

23 INDIVIDUALS

Submission 4026 (Allen Salkin, Journalist and Resident of Acton, September 2, 2022)

Palmdale - Burbank - RECORD #4026 DETAIL

Status : Unread
Record Date : 9/2/2022
Interest As : Individual
First Name : Allen
Last Name : Salkin

Stakeholder Comments/Issues :

4026-7639

What the HSA has not communicated to the Acton/ Agua Dulce community is what happens if the tunnel hurts the aquifer. Many houses along the SR14A alternative rely on wells. There is no county water infrastructure reaching these homes. If the wells dry up due to the train, what is the recourse for the property owner? There is no plain information about what happens in this case. Would this plan include connecting effected homes to county water? Would new wells be paid for? Thank you.

Response to Submission 4026 (Allen Salkin, Journalist and Resident of Acton, September 2, 2022)

4026-7639

Commenter is concerned with availability of water. Section 3.8.6.3 of the EIR/EIS indicates that while project construction could temporarily affect groundwater conditions in certain High Risk Areas, this effect would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater recharge in a groundwater basin. Additionally, groundwater intrusion into tunnels would be mitigated by HYD-IAMF#5 (tunnel boring machine design features), HYD-IAMF#6 (tunnel lining systems), and HYD-IAMF#7 (grouting), therefore, mitigating the depletion of groundwater resources due to tunnel construction. In the event that wells are adversely impacted, the Authority will implement an Adaptive Management and Monitoring Plan (AMMP) as required by mitigation measure HWR-MM#4. The AMMP includes provisions for augmenting water supplies for wells and actions to restore affected resources, if necessary.

Submission 4029 (Kara Ford-Martinez, September 2, 2022)

Palmdale - Burbank - RECORD #4029 DETAIL

Status : No Action Required
Record Date : 9/2/2022
Interest As : Individual
First Name : Kara
Last Name : Ford-Martinez

Stakeholder Comments/Issues :

Hello,

4029-7636

I am writing to give my opinion that the high speed rail from Palmdale to Burbank should follow the Refined SR14 Route. This one makes the most sense. The other routes will negatively impact more people and wildlife, disturbing sensitive natural environments, and are not acceptable.

Thank you for reading my comment.

Sincerely,
Kara Ford-Martinez
Resident of Tujunga, CA 91042

Response to Submission 4029 (Kara Ford-Martinez, September 2, 2022)

4029-7636

The commenter expresses a preference for the Refined SR14 Build Alternative and that the other Build Alternatives would impact people and wildlife by disturbing sensitive natural environments. Based on the public and agency outreach information described in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. This alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a complete evaluation of environmental impacts associated with the project, refer to Chapter 3 of the Draft EIR/EIS.

Submission 4030 (Lloyd Hitt, September 2, 2022)

Palmdale - Burbank - RECORD #4030 DETAIL

Status : Completed
Record Date : 9/2/2022
Interest As : Individual
First Name : Lloyd
Last Name : Hitt

Stakeholder Comments/Issues :

4030-7635 | Request map to landmhitt@cs.com

Response to Submission 4030 (Lloyd Hitt, September 2, 2022)

4030-7635

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

The commenter requested a map to be sent to the commenter's email. The Draft EIR/EIS was available on the Authority website and was made available via hard copy at multiple repository locations during the public review period. The interactive map associated with the Palmdale to Burbank Project Section was presented at virtual and in-person events to serve as a resource to members of the public. The interactive maps was also available on the Authority's website. An interactive map of the Authority's preferred alternative can be accessed here:

<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>. An interactive map of the whole California HSR System, including all six Build Alternatives considered for the HSR Palmdale to Burbank Project Section can be accessed here:

https://gis.data.ca.gov/datasets/83492c31c5604917856580447ab09f76_0/explore?location=34.840974%2C-118.040600%2C7.00. 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 4031 (Mary Johnson, September 2, 2022)

Palmdale - Burbank - RECORD #4031 DETAIL

Status : Ready for Delimiting
Record Date : 9/2/2022
Interest As : Individual
First Name : Mary
Last Name : Johnson

Stakeholder Comments/Issues :

4031-7634 | My name is Mary Johnson. I'm with the Agua dulce Town Council and I am requesting an electronic copy of the draft EIR and also a printed copy of the draft EIR for the Palmdale to Burbank section. My phone number is [REDACTED]. My email is [REDACTED]. And again, I would like a printed copy. And also an electronic copy of the draft EIR.

Response to Submission 4031 (Mary Johnson, September 2, 2022)

4031-7634

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

Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS. The commenter requested an electronic and printed copy of the Draft EIR/EIS which were provided to the commentor. The Draft EIR/EIS was available on the Authority website and hard copies of the Draft EIR/EIS were made available at multiple repository locations during the public review period. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS. 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 4032 (Melanie Grijalva, September 3, 2022)

Palmdale - Burbank - RECORD #4032 DETAIL

Status : No Action Required
Record Date : 9/3/2022
Interest As : Individual
First Name : Melanie
Last Name : Grijalva

Stakeholder Comments/Issues :

4032-7633

Hello. I live near the 14 Fwy. We have a lot of kids and animals. We rely on water from a well. What environmental reports have been done to ensure the train doesn't effect our aquifer? We don't have city water available. This is concerning. Thank you.

Response to Submission 4032 (Melanie Grijalva, September 3, 2022)

4032-7633

Commenter is concerned with availability of water. Section 3.8.6.3 of the EIR/EIS indicates that while project construction could temporarily affect groundwater conditions in certain High Risk Areas, this effect would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater recharge in a groundwater basin. Additionally, groundwater intrusion into tunnels would be mitigated by HYD-IAMF#5 (tunnel boring machine design features), HYD-IAMF#6 (tunnel lining systems), and HYD-IAMF#7 (grouting), therefore, minimizing or avoiding the depletion of groundwater resources due to tunnel construction. In the event that wells are adversely impacted, the Authority will implement an Adaptive Management and Monitoring Plan (AMMP) as required by mitigation measure HWR-MM#4. The AMMP includes provisions for augmenting water supplies for wells and actions to restore affected resources, if necessary.

Submission 4033 (Alex Nishimoto, September 4, 2022)

Palmdale - Burbank - RECORD #4033 DETAIL

Status : No Action Required
Record Date : 9/4/2022
Interest As : Individual
First Name : Alex
Last Name : Nishimoto

Stakeholder Comments/Issues :

4033-7637

The authority's priority should be getting Los Angeles to San Francisco in revenue operation ASAP. Enough dillydallying - congestion in our roads and airports are not getting better. Support from the public for HSR is waning slowly but surely. The success of CAHSR is paramount to making California a better place to live, work, and leisure in, along with serving as another example with Acela in the NEC that high speed rail can work in North America.

