes as high as 48" are shown to be relocated, cost for removal and replacement of an existing treatment plant, and more. Cost estimate should be updated to include everything discussed or shown in the EIR and supporting documents.
4546-10704	Volume 2 Appendix 6-B PEPD Record Set Capital Cost Estimate Report	General	The cost estimate for utility relocation, specifically water pipelines, is very low. These prices per LF are similar to what is being paid today for new water lines not including all of the additional valves, fittings, appurtenances, steel casings, connections to existing piping, and other items that are required for each relocation. These numbers should be updated to include all necessary items.
4546-10705	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Bridges and Elevated Structures Plan	ST-J1004-14A	Any elevated structures over AVEK's facilities will need to be high enough that AVEK maintains unrestricted access any and all facilities with the use of a crane or other lifting equipment.
4546-10706	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Grading and Drainage Plans	CV-G4007-14A	It is unclear how drainage will be kept off of AVEK's Acton WTP. This should be clarified and discussed with AVEK before finalization of the alignment.

Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

High Speed Rail Palmdale to Burbank Section
Draft EIR Comments

Comment Number	Document	Page Number	Comment
4546-10707	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Grading and Drainage Plans	General	Any access roads over AVEK pipelines need to be reviewed by AVEK. AVEK's pipelines are not designed to support construction loads. An individual, site specific, pipeline protection plan, prepared by a Civil Engineer licensed in the State of California, will be required for each crossing. This comment applies to all crossings of AVEK lines, not just these specific sheets.
4546-10708	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan	UT-C4007-14A	AVEK's Acton WTP contains many more buried pipelines than are shown on the attached utility relocation plan. It also includes many above ground facilities that are not shown. HSR should to prepare an enlarged relocation plan showing just the Acton WTP and its facilities.
4546-10709	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan	UT-C4007-14A & UT-C4007-EA	AVEK either owns or has an interest in all utilities marked with "Palmdale WD" as the owner.
4546-10710	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan	UT-C4008-14A & UT-C4008-EA	AVEK owns a pipeline off of Sierra highway that falls just outside of the PPEF and appears to be running perpendicular to a proposed access road for construction or drainage area. It is shown on this sheet, but is not identified. AVEK's pipelines are not designed to support construction loads. An individual, site specific, pipeline protection plan, prepared by a Civil Engineer licensed in the State of California, will be required for each crossing. This comment applies to all crossings of AVEK lines, not just these specific sheets. Drainage water should not be allowed to pool on top of AVEK's pipelines or scour away the existing ground above the pipelines.
4546-10711	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan	UT-C4010-14A (EA) through UT-C4014-14A (EA)	What mitigation measures will be put in place minimize the effect of a pipeline failure directly above the tunneled portion of the HSR?
4546-10712	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan	UT-C4010-14A & UT-C4012-14A	HSR is proposing a new overhead electrical line crossing AVEK's pipeline. Electromagnetic fields have been shown to cause corrosion in steel pipelines. A site specific EMCPP will need to be prepared during design. This comment applies to all crossings of AVEK lines, not just these specific sheets.

Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

High Speed Rail Palmdale to Burbank Section
Draft EIR Comments

Comment Number	Document	Page Number	Comment
4546-10713	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan	UT-C4012-14A	Some utilities shown are owned by LACWW and not AVEK. Not all utilities are identified on this sheet.
4546-10714	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan	UT-C4013-14A	The number of AVEK owned utilities and sizes shown on this sheet are incorrect.
4546-10715	Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan	UT-C4014-14A	This portion of the pipeline shown is owned and operated by LACWW not AVEK.
4546-10716	Volume 3 PEPD Record Set REV02 Construction Staging Plans	CV-I4002-E1 & CV-I4002-E2	AVEK maintains a pipeline shown in this area. It is unclear how the area will be used. Will there be excavation reducing the cover on our pipeline or additional fills placed increasing the load on our pipe? Additionally, AVEK's pipelines are not designed to support construction loads. An individual, site specific, pipeline protection plan, prepared by a Civil Engineer licensed in the State of California, will be required for each crossing. This comment applies to all crossings of AVEK lines, not just these specific sheets.
4546-10717	Volume 3 PEPD Record Set REV02 Grading and Drainage Plans	General	Any access roads over AVEK pipelines need to be reviewed by AVEK. AVEK's pipelines are not designed to support construction loads. An individual, site specific, pipeline protection plan, prepared by a Civil Engineer licensed in the State of California, will be required for each crossing. This comment applies to all crossings of AVEK lines, not just these specific sheets.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022)

4546-10680

The commenter noted that the Antelope Valley-East Kern Water Agency is a public water supplier and State Water Contractor serving the Antelope Valley in both Los Angeles and Kern Counties. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

4546-10681

The commenter states that the preferred alignment will result in unmitigated impacts to the AVEK's Acton water plant. The Draft EIR/EIS, Impact PUE#1, Planned Temporary Interruption of Utility Services (page 3.6-74) addresses impacts to the Acton Water Treatment Plant from construction of the Build Alternatives. The analysis describes that even with IAMFs incorporated into the project, the impact would be significant and identifies mitigation. Specifically, PUE-MM#2: Reconfiguration of the Acton Water Treatment Plant requires that prior to the start of construction, the Authority coordinate with AVEK to facilitate the reconfiguration of the Acton Water Treatment Plant. The Authority will ensure that the Acton Water Treatment Plant would remain operable in conjunction with implementation of the Build Alternatives. Implementation of this mitigation measure will result in the impact being sufficiently addressed and would not be an unmitigated impact.

4546-10682

The commenter expresses concern about the extent of the impacts to AVEK's Acton Water Treatment Plant located along Sierra Highway near Palmdale, and the disruption of critical potable water service.