Response to Submission 4033 (Alex Nishimoto, September 4, 2022)

4033-7637

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the California HSR System. 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 4034 (Naomi Poole, September 6, 2022)

Palmdale - Burbank - RECORD #4034 DETAIL

Status : No Action Required
Record Date : 9/6/2022
Interest As : Individual
First Name : Naomi
Last Name : Poole

Stakeholder Comments/Issues :

4034-7630

I oppose the High Speed Rail Project. It is costing a LOT of money and is not likely to recoup the investment (and how many people will actually use it?).

4034-7631

But regardless, I adamantly oppose the consideration in any way, shape or form, of any version, of the East Corridor proposals (E1, E2, E3) which would involve tunneling between Palmdale & Burbank under the Angeles Crest Mountains.

If this project is to continue, it MUST stick to the original voter-approved concept, following existing transportation and utility corridors. (It has already hugely failed to stick to the original voter-approved budget!)

Naomi Poole

Lake View Terrace

Response to Submission 4034 (Naomi Poole, September 6, 2022)

4034-7630

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-TRA-5: Connection to Existing Transportation Infrastructure.

The commenter expresses opposition to the California HSR System due to its cost and the concern that it would not recoup its investment. For information about cost estimates, refer to Chapter 6 of the Final EIR/EIS. Detail regarding the specific costs for the Palmdale to Burbank Project Section, and associated cost estimates for each of the six Build Alternatives are analyzed in Chapter 6, Project Costs and Operations of this Final EIR/EIS. Additionally, Volume 2 of the EIR/EIS contains further analysis of the cost via the cost estimate report developed by the Authority. In addition, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter also asks how many people will use HSR. Section 2.6.3 of the Draft EIR/EIS describes ridership forecasts. Regarding the comment about “recoup[ing] the investment”, please refer to Section 1.2.5 of the Draft EIR/EIS, which identifies the benefits associated with the project. 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.

4034-7631

The commenter expresses opposition to the E1, E1A, E2 and E2A Build Alternatives. The commenter prefers the project follow existing transportation and utility corridors and not tunnel underneath the Angeles National Forest. The SR14A Build Alternative is the Preferred Alternative and generally follows the existing SR14 transportation corridor. Other alternatives that closely followed the SR14 corridor were previously studied and rejected because of their environmental and community impacts. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. 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 project cost and funding, please refer to Standard Response PB-Response-GEN-2.

Submission 4035 (jun arano, September 6, 2022)

Palmdale - Burbank - RECORD #4035 DETAIL

Status : Completed
Record Date : 9/6/2022
Interest As : Individual
First Name : jun
Last Name : arano

Stakeholder Comments/Issues :

4035-7629

Dear CHSR, Hello. I am Joan, a Sun Valley CA home owner. I would like to know the route of any of the construction sites in Sun Valley and Burbank in specific. I looked at the map of the construction routes, however, it is difficult for me to figure it out. I read about the " Anticipated Impact" part of the letter I received from the mail. I also plan to attend the upcoming meeting on Oct,6 and Hearing on Oct.18, but I still want to know if our immediate area will be of one of the impacted sites, to the point that we need to move (I hope not). I will highly appreciate your response on my inquiry before the meeting. Thank you.

Sent from Yahoo Mail on Android

Response to Submission 4035 (jun arano, September 6, 2022)

4035-7629

The commenter requests further information on the locations of areas where construction would occur for the project. Figures containing overlays of the permanent and temporary construction footprint for the project can be found in Appendix 3.1-A, Palmdale to Burbank: Footprint Mapbook, of this Final EIR/EIS. Responses are provided for each comment submitted on the Draft EIR/EIS as part of this Final EIR/EIS.

Submission 4036 (SHANNON n/a, September 6, 2022)

Palmdale - Burbank - RECORD #4036 DETAIL

Status : Completed
Record Date : 9/6/2022
Interest As : Individual
First Name : SHANNON
Last Name : n/a

Stakeholder Comments/Issues :

4036-7628

Hey you, yeah you who wants to destroy our precious Shadow Hills.

Can you please offer a more detailed and specific map.

Surely w/ all that fucking money you can pay someone to get it the fuck together.

Response to Submission 4036 (SHANNON n/a, September 6, 2022)

4036-7628

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

The commenter expressed concern related to the Palmdale to Burbank Project Section impacts on Shadow Hills and requested a more detailed map. The commenter's concern is acknowledged and the commenter's request is noted.

The commenter did not raise specific concerns related to California HSR System's impact on Shadow Hills. Impacts from the proposed project on the neighborhood are discussed throughout the EIR/EIS. As a matter of clarification, Build Alternatives E2 and E2A go through Shadow Hills while Build Alternatives Refined SR14, SR14A, E1, and E1A do not. To note, SR14 A is the Preferred Alternative. An interactive map can be found on the Authority's website at <https://www.buildhsr.com/maps/corridoralignment/>. Please refer to Standard Response PB-Response-GEN-7: Access to Technical Reports which discusses ways to access more maps, figures, and tables regarding the technical analysis.

Submission 4037 (Ralf Quint, Kagel Canyon Civic Association, September 6, 2022)

Palmdale - Burbank - RECORD #4037 DETAIL

Status : No Action Required
Record Date : 9/6/2022
Interest As : Individual
First Name : Ralf
Last Name : Quint

Stakeholder Comments/Issues :

4037-7627

118 files to download, for a total of almost 7000 pages to read (and understand) and that all in 60 days, that seems like an intentional act to prevent anyone to actually read and comment on this. That would be reading (not to mention the time to selectively download each and every of those 118 PDF file, granted a handful can be skipped) about 115 pages a day, for 60 days straight. In order to give people a chance to even try and get an overview of this document, it would be appreciated if you could extend the review period from 60 to 120 days...

Response to Submission 4037 (Ralf Quint, Kagel Canyon Civic Association, September 6, 2022)

4037-7627

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

The commenter acknowledged the availability of the Draft EIR/EIS for review and comment and requested an extension of the public review period. 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, section 14(s), 64 Fed. Reg. 28548, 28556 (May 26, 1999)). The commenter has not provided a comment on environmental issues.

Submission 4038 (Leif Jurvetson, September 6, 2022)

Palmdale - Burbank - RECORD #4038 DETAIL

Status : No Action Required
Record Date : 9/6/2022
Interest As : Individual
First Name : Leif
Last Name : Jurvetson

Stakeholder Comments/Issues :

4038-7626 | good

Response to Submission 4038 (Leif Jurvetson, September 6, 2022)

4038-7626

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the California HSR System, including the HSR Palmdale to Burbank Project Section. 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 4039 (Lynne Toby, September 6, 2022)

Palmdale - Burbank - RECORD #4039 DETAIL

Status : No Action Required
Record Date : 9/6/2022
Interest As : Individual
First Name : Lynne
Last Name : Toby

Stakeholder Comments/Issues :

4039-7625

We need more than 60 days to review the new DEIR. It's thousands of pages long and this short review period will make it impossible to read and understand the material. You've had years to put this together. We, the public, need more time.

Response to Submission 4039 (Lynne Toby, September 6, 2022)

4039-7625

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

The commenter acknowledged the availability of the Draft EIR/EIS for review and comment and requested an extension of the public review period. 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 4041 (Cathy Cozier, September 6, 2022)

Palmdale - Burbank - RECORD #4041 DETAIL

Status : Action Pending
Record Date : 9/6/2022
Interest As : Individual
First Name : Cathy
Last Name : Cozier

Stakeholder Comments/Issues :

4041-9106

Hi. My name is Cathy cozier chthycoz like zebra IER phone numbers [REDACTED]. And my email address is kosher. [REDACTED] that's coz like [REDACTED] And I'm calling to request the technical reports for the Palmdale, the Burbank section of the high speed rail and the website. It says to call this number. And one, two, three, four, five, six, I don't know, there's like 20 technical reports that are not linked to PDFs online that I'd like to request. You can email them or give me a call back and let me know how I can do that. Thank you.

Response to Submission 4041 (Cathy Cozier, September 6, 2022)

4041-9106

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

The commenter requested to receive the technical reports for the Palmdale to Burbank Draft EIR/EIS. 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 4042 (Anita Bob, September 6, 2022)

Palmdale - Burbank - RECORD #4042 DETAIL

Status : Action Pending
Record Date : 9/6/2022
Interest As : Individual
First Name : Anita
Last Name : Bob

Stakeholder Comments/Issues :

4042-7623

My name is Anita Bob. I live in Lakeview Terrace. I'm calling about your your proposed. Palmdale to Burbank Project. And I am definitely against it. Um, I cannot see where you're going to get the power, the electricity. We just don't have the grids available. I tell them numbers [REDACTED]. Thank you.

Response to Submission 4042 (Anita Bob, September 6, 2022)

4042-7623

The commenter is concerned about operational energy usage and that there is not sufficient renewable generation capacity available to serve the project. This is addressed in the draft EIR/EIS in Impact PUE#11, Permanent Operations Energy Demand. The Authority has designated staff working to collaborate with utilities and renewable energy developers (who may construct facilities that contribute wind, solar, or other renewable sources to the power grid). The utilities coordination staff have a strong understanding of HSR system electricity demands and of how these demands impact negotiations with utilities and renewable energy developers. Furthermore, the Authority is developing a strategic renewable energy procurement plan that requires extensive collaboration and can be supported through stakeholder engagement, internal and external working groups, and creation and selection of efficient and effective instruments for power procurement. The Authority will continue to gather and synthesize information to develop this plan for the California HSR System (Authority 2011). As described in PUE-IAMF#1 (see Section 3.6, Public Utilities and Energy), the California HSR System design incorporates utilities and design elements that minimize electricity consumption (e.g., regenerative braking, energy-saving equipment on rolling stock and at station facilities, implementation of energy-saving measures during construction, and automatic train operations to maximize energy efficiency during operations). This analysis finds the net change in energy use (i.e., after the energy savings from reduction in roadway VMT and in air trips are factored in) would result in statewide energy savings of 15,427,699 MMBtu per year under the medium ridership scenario and 23,641,108 MMBtu per year under the high ridership forecast compared to the 2040 No Project Alternative (Table 3.6-26 in Section 3.6, Public Utilities and Energy). With implementation of PUE-IAMF#1, the project would not place a substantial demand on regional energy supply, require significant additional capacity, or significantly increase peak- and base-period electricity demand, nor would it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Further, during operation, the HSR Build Alternative as part of the Phase 1 system would contribute to a net savings in energy expended for transportation, which is a project benefit.

Submission 4043 (Sophie Gascoigne, September 6, 2022)

Palmdale - Burbank - RECORD #4043 DETAIL

Status : Completed
Record Date : 9/6/2022
Interest As : Individual
First Name : Sophie
Last Name : Gascoigne
Attachments : Msg-20220906-115312-2.mp3 (137 kb)

Stakeholder Comments/Issues :

4043-7622

Hi. This is Sophie Gascoigne. My phone number is [REDACTED], And my email address is [REDACTED] if I have a question. I received a letter. And I was wondering, I mean, the Burbank, the Palmdale Project, I received a letter. So I was wondering, like, how. Part of this project or I'm not really sure might help address is 9246 Telfair Avenue in SunValley, California. If you can call me back, please, and give me a little more information. Thank you so much.

Response to Submission 4043 (Sophie Gascoigne, September 6, 2022)

4043-7622

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

The commenter received a letter from the project team and expressed they were looking for further information regarding the project in relation to their property. All six Build Alternatives go through Sun Valley California. The impact on Sun Valley is discussed throughout the Draft EIR/EIS. 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 4044 (Alfonso Estrada, September 6, 2022)

Palmdale - Burbank - RECORD #4044 DETAIL

Status : Action Pending
Record Date : 9/6/2022
Interest As : Individual
First Name : Alfonso
Last Name : Estrada

Stakeholder Comments/Issues :

4044-10678 | Hi, my name is Trevor and I believe on 79 have somewhere like California zip code 91352. I did receive a letter about the high speed rail authority. Can you explain to me what's going on? Oh, you know what? I need to. I like to know what's happening. Okay. My phone number is [REDACTED].

Response to Submission 4044 (Alfonso Estrada, September 6, 2022)

4044-10678

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

The commenter asked general questions about the project, its status, and requested additional information. The approximately 31- to 38-mile Palmdale to Burbank Project Section would be a critical link in Phase 1 of the California HSR System. The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) evaluates facilities required to construct and operate the Palmdale to Burbank Project Section. In addition, please refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions, for questions regarding the project status.

Submission 4048 (cristy torres, September 5, 2022)

Palmdale - Burbank - RECORD #4048 DETAIL

Status : No Action Required
Record Date : 9/5/2022
Interest As : Individual
First Name : cristy
Last Name : torres

Stakeholder Comments/Issues :

4048-7618

Is it possible to have the Palmdale - Burbank stop at the Metrolink depots in Santa Clarita/Sylmar/Acton?