Relocating an operational pump station, storage tank, and associated underground piping and electrical equipment, as well as the disruption of critical potable water service to the community of Acton, have been considered in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS, including provisions for a possible future additional tank. Page 3.6-45 in Section 3.6.5.5 and page 3.6-74 in Section 3.6.63 of the Draft EIR/EIS describe the Acton Water Treatment Plant and provide an analysis of the impact. Page 3.6-95 in Section 3.6.8.1 and PUE-MM#2 Reconfiguration of the Acton Treatment Plant (described in Section 3.6.7) of the Draft EIR/EIS require that prior to the start of construction, the Authority will coordinate with AVEK to reconfigure the Acton Water Treatment Plant. Construction of the Preferred Alternative would be coordinated or phased to avoid service disruption and ensure that the Acton Water Treatment Plant would remain operable during and after construction. California Public Utilities Commission General Order 176 requires coordination and cooperation of the Authority (the entity that owns the HSR system) and other facility owners (e.g., AVEK in this specific case) so that the facilities of both parties are not prevented from performing as required or intended.

In considering additional ways to respond to concerns from AVEK regarding the reconfiguration of the Acton water treatment plant and its facilities, in July 2023 the Authority presented to AVEK a phasing plan to address their concerns. The Authority contacted AVEK again in November 2023 for feedback on the phasing plan. Agency staff indicated that information is still needed from the Authority related to hydraulics, short-term and long-term operational impacts, and potential O&M costs to fully evaluate the Authority's proposed changes. Staff also reiterated their request for the Authority to consider alternative alignments that do not impact the Acton water treatment plan.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10683

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter finds the Preferred Alternative (SR14A Build Alternative) unacceptable due to its impacts on the Acton Water Treatment Plant. AVEK requests the Authority select one of the alternative alignments that would avoid impacts to their facilities.

Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support for statements of opposition. The SR14A, E1A, and E2A Build Alternative alignments would intersect through approximately 500 feet of the eastern portion of the AVEK property, exiting just south of a large tank. The Refined SR14, E1, and E2 Build Alternatives would avoid impacting the facility. The Authority believes that with the Preferred Alternative (SR14A Build Alternative), the Acton Water Treatment Plant can be reconfigured and can continue to provide the same function and capacity as it currently does. PUE-MM#2 (described in Section 3.6.7 of the Draft EIR/EIS) requires the Authority to coordinate with AVEK to reconfigure the Acton Water Treatment Plant to ensure that the facility will remain operable during and after construction, mitigating impacts due to interruption of service. Chapter 8 of the Draft EIR/EIS includes information as to the factors considered in selecting SR14A as the Authority's Preferred Alternative. The Authority believes the SR14A Build Alternative is the environmentally superior alternative by best meeting environmental regulatory requirements and best minimizing impacts on the natural environment, farmland, and communities. Please also refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which provides an overview of the alternatives process, as well as why the Authority selected the Preferred Alternative.

4546-10684

Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

The commenter notes that the Authority has listed the Antelope Valley-East Kern Water Agency (AVEK) as the proposed construction water source and indicates that AVEK is a water wholesaler and typically does not supply construction water. The commenter also indicates AVEK's regulations, which require that water that AVEK provides be used within AVEK's boundary. The commenter also indicates that the Authority is advised to work with local water retailers to develop an alternative source for construction water.

On September 7, 2023, the Authority's Regional Consultant (RC) met with AVEK staff to discuss the availability of water for the project, as well as requirements about AVEK's boundary where water can be used. Please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which provides additional information about water supplies for the project, including the Authority's consideration of additional water sources beyond AVEK.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10685

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter recognizes the role of the WTP, owned and operated by the Antelope Valley-East Kern Water Agency (AVEK), in treating nearly 4 million gallons of water per day and supplying water to 17,000 residents in the Acton area, and expressed concern that the project may require the temporarily halting operation of delivery of this water. As described on page 3.6-74 of Section 3.6 of the Draft EIR/EIS, construction of the SR14A, E1A, or E2A Build Alternatives would result in the need to reconfigure some of the buildings and equipment located on the WTP property.

During the final design phase, the Authority will utilize memoranda of understanding (MOUs) and cooperative agreements with local government, utility, and municipal service providers to establish a working relationship, specify the terms and standards to protect in place or move existing facilities, and mutually agree on the requirements of the parties with regard to engineering design, construction costs, and coordination. These agreements also specify the review role of the local government or utility during design development. Please refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

As explained in pages 3.6-74 and 3.6-75 of the Draft EIR/EIS, IAMFs are also incorporated as part of the Build Alternative's design to help avoid and minimize these potential impacts. PUE-IAMF#3 requires the contractor to prepare and adhere to a public communication plan where utility service interruptions are unavoidable. PUE-IAMF#3 also requires construction coordination to avoid interruptions of utility services to hospitals and other critical users. PUE-IAMF#4 requires preparation of a technical memorandum documenting how construction activities will be coordinated with relevant service providers to minimize or avoid utility service interruptions. With implementation of PUE-IAMF#3 and PUE-IAMF#4, temporary utility conflicts and/or relocations would not result in lengthy and harmful interruptions.

In addition, PUE-MM#2 has been revised in the Final EIR/EIS Section 3.6.7, Mitigation Measures to more clearly state that replacement/relocated facilities at the AVEK WTP will be in place, tested, and operational before any part of the existing Acton WTP is

4546-10685

taken offline. PUE-MM#2 requires the Authority to coordinate with AVEK to reconfigure the Acton WTP to ensure that the facility will remain operable during and after construction, mitigating impacts due to interruption of service.

As shown in Section 3.6, Table 3.6-29 of the Draft EIR/EIS, the NEPA impact conclusions post-mitigation for all Build Alternatives related to impacts PUE#1: Planned Temporary Interruption of Utility Services, PUE#2: Accidental Disruption of Utility Systems and PUE#3: Water Demand during Construction have been determined to be "No Adverse Effect". In addition, as shown in Table 3.6-30 of the Draft EIR/EIS, the CEQA impact conclusion post-mitigation for all Build Alternatives related to impacts PUE#1: Planned Temporary Interruption of Utility Services, PUE#2: Accidental Disruption of Utility Systems and PUE#3: Water Demand during Construction have been determined to be less than significant.