Response to Submission 4048 (cristy torres, September 5, 2022)

4048-7618

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-TRA-5: Connection to Existing Transportation Infrastructure.

The commenter asks if it is possible to connect to Metrolink in Santa Clarita, Sylmar, and Acton. Please see PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses the station selection process and PB-Response-TRA-5: Connection to Existing Transportation Infrastructure, which address connections to Metrolink.

Submission 4054 (James Evans, September 7, 2022)

Palmdale - Burbank - RECORD #4054 DETAIL

Status : Completed
Record Date : 9/7/2022
Interest As : Individual
First Name : James
Last Name : Evans

Stakeholder Comments/Issues :

4054-7995 | Hi.. I would like to get access to the following technical report for the Burbank-Palmdale section of the line:

Geology, Soils, and Seismicity Technical Report

Many thanks.

Jim Evans

Response to Submission 4054 (James Evans, September 7, 2022)

4054-7995

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

The commenter requested access to a specific technical report (Geology, Soils, and Seismicity) for the Palmdale to Burbank Draft EIR/EIS. The commenter's request is noted. A member of the project team responded to 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 4055 (Cindy Bloom, September 7, 2022)

Palmdale - Burbank - RECORD #4055 DETAIL

Status : No Action Required
Record Date : 9/7/2022
Interest As : Individual
First Name : Cindy
Last Name : Bloom

Stakeholder Comments/Issues :

4055-8817

PLEASE EXTEND THE COMMENT PERIOD FOR THE DEIR PALMDALE TO BURBANK TO AT LEAST 90 DAYS. 60 DAYS IS NOT ENOUGH TIME TO REVIEW THE NEARLY 7,000 PAGES. THIS COMPLICATED PROJECT NEEDS TO BE THOROUGHLY DIGESTED AND RESPONDED TO AND 60 DAYS IS NOT ENOUGH TIME. PLEASE EXTEND THIS COURTESY TO STAKEHOLDERS AS YOU DID TO YOUR TEAM WHICH DELAYED RELEASING THE DEIR SEVERAL TIMES FOR PROBABLY THE SAME REASONS (COMPLICATED PROJECT WITH MANY TECHNICAL CHALLENGES).

Response to Submission 4055 (Cindy Bloom, September 7, 2022)

4055-8817

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 information regarding the public comment period and requests from the public to extend the 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. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4056 (Sheila Sullivan, September 7, 2022)

Palmdale - Burbank - RECORD #4056 DETAIL

Status : Completed
Record Date : 9/7/2022
Interest As : Individual
First Name : Sheila
Last Name : Sullivan

Stakeholder Comments/Issues :

4056-8236 | What is the expected time to get from Palmdale to Burbank when the route is completed?

Thank you.

Sent from Mail<<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows

Response to Submission 4056 (Sheila Sullivan, September 7, 2022)

4056-8236

The commenter inquired about the expected travel time from Palmdale to Burbank when the HSR Palmdale to Burbank Project Section is completed and operational. The non-stop design speed is estimated at 13 minutes, as indicated in the Authority's 2022 Business Plan (<https://hsr.ca.gov/wp-content/uploads/2022/05/2022-Business-Plan-FINAL-A11Y.pdf>).

Submission 4057 (Sam Garcia, September 7, 2022)

Palmdale - Burbank - RECORD #4057 DETAIL

Status : Unread
Record Date : 9/7/2022
Interest As : Individual
First Name : Sam
Last Name : Garcia

Stakeholder Comments/Issues :

4057-7668

Hello. My name is Sam Garcia. [REDACTED]. I live in Acton and I'm curious as to the line that goes through Acton. The preferred line, it's going to go underground. Can anything be built on top of it where it goes underground? Through Acton. I live very close to where it's supposed to go, and I want to make sure that I don't lose my rights to build on my property. If you go underground, at least give me a call back. Appreciate some more information. Sam Garcia. [REDACTED]. Thank you.

Response to Submission 4057 (Sam Garcia, September 7, 2022)

4057-7668

The commenter asks whether anything can be built on top of areas where the HSR Palmdale to Burbank Project Section is underground. The Authority would have an underground easement when the alignment is in tunnel and existing uses could continue above ground. With respect to future construction on the property, it is not anticipated that there would be restrictions on future construction at the surface level but the Authority may seek deed restrictions to protect HSR facilities from below-ground construction of a certain depth. Additional information regarding typical deed restrictions can be provided upon request. 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.

Submission 4058 (Judy Sonney, September 7, 2022)

Palmdale - Burbank - RECORD #4058 DETAIL

Status : No Action Required
Record Date : 9/7/2022
Interest As : Individual
First Name : Judy
Last Name : Sonney

Stakeholder Comments/Issues :

Hello Judy,

Thank you for taking the time to write me and inform me of this. We do take the potential for waste seriously and we will look at our mailing database to correct this error. While we make every effort to catch these errors, occasionally they do occur as we attempt to ensure that we provide ample distribution and outreach to inform the public of this project.

Thank you too for informing us of your preference for the SR 14 alignment.

I will share this email with our communications team to correct address this issue.

Respectfully,

Serge

Serge Stanich (he/him)
Director Environmental Services
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814
916-431-2928 (Direct)
916-718-6981 (Mobile)
serge.stanich@hsr.ca.gov
www.hsr.ca.gov

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

From: Judy Sonney <judysonney@ca.rr.com>
Sent: Wednesday, September 7, 2022 5:41 PM
To: HSR palmdale_burbank@HSR <palmdale_burbank@hsr.ca.gov>; Stanich, Serge@HSR <Serge.Stanich@hsr.ca.gov>
Cc: Flores, Micah@HSR <Micah.Flores@hsr.ca.gov>
Subject: Important High Speed Train Mailing dated 08-26-22

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.

4058-7666

To LaDonna DiCamillo and Serge Stanich,

This is very important for you to know. I received 4 exact copies of the same mailing of yours dated August 26, 2022 letter.

4 copies mailed to me and 2 copies mailed to John Shannon who lives with me at the same address.

So that is 6 copies of the same information to the same address. This is a major waste of money. This information should just be e-mailed at little to no cost. If you needed to mail a hard copy just one to an address not 6. This makes me see why this train is costing so much money. No one is checking or auditing what and who is receiving this information.

Please make sure that this waste does not continue. If it happens again I will notify the LA times and the networks who investigate waste and expose it.

4058-7667

I do prefer the SR14 route Palmdale to Burbank Section.