In considering additional ways to respond to concerns from AVEK regarding the reconfiguration of the Acton water treatment plant and its facilities, in July 2023 the Authority presented to AVEK a phasing plan to address their concerns. The Authority contacted AVEK again in November 2023 for feedback on the phasing plan. Agency staff indicated that information is still needed from the Authority related to hydraulics, short-term and long-term operational impacts, and potential O&M costs to fully evaluate the Authority's proposed changes. Staff also reiterated their request for the Authority to consider alternative alignments that do not impact the Acton water treatment plant.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10686

The commenter requests that the impact to AVEK's Acton Water Treatment Plant (WTP) be included in Section 2.5.3.2 of Chapter 2, Alternatives (Utilities subsection) of the EIR/EIS. The commenter also states that the costs and operational impacts of replacing its facilities should be included.

In response to this comment, the Utilities subsection in Section 2.5.3.2 of Chapter 2, Alternatives of the Final EIR/EIS has been revised to clarify that the SR14A Build Alternative would affect AVEK's WTP. Sections 2.5.3.4 and 2.5.3.6 were also revised to clarify that the E1A and E2A Build Alternative would affect AVEK's WTP. While this text has been added as clarification, the Draft EIR/EIS did consider the impact on AVEK's WTP, as explained below. Regarding operational impacts, pages 3.6-74 and 3.6-75 in the Draft EIR/EIS describe the impact to AVEK's WTP and mitigation measures to address this impact. PUE-MM#2: Reconfiguration of the Acton WTP requires that prior to the start of construction, the Authority coordinate with AVEK to facilitate the reconfiguration of the Acton WTP. The Authority will ensure that the Acton WTP would remain operable in conjunction with implementation of the Build Alternatives.

Regarding the cost, the Authority will be responsible for the cost of any reconfiguration of AVEK's WTP. The cost associated with the relocation of the WTP is covered in the total estimated project cost, as has been clarified in Appendix 6-B in the Final EIR/EIS.

In considering additional ways to respond to concerns from AVEK regarding the reconfiguration of the Acton water treatment plant and its facilities, in July 2023 the Authority presented to AVEK a phasing plan to address their concerns. The Authority contacted AVEK again in November 2023 for feedback on the phasing plan. Agency staff indicated that information is still needed from the Authority related to hydraulics, short-term and long-term operational impacts, and potential O&M costs to fully evaluate the Authority's proposed changes. Staff also reiterated their request for the Authority to consider alternative alignments that do not impact the Acton water treatment plan.

4546-10687

The commenter raises concerns regarding AVEK's ability to construct new utility lines or upsize existing lines to meet regional growth, increased costs to AVEK and local communities, and proposes additional mitigation measures to mitigate effects from the project on future water utility lines.

Regional Growth effects are fully addressed in Section 3.18, Regional Growth, of the Final EIR/EIS. As discussed in Section 3.18.4.4, in regard to regional growth, the primary focus under CEQA is whether a project would induce substantial growth beyond levels planned by local jurisdictions. An EIR must discuss the ways in which a project could directly or indirectly foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding. Under CEQA, there is no requirement to assess whether the project could hinder regional growth.

As described in Section 2.5.3, in Chapter 2, Alternatives, of this Final EIR/EIS, much of the length of the HSR Palmdale to Burbank section is underground. In these locations, the tunnels would typically be several hundred feet below the ground surface and the extension and upgrading of waterlines would not be hindered, as this work would occur near the ground surface or at relatively shallow depths. Where the HSR Palmdale to Burbank section would be above ground, there are multiple bridges and viaducts that could be utilized as paths to cross the alignment. At these locations waterlines can cross the HSR alignment under these elevated structures. As such the project would not create a significant hindrance to AVEK's ability to maintain and construct new water lines in the project area.

The Authority has coordinated and continues to work with AVEK to address their comments. The Authority has met with AVEK in the past as listed in Table 9-5, Public and Agency Meetings, in EIR/EIS Chapter 9, Public and Agency Involvement. Some of the issues discussed include the current and future planned improvements to its facilities. The planned improvements shared by AVEK are limited to the Acton Water Treatment Plant. The Authority will continue to coordinate with AVEK.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10688

The commenter requested the Authority consider the potential for corrosion in steel pipelines caused by electromagnetic fields and to also prepare site specific Electromagnetic Compatibility Program Plans (EMCPP) for all crossings of AVEK's pipelines.

Linear metallic objects, such as buried pipelines, cables, or adjoining rails, could carry some AC ground current resulting from operation of each of the six Build Alternatives. As noted in Impact EMI/EMF#9 of Section 3.5, Electromagnetic Interference and Electromagnetic Fields of the Draft EIR/EIS, corrosion of underground pipe and cables could occur along all six Build Alternatives surface alignments, depending on soil conductivity and the presence of ungrounded metal objects, such as AVEK lines. EMI/EMF-IAMF#2 will avoid the potential for corrosion from ground currents by installing supplemental grounding or by insulating sections in continuous metallic objects in accordance with measures called for in Chapter 23 of the Design Criteria Manual. With implementation of EMI/EMF-IAMF#2, operations of the Build Alternatives would not subject underground pipelines, cables, and adjoining rail to corrosion. This effort will occur in coordination with the affected owner or utility as part of the construction of the selected Build Alternative. Alternatively, insulating joints or couplings could be installed in continuous metallic pipes to prevent current flow, such that corrosion would be minor.

The EMCPP defines the California HSR System's High-Speed Transit Protocol EMC objective, which would provide for electromagnetic compatibility of HSR equipment and facilities with themselves; with equipment and facilities of nearby land uses; and with passengers, workers, and neighbors of the HSR. The EMCPP also guides and coordinates the EMC design, analysis, testing, documentation, and certification activities among California HSR System management systems, as well as sections through the project phases; conforms to the EMC-related California HSR System requirements; and complies with applicable regulatory requirements, including EMC requirements in 49 C.F.R. 200–299 for the California HSR System and project sections (Authority 2010a). The Authority would include EMC requirements and design provisions in the systems bid specifications and construction bid specifications for all system and construction procurements that raise EMC issues. The Bid Specification Electromagnetic Compatibility Requirements direct each affected supplier and contractor to develop, deliver, and follow an EMC plan; use and document appropriate EMC design guidelines,

4546-10688

criteria, and methods in equipment and construction; perform required EMC analysis and reporting; and perform required EMC testing. Site specific EMCPPs will be prepared for all crossings of AVEK's pipelines, where applicable.