Sincerely
Judy Sonney
10815 Wicks St.
Sunland CA 91040-1361

Response to Submission 4058 (Judy Sonney, September 7, 2022)

4058-7666

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

The commenter noted that their household received 6 notifications in the mail about the California HSR System. The commenter's concern about excess noticing is noted. The Authority provided a broad notice of the availability of the Draft EIR/EIS and in person meetings. Notification efforts included an e-blast, notification through social media channels, and promotion through local newspapers in English and Spanish. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS which provides additional information regarding the outreach efforts conducted by the project team. 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.

4058-7667

The commenter expresses preference for the "SR14 route." Based on the comment, it cannot be determined whether the commenter prefers the Refined SR14 Build Alternative or the SR14A Build 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 alternatives and their selection and evaluation process, to Standard Response PB-Response-ALT-1.

Submission 4060 (Carrie Arnold, September 8, 2022)

Palmdale - Burbank - RECORD #4060 DETAIL

Status : Action Pending
Record Date : 9/8/2022
Interest As : Individual
First Name : Carrie
Last Name : Arnold

Stakeholder Comments/Issues :

Good Morning,

4060-7665

I would like to please request a copy of the Draft Relocation Impact Report from the Palmdale-Burbank Draft EIR/EIS.

Carrie Arnold

843.937.2222 <tel:843.937.2222>

caybear2@gmail.com <mailto:caybear2@gmail.com>

9584 Markley Blvd, Summerville, SC 29485

<<https://maps.google.com/?q=9584%20Markley%20Blvd,%20Summerville,%20SC%2029485>>

<<https://www.instagram.com/caybear2/>> <<https://www.facebook.com/caybear2>>

Response to Submission 4060 (Carrie Arnold, September 8, 2022)

4060-7665

The commenter requested a copy of the draft relocation impact report. The commenter's request has been noted. 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 4062 (Gary Lokum, September 8, 2022)

Palmdale - Burbank - RECORD #4062 DETAIL

Status : Action Pending
Record Date : 9/8/2022
Interest As : Individual
First Name : Gary
Last Name : Lokum

Stakeholder Comments/Issues :

Dear Luz,

4062-7663 | Thank you for accepting my LinkedIn invite. I live within your district of Sylmar and recently received a notice from the High Speed Rail Commission regarding their preferred route through the SFV. The preferred route literally tunnels beneath my home (within a community of 350 homes near Mission college). You can imagine how concerning it is to think I may experience a lifetime of vibrations, noise, etc in my families' forever home
4062-7664 | (that we spent a lifetime saving up for). I feel our community is being unfairly burdened with a project that is both unwanted and provides little to no benefit to the area. I feel a little lost here as the High Speed Rail commission continues to blindly push forward regardless if the overall project is still viable or currently the most beneficial option to the state. How can I help our community be heard? More affluent communities appear to get this treatment but less so for our neighborhoods. I realize it is the holiday weekend, so appreciate your time and look forward to any feedback after the holiday.

Thank you,
Gary Lokum
818-434-6744

Response to Submission 4062 (Gary Lokum, September 8, 2022)

4062-7663

Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses concern related to the HSR Palmdale to Burbank Project Section tunneling underneath their house, including from noise and vibration. Please see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses the commenter's concerns related to noise and vibration. The commenter also identifies their house as a "forever home" and one that they have "spent a lifetime saving for." Please refer to Standard Response PB-Response-SOCIO-2: Property Values which address concerns related to property values.

4062-7664

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition to the California HSR System and that their community is being unfairly burdened. The commenter expressed the desire for their community's needs to be heard. The Authority Board will consider all public comments, including this comment, during the decision-making process for the Palmdale to Burbank Project Section Final EIR/EIS. 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 4064 (Vincent Perez, September 9, 2022)

Palmdale - Burbank - RECORD #4064 DETAIL

Status : Completed
Record Date : 9/9/2022
Interest As : Individual
First Name : VINCENT
Last Name : PEREZ

Stakeholder Comments/Issues :

4064-7661

Please send me the Palmdale/Burbank EIS.

Sent from Mail<<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows

Response to Submission 4064 (Vincent Perez, September 9, 2022)

4064-7661

The commenter requested a copy of the Draft EIR/EIS. The Draft EIR/EIS is available on the Authority website and was made available via hard copy at multiple repository locations during the public review period. The Draft EIR/EIS and associated technical reports were also transmitted by members of the project team upon request. 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 4071 (Albert Alfasso, September 9, 2022)

Palmdale - Burbank - RECORD #4071 DETAIL

Status : Ready for Delimiting
Record Date : 9/9/2022
Interest As : Individual
First Name : Albert
Last Name : Alfasso

Stakeholder Comments/Issues :

4071-7654

After reviewing the EIR/EIS for the Palmdale to Burbank segment, I accept and approve of the preferred route.

Response to Submission 4071 (Albert Alfasso, September 9, 2022)

4071-7654

The commenter expresses support for the SR14A Build Alternative, the Preferred Alternative. Based on the public and agency outreach information described in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4072 (Michael Rooney, September 9, 2022)

Palmdale - Burbank - RECORD #4072 DETAIL

Status : Ready for Delimiting
Record Date : 9/9/2022
Interest As : Individual
First Name : Michael
Last Name : Rooney

Stakeholder Comments/Issues :

Hello,

- 4072-7650 | 1) Throughout the EIR/EIS, travel time is referred to as a major consideration with regards to the alternative and explicitly noted as a key consideration for the selection of the Preferred Alternative in Section 8.1.1. However, travel time for this segment is not explicitly noted anywhere within the report. Please explicitly list the evaluated travel time for each Build Alternative, ideally in Table 2-12.
- 4072-7651 | 2) Section 2.5.2.2 states "Because all six Build Alternatives are located along the same corridor, travel times by Build Alternative are similar and each of the six Build Alternatives would allow for the achievement of this key performance measure". Table 2-12 shows alternatives ranging in length from 31.24 to 38.38 miles, which is a 23% difference. Please verify and explicitly state that the travel time is indeed identical for all 6 Build Alternatives, given its justification in selecting the Preferred Alternative.
- 4072-7652 | 3) The Preferred Alternative (SR14A Build Alternative) has the longest route length and most bored tunnel length (per Table 2-12), likely making it the slowest run time and riskiest construction alternative. Per Table 6-1, it is also the most expensive of the 6 Build Alternatives at \$24.1B. This commenter strongly objects to the selection of SR14A as the preferred Alternative due to these operational, construction, and risk considerations.
- 4072-7653 | 4) While likely not germane to this Project Section EIR/EIS, this commenter strongly objects to the 2012 decision to not pursue the I-5 corridor as the preferred corridor between Los Angeles and Bakersfield given the significantly shorter travel time, reduced infrastructure needs, lower capital and operating costs, and more moderate environmental impacts.

Thank you,
Michael

Response to Submission 4072 (Michael Rooney, September 9, 2022)

4072-7650

The commenter inquired about the travel time for each Build Alternative. At this time, the precise travel time for each Build Alternative within the Palmdale to Burbank project section is unknown. As discussed in Chapter 2, Alternatives, a key performance measure of each of the six Build Alternatives is the travel time between key destinations. As stated on the “Palmdale to Burbank Project Section Overview” online resource, the non-stop design speed is estimated at 13 minutes (<https://meethsrsoal.org/p-b/>). Section 2.5.2.2, Summary of Design Features in the Final EIR/EIS has been revised to include this estimated 13-minute nonstop travel time. As discussed in Chapter 2 Alternatives, travel times would be similar across all Build Alternative, however they would not be identical as the length of the Build Alternative ranges between 31.24 and 38.38 miles (see Table 2-12, Summary of Design Features for the Build Alternatives). Please see Section 2.5.2.2, Summary of Design Features, of the Final EIR/EIS for more information about travel times for each project section. Section 2.5.2.2, Summary of Design Features, of Final EIR/EIS has been revised to include the that this section will connect the Palmdale and Burbank Airport stations, designed at speeds that would support a 13-minute non-stop travel time.

4072-7651

The commenter quoted from Draft EIR/EIS Section 2.5.2.2 and inquired about the travel time for each Build Alternative. Currently, the precise travel time for each Build Alternative within the Palmdale to Burbank Project Section is unknown. As stated on the “Palmdale to Burbank Project Section Overview” online resource, the non-stop design speed is estimated at 13 minutes (<https://meethsrsoal.org/p-b/>). As discussed in Chapter 2, Alternatives, travel times would be similar across all Build Alternative, however they would not be identical as the length of the Build Alternative ranges between 31.24 and 38.38 miles (see Table 2-12, Summary of Design Features for the Build Alternatives). Please see Section 2.5.2.2, Summary of Design Features, of the Final EIR/EIS for more information about travel times for each project section. Section 2.5.2.2 of Final EIR/EIS has been revised to include that this section will connect the Palmdale and Burbank Airport stations, designed at speeds that would support a 13-minute non-stop travel time. Please refer to Response to Comment #7650, which discusses travel times. Nevertheless, the Build Alternatives would allow for the Authority to achieve the Proposition 1A requirement for a high-speed rail system designed to achieve a non-stop service travel time between San Francisco and Los Angeles Union Station of 2 hours and 40 minutes. Travel time was not a distinguishing factor in selecting the Preferred Alternative. Please refer to Chapter 8, Preferred Alternative and Station Sites, for a discussion of the multiple factors weighed in selecting the SR14A as the Preferred Alternative.

Response to Submission 4072 (Michael Rooney, September 9, 2022) - Continued

4072-7652

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-1: Frequently Asked Questions.

The commenter expresses opposition to the Preferred Alternative because of its length, the use of a long tunnel, and cost when compared to the other Build Alternatives.

Based on the public and agency outreach information described in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions which addresses the rationale behind selecting the SR14A Build Alternative as the Preferred Alternative.

In addition, the Preferred Alternative has the lowest risk of unexpected conditions or circumstances that could impact the cost to build the project or the schedule to complete it. The Preferred Alternative also has the shortest tunnel length within the Angeles National Forest and the San Gabriel Mountain National Monument. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments on project cost and funding, please refer to Standard Response PB-Response-GEN-2.

4072-7653

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

The commenter expressed his preference of the I-5 corridor as the preferred corridor for the project section. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which addresses why the I-5 corridor was not carried forward as a study alternative in the EIR/EIS.

Submission 4073 (Pam Nelson, September 10, 2022)

Palmdale - Burbank - RECORD #4073 DETAIL

Status : No Action Required
Record Date : 9/10/2022
Interest As : Individual
First Name : Pam
Last Name : Nelson

Stakeholder Comments/Issues :

4073-7649

Wildlife connectivity is one of my main concerns. Either alternative needs to put sufficient crossings, making a system not a few token crossings. Studies showing the best sites, corridors that can be used and fencing for track avoidance and guiding must be designed.

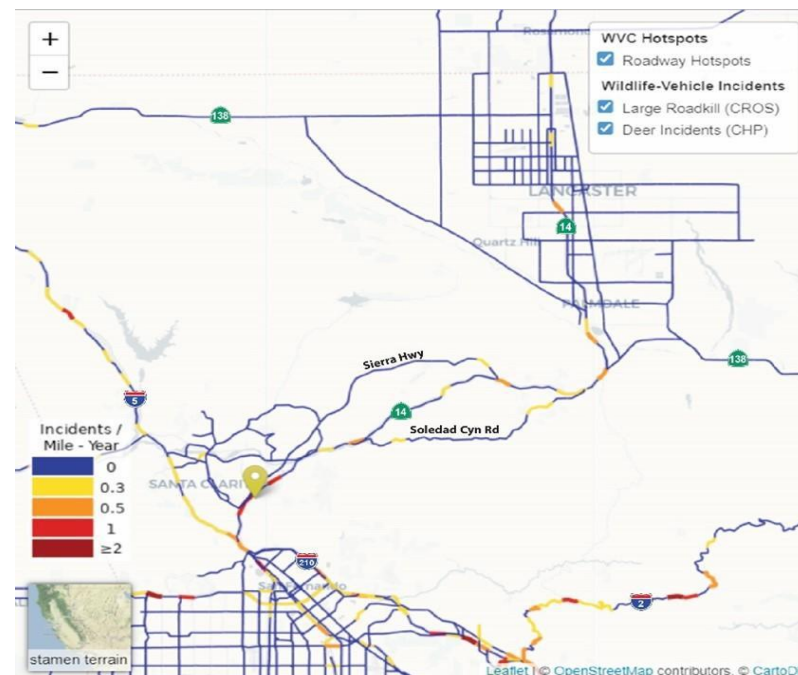
Response to Submission 4073 (Pam Nelson, September 10, 2022)

4073-7649

The commenter expresses their concern that the Build Alternatives need to incorporate sufficient wildlife crossings for connectivity, as opposed to a few token crossings. The commenter also states that studies must be conducted to account for the best crossing sites, movement corridors, and fencing for track avoidance. The Wildlife Corridor Assessment (WCA) included an extensive review of existing studies such as the California Essential Habitat Connectivity Project (Spencer et al. 2010), South Coast Missing Linkages (Penrod et al. 2004, 2008), and a Linkage Network for the California Deserts (Penrod et al. 2012) that identified least cost corridors and a Linkage Design.