4546-10689

The commenter provides additional information regarding AVEK's operations. Table 3.6-10 in Section 3.6, Public Utilities and Energy, of the Final EIR/EIS has been revised to indicate that AVEK also provides retail domestic water connections and groundwater management.

4546-10690

The commenter indicates that AVEK's service area, average daily demand, maximum daily demand, and average annual demand numbers should be updated in the Final EIR/EIS. This information has been updated accordingly in Table 3.6-10 in Section 3.6 of the Final EIR/EIS.

4546-10691

The commenter requests that the Antelope Valley Groundwater Basin be identified as a source for AVEK's water supply in addition to other sources cited. Table 3.6-10 in Section 3.6 of the Final EIR/EIS has been revised to indicate that Antelope Valley Groundwater Basin is a source for AVEK's water supply.

4546-10692

The Commenter is requesting that AVEK be added as a supplemental source for Los Angeles County Waterworks District 37. Table 3.6-10 in Section 3.6, Public Utilities and Energy, has been revised in the Final EIR/EIS to list AVEK as a source of water supply to Los Angeles County Waterworks District 37.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10693

The commenter indicates that temporary shutdowns of all AVEK facilities will not be permitted unless approved by AVEK. The commenter also indicates that a reconfiguration of Acton WTP is not feasible, citing interruption of service, feasibility of plant reconfiguration, and the lack of detail in Project design drawings.

As indicated in Impact PUE#1, impacted utilities would be relocated in conformance with required utility agency permits or approvals. Under PUE-MM#2 prior to start of construction, the Authority will coordinate with AVEK to facilitate the reconfiguration of the Acton Water Treatment Plant. The Authority will ensure that the Acton Water Treatment Plant would remain operable in conjunction with implementation of the selected Build Alternative, and will pay its fair share of the impact fee for reconfiguration of the Acton Water Treatment Plant. The Authority has evaluated potential reconfigurations; reconfiguring the water treatment plant is feasible and would not impede the plant's operations. The Authority will work with AVEK during the detailed design phase regarding any modifications to the Acton WTP and that if any interruption in service or operation is required, it will be approved by AVEK in advance.

In considering additional ways to respond to concerns from AVEK regarding the reconfiguration of the Acton water treatment plant and its facilities, in July 2023 the Authority presented to AVEK a phasing plan to address their concerns. The Authority contacted AVEK again in November 2023 for feedback on the phasing plan. Agency staff indicated that information is still needed from the Authority related to hydraulics, short-term and long-term operational impacts, and potential O&M costs to fully evaluate the Authority's proposed changes. Staff also reiterated their request for the Authority to consider alternative alignments that do not impact the Acton water treatment plan.

4546-10694

The commenter references a statement in the impact analysis of Section 3.6 Public Utilities and Energy. The analysis in the Draft EIR/EIS is noting that there appears to be sufficient land at the Acton WTP for relocating affected facilities. AVEK would be compensated for any land to be acquired by the Authority for construction and operation of the project. The Draft EIR/EIS includes PUE-MM#2: Reconfiguration of the Acton Water Treatment Plant, which requires that prior to the start of construction, the Authority will coordinate with AVEK to facilitate the reconfiguration of the Acton Water Treatment Plant. The Authority will ensure that the Acton Water Treatment Plant would remain operable in conjunction with implementation of the Build Alternatives. The Authority will be responsible for the cost of any reconfiguration of the Acton Water Treatment Plant caused by the Project.

4546-10695

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter requests that PUE-IAMF#2 be updated to include potable and raw water facilities. The Authority has not made the requested change to PUE-IAMF#2. However, to address the potential reconfiguration of the AVEK Water Treatment Plant (WTP) in Acton, the Authority will prepare a memoranda of understanding or cooperative agreement with AVEK to mutually agree on the requirements with regard to facility engineering design, construction costs, and coordination. In addition, PUE-IAMF#4 describes the Authority's commitment to minimize or avoid utility service interruptions during construction, and PUE-MM#2 applies specifically to the Acton Water Treatment Plant. Please see Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners and the Response to Comment #10685 for further detail.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10696

The commenter requests that measures be put in place to ensure AVEK can deliver water to its customers during WTP reconfiguration work, and states that the addition of pumps as a replacement for gravity will not be acceptable to AVEK. As described under Impact PUE#1 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS, construction of the SR14A, E1A, and E2A Build Alternatives may interrupt water utility services to the Acton area and would require the construction of expanded water facilities as part of the reconfiguration at this site, which would be a significant impact under CEQA. The Draft EIR/EIS includes PUE-MM#2: Reconfiguration of the Acton Water Treatment Plant, which requires that prior to the start of construction, the Authority will coordinate with AVEK to facilitate the reconfiguration of the Acton Water Treatment Plant. The Authority will ensure that the Acton Water Treatment Plant would remain operable in conjunction with implementation of the Build Alternatives, and will be responsible for the cost of any reconfiguration of the Acton Water Treatment Plant caused by the Project.

In considering additional ways to respond to concerns from AVEK regarding the reconfiguration of the Acton water treatment plant and its facilities, in July 2023 the Authority presented to AVEK a phasing plan to address their concerns. The Authority contacted AVEK again in November 2023 for feedback on the phasing plan. Agency staff indicated that information is still needed from the Authority related to hydraulics, short-term and long-term operational impacts, and potential O&M costs to fully evaluate the Authority's proposed changes. Staff also reiterated their request for the Authority to consider alternative alignments that do not impact the Acton water treatment plan.

4546-10697

Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

The commenter indicates that AVEK traditionally does not provide construction water, suggests consideration of other sources for construction water, and identifies a perceived inconsistency between Tables 3.6-21 and 3.6-29 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS. Please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which provides additional information about water supplies for the project, including the Authority's consideration of additional water sources beyond AVEK. The total construction water demand values shown in Table 3.6-29 are consistent with construction water demand shown in Table 3.6-21 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS and on page S-46 of the Summary of the Draft EIR/EIS. Table 3.6-21 shows construction water demand for the Central and Burbank Sections, as well as the total. The totals are consistent between Table 3.6-21, Table 3.6-29, and page S-46. As such, no revisions have been made to the Draft EIR/EIS.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10698

The commenter states that Section 3.9 of the Draft EIR/EIS does not discuss the impacts of potential settlement when tunneling beneath utility lines or structures, and offers ground surface monitoring as a potential mitigation measure. Settlement is discussed in Impact GSSP#1 in Section 3.9 of the Draft EIR/EIS. The analysis acknowledges that each of the six Build Alternatives would encounter high subsidence hazard areas between Palmdale and Acton, and medium to low subsidence hazard areas in the San Fernando Valley, as discussed in Section 3.9.5 and quantified in Table 3.9.6 of the Draft EIR/EIS.

GEO-IAMF#1 would require the CMP to identify subsidence-prone areas and minimize the potential for loss or damage during construction. Specifically, the CMP would include topographic surveys to identify whether subsidence has occurred since initial design and establish the final top-of-rail elevations for the HSR system. Where the HSR system is located within floodplain areas, overbuilding the height of the rail bed would anticipate future subsidence. GEO IAMF#9 requires subsidence monitoring where the potential for long-term subsidence exists, to allow for proactive risk management. In addition, GEO-IAMF#10 identifies established engineering and safety guidelines that, when applied, would minimize hazards related to ground subsidence and settlement. These measures could include improving settlement-prone soils by using preloads and wick drains to prepare soils for new loads, or using well points and sheet pile walls to transfer new ground loads to deeper soils to avoid impacts of potential settlement when tunneling beneath utility lines or structures. With incorporation of GEO-IAMF#1, GEO-IAMF#9, and GEO-IAMF#10, the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives are not likely to result in hazards such as on- or off-site subsidence or collapse due to the presence of unstable soils, and this impact would be less than significant. Therefore, CEQA does not require mitigation. GEO IAMF#9 already requires subsidence monitoring, therefore additional mitigation suggested by the commenter is not required.

4546-10699

Refer to Standard Response PB-Response-PUE-2: Impacts to Existing Utilities/Infrastructure.

The commenter requests further information on how the AVEK Acton Water Treatment Plant would be reconfigured as a result of the project. Section 3.6, Public Utilities and Energy of the Draft Final EIR/EIS includes discussion of the SR14A, E1A, and E2A Build Alternatives requiring reconfiguration of AVEK's Acton Water Treatment Plant. Volume 3 of the Draft EIR/EIS features PEPD drawings, which include the area where the relocation would take place. Prior to the start of construction, the Authority will coordinate with AVEK to facilitate the reconfiguration of the Acton Water Treatment Plant. The Authority will ensure that all replacement/relocated facilities are required to be in place, tested, and operational before any part of the existing Acton Water Treatment Plant is taken offline so that the Acton Water Treatment Plant would remain operable in conjunction with implementation of the Build Alternatives. The Authority has shared with AVEK in a meeting held on July 18, 2023, the proposed construction phasing for the reconfiguration of the Acton Water Treatment Plant facilities. Most elements of the Acton Water Treatment Plant could be relocated within the current AVEK property and others may lie outside of it, but all of them are within the environmental footprint included in the EIR/EIS. The Authority will pay its fair share of the impact fee for reconfiguration of the Acton Water Treatment Plant. For additional information, please refer to Standard Response PB-Response-PUE-2: Impacts to Existing Utilities/Infrastructure.

In considering additional ways to respond to concerns from AVEK regarding the reconfiguration of the Acton water treatment plant and its facilities, in July 2023 the Authority presented to AVEK a phasing plan to address their concerns. The Authority contacted AVEK again in November 2023 for feedback on the phasing plan. Agency staff indicated that information is still needed from the Authority related to hydraulics, short-term and long-term operational impacts, and potential O&M costs to fully evaluate the Authority's proposed changes. Staff also reiterated their request for the Authority to consider alternative alignments that do not impact the Acton water treatment plant.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10700

The commenter suggests utilities owned by AVEK are missing from Table 14-4 in Appendix 2-D, Design Baseline Report of the Draft EIR/EIS, and requests that the missing utilities be added.

Table 14-4 includes those utility facilities and lines that would result in high risk and major utility conflicts with the HSR Build Alternatives, including AVEK water utility lines in the community of Acton along Sierra Highway. Appendix 2-D of the Draft EIR/EIS defines both High Risk Utilities and Major Utilities. High Risk Utilities are defined as existing facilities transporting the following materials, whether or not they are encased: petroleum products (jet fuel, crude oil, gas oil, gasoline, etc.), oxygen, chlorine, toxic or flammable gases or liquids, all sizes of natural gas pipelines, underground electric supply lines that conduct greater than 300 Volts (without effectively grounded metal sheaths), pressurized water pipelines, and pressurized sewer and storm water pipelines. Major Utilities are defined as subsurface, above ground, or overhead facilities used for transmission (or sub-transmission) regardless of size, shape, or method of conveyance, including overhead and subsurface power transmission lines, 66 kV or greater, fiber optic/telecommunications transmission lines, and sanitary sewer trunk lines.

Table 14-4 in Appendix 2-D and Appendix 3.6-A of the Final EIR/EIS have been revised to include missing AVEK owned high risk utilities. Volume 3 PEPD Utility Plans UT-C4007-14A, UT-C4012-14A, UT-C4013-14A, UT-C4015-14A and UT-C4007-EA have also been revised in the Final EIR/EIS to include missing AVEK high risk utilities.

Please note that these utilities that have been added into the Final EIR/EIS are utilities associated with the Acton Water Treatment Plant. The Draft EIR/EIS had disclosed the potential impacts on utilities associated with the Acton Water Treatment Plant (see Impact PUE#1 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS). As such, this refinement in the Final EIR/EIS to add additional utilities associated with the Acton Water Treatment Plant would not change the impact conclusions made in the Draft EIR/EIS. The Authority would be required to adhere to the same IAMFs (to PUE-IAMF#2 and PUE-IAMF#3) and mitigation measure (PUE-MM#2) identified in the Draft EIR/EIS.