The SR14 and SR14A Build Alternatives are highly permeable to wildlife movement, and are comprised of an extensive network of crossing opportunities due to 26.53 miles of tunnel (SR14) and 3.23 miles of viaduct (SR14) and 22.57 miles of tunnel (SR14A) and 1.02 miles of viaduct (SR14A) where wildlife can move across the alignment. Table 6-6 in the WCA and Table 2-13 of the supplemental WCA show the relative positioning and lengths of these permeable segments that cross through the Linkage Design and align with the existing crossing locations under the SR 14 freeway. The Project maintains permeability through an extensive network of tunnels and viaducts that align with the existing crossing locations under the SR 14 freeway. 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 attached 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 Alternative to 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.

4073-7649



Response to Submission 4073 (Pam Nelson, September 10, 2022) - Continued

4073-7649

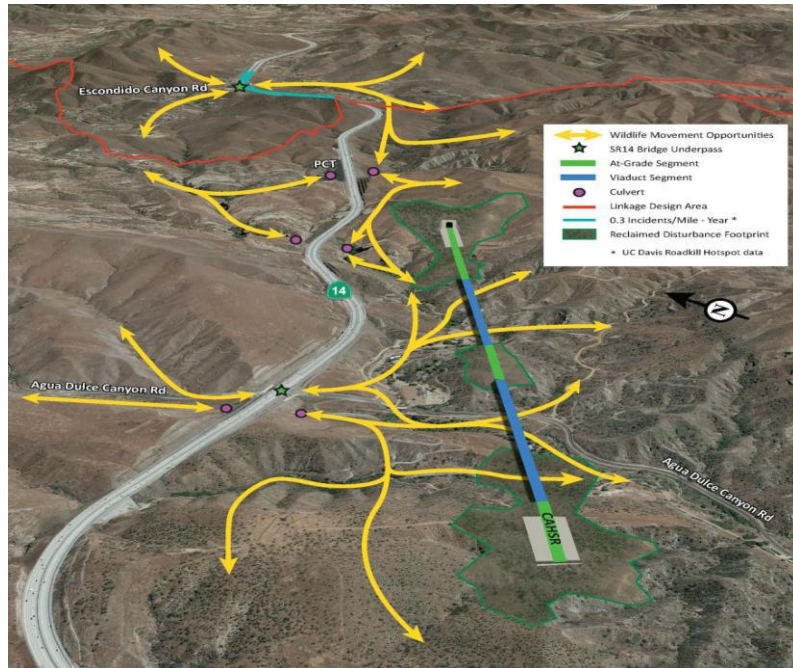


Figure 1 –Aerial photograph showing wildlife movement opportunities, looking north from Agua Dulce Canyon Road, through the Linkage Design, across the SR 14 freeway corridor with UC Davis Wildlife-Vehicle Conflict Hotspots identified.

4073-7649

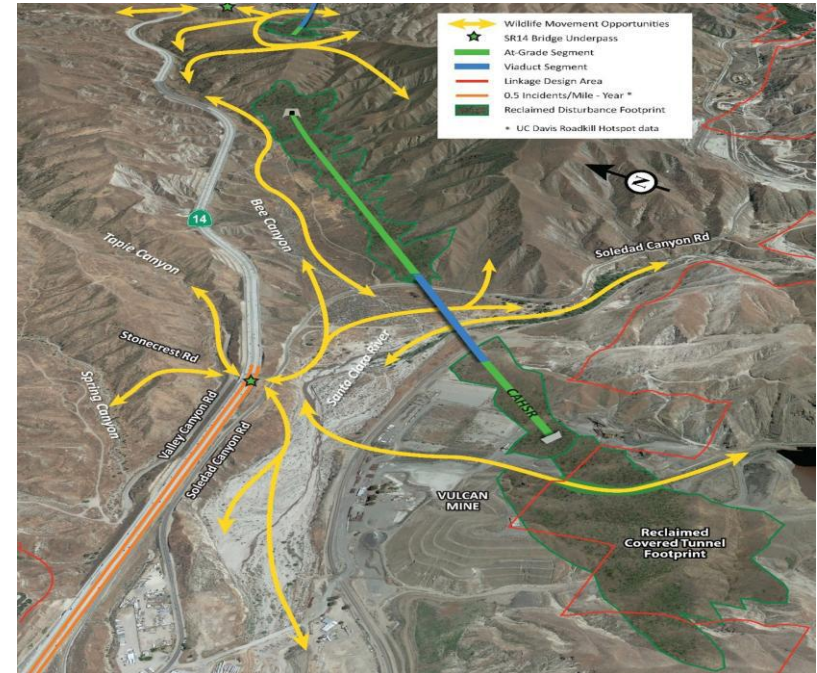


Figure 2 –Aerial photograph showing wildlife movement opportunities, looking north from Stonecrest Road, through the Linkage Design, across the SR 14 freeway corridor with UC Davis Wildlife-Vehicle Conflict Hotspots identified.

Subsequent to the development of the WCA, the University of California Davis, Road Ecology Center, created the Real-time Deer Incidents & Wildlife-Vehicle Conflict (WVC) Hotspot maps, which includes the California Highway Incident Processing System (CHIPS) data collected by the California Highway Patrol (CHP) combined with carcass data from the California Roadkill Observation System (CROS) (2023) that demonstrate high use wildlife movement areas illustrated on the map ranging in color from blue, yellow, orange, red, and dark red based on the number of vehicle collisions per mile per

Response to Submission 4073 (Pam Nelson, September 10, 2022) - Continued

4073-7649

year (attached Figure 3). The hotspot map Areas identified as high wildlife use areas align with permeable sections of the SR14 and SR14A Alternatives also illustrated on attached Figures 1 and 2. Those areas that are not permeable were reviewed for crossing opportunities where wildlife could move across the existing landscape. Two additional crossings were added to address crossing interval spacing in an area that had a long at-grade segment to provide additional wildlife crossing opportunities near Una Lake (SR14A and E2A Build Alternatives) and adjacent to the California Aqueduct (SR14A, E1, E1A, E2, and E2A Build Alternatives) (see p. 3.7-197 of Draft EIR/EIS). The WCA determined the effect to wildlife movement was less than significant because of the extensive network of permeable tunnels and viaducts that align with the existing SR 14 freeway bridge undercrossings and wildlife roadkill hotspots, maintaining wildlife movement. Refer to Graphs 6-1 through 6-15 of the WCA that illustrate the relative comparison of existing and project permeability for each of the focal species.