4546-10701

The commenter states that Figure 3.16-A-4, should be updated to reflect the existing conditions of the area, including showing the Acton Water Treatment Plant. The commenter also states that the characterization of “undeveloped land” is incorrect and requests that the description of the figure be updated. The existing conditions photo taken for KVP 1.4 (Figure 3.16-A-4) reflects the current conditions of the area and the description of the photo for this location is accurate. As described in the photo description for Figure 3.16-A-4, the area is characterized by undeveloped land and sparse shrubbery, which can be seen along both sides of the highway along with sparse development. No prominent features exist within the view. The Acton Water Treatment Plant is located further down the road from where the photograph was taken and is not visible in the photo. The viaduct pictured in the simulated view of Figure 3.16-A-4 would continue on and span over the existing Acton Water Treatment Plant. The SR14A, E1A, and E2A Build Alternatives would require the reconfiguration of some of the facilities at the Acton Water Treatment Plant. This reconfiguration would not displace or otherwise remove the Acton Water Treatment Plant. The reconfiguration of facilities at the Acton Water Treatment Plant would be done in coordination with AVEK to minimize the disruption of operations. PUE-MM#2 (described in Section 3.6.7, Mitigation Measures) requires the Authority to coordinate with AVEK to reconfigure the Acton Water Treatment Plant so that the facility remains operable during and after construction, mitigating impacts due to interruption of service. PUE-IAMF#2 requires new or relocated irrigation systems to be operational prior to disconnecting the original system, to the extent feasible. PUE-IAMF#3 requires the contractor to prepare and adhere to a public communication plan wherever utility service interruptions are unavoidable. PUE-IAMF#3 also requires construction coordination to avoid interruptions of utility services to hospitals and other critical users. All of these features would apply the Acton Water Treatment Plant.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10702

The commenter indicates that the listed crossings in Appendix 6-B of the Draft EIR/EIS do not match plans. Specifically, the commenter indicates that Tuxford Street appears in the Palmdale Subsection even though it does not belong to that subsection and that Barrel Sprints and Avenue S are missing.

Barrel Springs Road and Avenue S are included in Appendix 6-B PEPD Record Set Capital Cost Estimate Report of the Draft EIR/EIS, as part of the Central subsection. Tuxford Street is incorrectly included in the Palmdale Subsection. Appendix 6-B in the Final EIR/EIS has been corrected to include Tuxford Street under the correct subsection (Central Subsection).

4546-10703

The commenter states that the cost estimate does not include cost units for some utilities like water pipelines with diameters above 24 inches and the replacement of the existing water treatment plant. As discussed in Section 2.0, Capital Cost Estimate Methodology of Appendix 6-B in Volume II of the Draft EIR/EIS, each development stage is represented by a range of engineering designs and influenced by ongoing updates to the ridership demand forecast and associated revisions to estimated system capacity, service design, and operating plans. Because of this variability, the appropriate estimating methods or procedures at a given milestone will be based on the actual levels of project engineering and scope definition present at that time. Please refer to Section 2.0 of Appendix 6-B for a more detailed discussion about the process for developing cost estimates. Contrary to the commenter's statement, potable water pipelines with diameters between 27 inches and 33 inches and effluent water pipelines with diameters between 36 inches to 48 inches are included in Appendix 6-B PEPD Record Set Capital Cost Estimate Report of the Draft EIR/EIS under Standard Cost Category 40.02: Site utilities, utility relocation (please refer to cost categories 40.02.118 A and 40.02.119 A). The unallocated contingency (Standard Cost Category 90) is appropriate for the cost of removal and replacement of a water treatment plant. The total costs allocated to the relocation of water utility pipelines greater than 24" for the SR14A Build Alternatives is estimated to be approximately \$11,342,535 (2018 dollars). Please refer to page 98 and page 102, in Appendix C: Detailed Cost Budget of Appendix 6-B in Volume II of the Draft EIR/EIS, which includes the allocated costs for cost categories 40.02.118 A and 40.02.119 A for the SR14A Build Alternative Central Subsection and Burbank Subsection, respectively.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10704

The commenter expresses concern that the cost estimate for utility relocation is low and should be updated to include all necessary items.

As described in Appendix 6-B PEPD Record Set Capital Cost Estimate Report in Volume II of the Draft EIR/EIS: "The development of individual or composite estimated unit costs is accomplished through the use of historical bid data and by unit cost analysis, as appropriate, using labor, equipment and material rates." Moreover, project-specific unit costs are developed to reflect the unique site conditions and configurations, in addition to the prototypical unit cost for unique relocations. The unit costs for the water utility lines includes all miscellaneous valves and connections, expressed as 2018 dollars (see Appendix 6-B, in Volume II of this Final EIR/EIS). While the unit price does not take into account the material and labor cost increase, these fluctuations are captured under unallocated contingencies (Standard Cost Category 90).

4546-10705

The commenter requests that enough clearance be provided for unrestricted access of cranes or lifting equipment below proposed structures that would be elevated over AVEK facilities. Designed finished clearance provided under the elevated structure is approximately 28 feet from finished ground to proposed structure soffit, as shown in drawing TT-D1007-14A included in Volume 3, PEPD Record Set Addendum SR14A/E1A/E2A Track Alignment Plans of the Draft EIR/EIS. The 28-foot clearance would be the height restriction after construction of the proposed structure. Dismantling and relocation of existing AVEK facilities would be done with no vertical restriction, since the elevated structure would be built in a later construction phase.

In considering additional ways to respond to concerns from AVEK regarding the reconfiguration of the Acton water treatment plant and its facilities, in July 2023 the Authority presented to AVEK a phasing plan to address their concerns. The Authority contacted AVEK again in November 2023 for feedback on the phasing plan. Agency staff indicated that information is still needed from the Authority related to hydraulics, short-term and long-term operational impacts, and potential O&M costs to fully evaluate the Authority's proposed changes. Staff also reiterated their request for the Authority to consider alternative alignments that do not impact the Acton water treatment plan.

4546-10706

The commenter is concerned about the drainage pattern near AVEK facilities in Acton. Drainage features have been designed to divert water away from AVEK's Acton WTP. Drainage features including grading limits, onsite ditches, storm drains and culverts are included in Volume 3 PEPD Record Set Grading and Drainage Plans of the EIR/EIS. AVEK facilities are shown in Drawing CV-G4007-14A. Proposed onsite ditches and a drainage detention basin are located within HSR ROW and outside of AVEK facilities boundaries. More detailed plans will be developed during the detailed design phase in coordination with AVEK. The Authority has met with AVEK representatives and will continue to do so during the detailed design phase.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10707

The commenter expresses concerns about construction load impacts to existing AVEK utilities.

As indicated in Impact PUE#1 in the Draft EIR/EIS, the Authority would work with utility owners during final engineering design to locate existing utilities at a higher level of detail, as required by PUE-IAMF#4. For utilities that would be crossed or relocated, the Authority would prepare protection plans. These plans would be developed during the detailed design phase and in coordination with the affected utility provider. These plans would specify any necessary protections needed to accommodate construction loads so that existing utilities would be protected in place.

4546-10708

The commenter indicates that there are additional facilities within the Acton Water Treatment Plant (WTP) not shown on the Utility Relocation Plans. Volume 3, which consists of the Preliminary Engineering for Project Definition (PEPD) plans, including the Utility Relocation Plans, has been revised in the Final EIR/EIS to identify the additional utilities identified by the commenter. Table 14-4 in Appendix 2-D and Appendix, 3.6-A High Risk and Major Utility Impact Report in the Final EIR/EIS has been revised to include additional AVEK utilities.

Section 3.6 Public Utilities and Energy of the Draft EIR/EIS disclosed the potential impacts to the Acton WTP (see Impact PUE#1) and identified a mitigation measure (PUE-MM#2 which would require coordination with AVEK to reconfigure the Acton WTP) that would be implemented to ensure that the Acton WTP would remain operable in conjunction with implementation of the selected Build Alternative. While the revisions to the Final EIR/EIS provide additional refinements to the location of utilities associated with the Acton WTP, the revisions do not change the conclusion in the Draft EIR/EIS, which identified a potentially adverse and significant impact before mitigation, which would be reduced to no adverse effect and less than significant through the implementation of PUE-MM#2. The "Acton Water Treatment Plant" subheading in Impact PUE#1 in Section 3.6, Public Utilities and Energy of the Final EIR/EIS has been revised to clarify that the impact analysis is inclusive of the additional utilities identified by this comment.

4546-10709

The commenter notes that AVEK either owns or has an interest in all utilities marked with "Palmdale WD" as the owner in the Draft EIR/EIS Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan. After reviewing the drawings, the Authority found that information included in the drawings is correct, and the analysis and conclusions of the EIR/EIS are still valid. Please note that more detailed plans will be developed during the design phase in coordination with affected utility providers.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10710

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter identifies concerns about existing Antelope Valley-East Kern (AVEK) pipelines outside of the proposed permanent environmental footprint (PEEF) and possible damage due to loading associated with project construction access. All existing pipelines that could be impacted by the project are included within the PPEF limits. For major utilities that would be crossed or relocated, the Authority would prepare protection plans as noted in the comment. This includes a site-specific pipeline protection plan prepared by a civil engineer to protect AVEK's pipelines impacted by HSR alignment and by construction activities. Please refer to the response to comment #10717 and to Standard Response: PUE-4: Coordination with Local Government Entities and Utility Owners.

These protection plans would be developed during the detailed project design phase and in coordination with the affected utility provider. As indicated in Impact PUE#1 in Draft EIR/EIS Section 3.6, the Authority would work with utility owners during final engineering design to locate and protect or relocate existing utilities at a higher level of detail. Impacted utilities within the selected Build Alternative footprint would be protected in place or relocated in conformance with required utility agency permits or approvals. Drainage water would not be allowed to pool on top of AVEK's pipelines or scour away the existing ground above the pipelines.

4546-10711

The commenter asks what mitigation measures will be put in place to minimize the effect of a pipeline failure directly above the tunneled portion of the HSR. With regard to the preparation of pipeline protection plans, please see the response to comment #10717.

The tunnel alignment will typically run much deeper than utility lines. For major utilities that would be crossed or relocated, the Authority would prepare protection plans. As discussed in Section 3.8.4.5 of the Draft EIR/EIS, the tunnel lining is designed to withstand 25 bar of water pressure, above the pressure of groundwater that naturally exists or is generated by a pipeline rupture. The impact on the HSR tunnel from a potential pipeline rupture would be negligible. As discussed in Section 3.6.4.3 of the Draft EIR/EIS, relative depth to underground utility lines for the project footprints of the Build Alternatives are not available at this time. The Authority would work with utility owners during final engineering design to locate and protect existing utilities at a higher level of detail.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10712

The commenter notes that electromagnetic fields may cause corrosion in steel pipelines. The commenter additionally requests that a site specific EMCPP be prepared and notes that this comment pertains to all AVEK lines. The Electromagnetic Compatibility Program Plan (EMCPP) defines the California HSR System's High-Speed Transit Protocol EMC objective, which would provide for electromagnetic compatibility of HSR equipment and facilities with themselves; with equipment and facilities of nearby land uses; and with passengers, workers, and neighbors of the HSR. As discussed in Section 3.5.2.3 of the Draft EIR/EIS, features of the EMCPP will include the following: •During the planning stage through the system design stage, the Authority would conduct EMC/EMI safety analyses, which would include the identification of existing nearby radio systems, the design of systems to prevent EMI with identified neighboring uses, and the incorporation of these design requirements into bid specifications used to procure radio systems. •Pipelines and other linear metallic objects that are not sufficiently grounded through direct contact with earth would be separately grounded in coordination with the affected owner or utility to avoid possible shock hazards. •The contractor would implement California HSR System standard corrosion protection measures to eliminate risk of corrosion of nearby metal objects. •The Authority would work with the engineering departments of the Union Pacific Railroad, Metrolink, and Amtrak, where these railways parallel the HSR alignment, to apply the standard design practices to prevent EMI with the electronic equipment these railroads operate. Design provisions to prevent EMI would be put in place and determined to be adequately effective prior to the activation of potentially interfering systems. Additionally, EMI/EMF-IAMF#2 will avoid the potential for corrosion from ground currents by installing supplemental grounding or by insulating sections in continuous metallic objects in accordance with measures called for in Chapter 23 of the Design Criteria Manual. With implementation of EMI/EMF-IAMF#2, operations of the Build Alternatives would not subject underground pipelines, cables, and adjoining rail to corrosion.

4546-10713

The commenter indicates that some utilities shown on the utility drawings in Draft EIR/EIS Volume 3 PEPD Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan are owned by LACPW and not AVEK. The cited plans have been updated in the Final EIR/EIS. Water pipelines exiting Vincent Summit water tank on Dwg UT-C4013-14A and UT-C4015-14A have been corrected in the Final EIR/EIS to show LACDPW (County of Los Angeles Department of Public Works) as the owner and not AVEK. In addition, please note that not all utilities are shown in these drawings; only major utilities are identified in these drawings.

4546-10714

The commenter indicates that the number of Antelope Valley-East Kern (AVEK)-owned utilities and sizes shown on Dwg UT-C4013-14A in Draft EIR/EIS Volume 3, Preliminary Engineering for Project Definition (PEPD) Record Set Addendum SR14A/E1A/E2A Utility Relocation Plan are incorrect.

The Authority has reviewed the drawings and has identified applicable changes. The inset informational table associated with drawings UT-C4013-14A and UT-C4015-14A has been revised in the Final EIR/EIS to show Los Angeles County Department of Power and Water as the owner. Water lines entering the tank remain owned by AVEK. The size of the waterlines has also been revised to depict the scale of the waterlines.

These changes clarify utility ownership and size. The slight size increase does not alter the overall analysis, and the conclusions in the Draft EIR/EIS remain valid.

Response to Submission 4546 (Justin Livesay, Antelope Valley-East Kern Water Agency, November 29, 2022) - Continued

4546-10715

The commenter indicates that a pipeline labeled as owned by AVEK is actually LACWW's infrastructure.

The Dwg UT-C4014-14A legend does not show a water pipeline owned by AVEK since it is not affected by the project. No revision is required on Dwg UT-C4014-14A. Please note that the legend on Dwg UT-C4013-14A and UT-C4015-14A has been updated as part of the Final EIR/EIS to show the water pipeline owner as LACDPW (Los Angeles County Department of Public Works) and not AVEK based on responses to comments #10713 and 10714.

The Los Angeles County Waterworks Districts is a division of the LACDPW.

4546-10716

The commenter asks if there would be excavation or fill over AVEK pipelines and notes that AVEK's pipelines are not designed to support construction loads. The commenter further requests a site-specific pipeline protection plan be prepared. As identified in the General Notes of Drawings CV-I4002-E1 and CV-I4002-E2 in the Draft EIR/EIS Volume 3 PEPD Record Set REV02 Construction Staging Plans, utility relocations are not shown in construction staging plans. Utilities that require protection in place or relocation are identified in drawings included in Volume 3, PEPD Record Set Utility Relocation Plans. The mentioned AVEK pipeline is included in drawings UT-C4016-E1, UT-C4017-E1, UT-C4018-E1, UT-C4016-E2, UT-C4017-E2 and UT-C4018-E2, and identified as a utility to be relocated.

The relocated utility will be designed to support loads accordingly for the new location. For major utilities that would be crossed or relocated, the Authority would prepare protection plans. This includes a site-specific pipeline protection plan prepared by a civil engineer to protect AVEK's pipelines impacted by the HSR alignment and by construction loads and activities. PUE-IAMF-#4 Utilities and Energy in Draft EIR/EIS Section 3.6 is inclusive of this issue. This IAMF describes the Authority's commitment to minimize or avoid utility service interruptions during construction. Prior to construction, the contractor shall prepare a technical memorandum documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. These protection plans would be developed during the detailed design phase and in coordination with the affected utility provider. As indicated in Impact PUE#1 Draft EIR/EIS Section 3.6, the Authority would work with utility owners during final engineering design to locate and protect or relocate existing utilities at a higher level of detail. Impacted utilities within the selected Build Alternative footprint would be protected in place or relocated in conformance with required utility agency permits or approvals.

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4546-10717

Refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

The commenter notes that access roads over AVEK pipelines need to be reviewed by AVEK and notes that their pipelines are not designed to support construction loads. The commenter further requests a site-specific pipeline protection plan be prepared.

The Authority has coordinated with AVEK and will continue to work with the agency to develop and implement plans to protect the pipelines and other related facilities during project construction.

During the final design phase, the Authority will utilize memoranda of understanding (MOUs) and cooperative agreements with local government, utility, and municipal service providers to establish a working relationship, specify the terms and standards to protect in place or move existing facilities, and mutually agree on the requirements of the parties with regard to engineering design, construction costs, and coordination. These agreements also specify the review role of the local government or entity during design development. Please refer to Standard Response PB-Response-PUE-4: Coordination with Local Government Entities and Utility Owners.

Under an MOU or cooperative agreement, the Authority would generate design plans that are site-specific to protect the AVEK utilities. PUE-IAMF#4 also requires that prior to construction, the Contractor shall prepare a technical memorandum documenting how construction activities will be coordinated with service providers to minimize or avoid interruptions. This will include protection measures for existing underground utilities, such as water pipelines. These protection measures would include structural elements to prevent damage to the utilities from live loads, dead loads and vibration from construction traffic. As indicated in Section 3.6 of the Draft EIR/EIS, Impact PUE#1, the Authority would work with utility owners during the final engineering design phase to locate existing utilities at a higher level of detail.

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