4073-7649

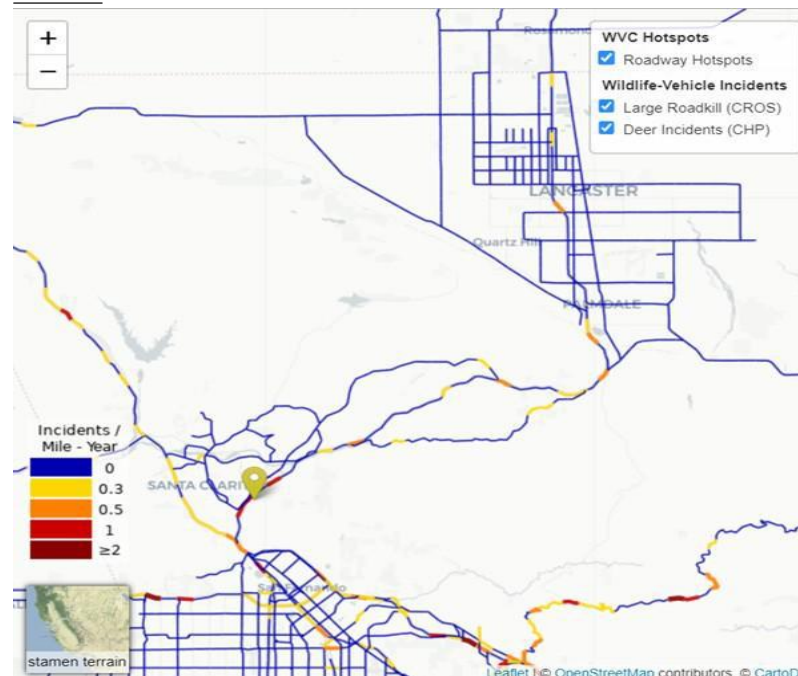


Figure 3 –UC Davis' Real-time Deer Incidents &Wildlife-Vehicle Conflict (WVC) Hotspots map, September 16, 2023

Submission 4074 (Katie Naster, September 9, 2022)

Palmdale - Burbank - RECORD #4074 DETAIL

Status : Unread
Record Date : 9/12/2022
Interest As : Individual
First Name : Katie
Last Name : Naster

Stakeholder Comments/Issues :

4074-7648

Hi my name is Katie Naster. I was requesting copies of the technical reports for the Palmdale to Burbank Draft EIR/EIS they're not available online, please give me a call back at [REDACTED] fax or if you're able to, you can email me at K naster that's n as in [REDACTED] and as [REDACTED]. [REDACTED]. Once again, my name is Katie and you can reach me at [REDACTED]. Thank you.

Response to Submission 4074 (Katie Naster, September 9, 2022)

4074-7648

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

The commenter requested copies of the technical reports associated with the Draft EIR/EIS which the Authority provided. The commenter's request has been noted. Please refer to Standard Response PB-Response-GEN-7: Access to Technical Reports, which contains instructions on how to access technical reports. Persons requesting Technical Reports via notice to the Authority were provided electronic versions of the reports 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 4075 (Aleta Williams, September 12, 2022)

Palmdale - Burbank - RECORD #4075 DETAIL

Status : Unread
Record Date : 9/12/2022
Interest As : Individual
First Name : Aleta
Last Name : Williams

Stakeholder Comments/Issues :

Good Morning,

4075-7647

Please provide me with the dial in information for the the open house meeting concerning the California High Speed Rail from Palmdale to Burbank. I was unable to find it on your website.

Thank You,

Aleta Williams

Response to Submission 4075 (Aleta Williams, September 12, 2022)

4075-7647

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

The commenter requested the dial information for the open house meeting which the Authority provided. The commenter's request has been noted. The Authority provided a broad notice of the availability of the Draft EIR/EIS and in person meetings. Notification efforts included an e-blast, notification through social media channels, and promotion through local newspapers in English and Spanish. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS which provides additional information regarding the outreach efforts conducted by the project team. 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 4076 (Mario Mendoza, September 6, 2022)

Palmdale - Burbank - RECORD #4076 DETAIL

Status : Action Pending
Record Date : 9/12/2022
Interest As : Individual
First Name : Mario
Last Name : Mendoza

Stakeholder Comments/Issues :

4076-7646

Spanish: Señorita, yo quiero, aquí dice que este número de teléfono, que le pudieran informar a uno acerca de una carta que nos ha llegado que no entiendo.

English: Miss, it says here that I can get more information at this phone number about a letter I received which I do not understand.

Response to Submission 4076 (Mario Mendoza, September 6, 2022)

4076-7646

The commenter notes that they received a letter in the mail about the Palmdale to Burbank Project Section and indicated that they were calling the project information line for more information on the project. The Authority responded to the commenter, and a response is provided below in Spanish.

La Autoridad llevó a cabo una amplia divulgación pública como parte del proceso de revisión ambiental. Los esfuerzos de divulgación incluyeron la distribución de materiales informativos como hojas informativas, reuniones informativas y de alcance, reuniones públicas y de agencias, así como presentaciones y sesiones informativas. Los materiales escritos se tradujeron al español y las reuniones se llevaron a cabo en español e inglés o se proporcionó traducción al español. Correcto, puedes llamar al teléfono de información al 1-800-630-1039. Presione 2 para obtener información en español sobre el proyecto.

Submission 4077 (Lisset F, September 12, 2022)

Palmdale - Burbank - RECORD #4077 DETAIL

Status : Unread
Record Date : 9/12/2022
Interest As : Individual
First Name : Liz
Last Name : F

Stakeholder Comments/Issues :

Hey there team,

Does it suffice to forward this to you all? Or should I let this constituent know they need to send their comment directly to this inbox?

Thank you kindly!

Best,

Kyle
916-718-5733

From: Liz F <liz21jumpst@gmail.com>
Sent: Friday, September 9, 2022 6:14 PM
To: HSR info@HSR <info@hsr.ca.gov>
Subject: Oppose to high speed rail through Santa Clarita

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.

4077-7645

Where is the exact link to provide feedback on this issue. We don't want a high speed noisy rail here not do we want it anywhere. It's not even stopping in the city. Stop destroying CA

--
Lisset

Response to Submission 4077 (Lisset F, September 12, 2022)

4077-7645

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter expressed opposition to the California HSR System, that HSR is not stopping in their city, and characterized HSR as noisy. This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment. The commenter also asks for the exact link where they can provide feedback. The Authority identified several ways in which members of the public could provide feedback, including via regular mail, electronically (through their website: www.hsr.ca.gov), or email (Palmdale_Burbank@hsr.ca.gov). The ways to provide feedback are summarized in the Notice of Availability, which can be accessed here: <https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/palmdale-to-burbank-environmental-documents/>.

Submission 4078 (Christian Oiestad, September 11, 2022)

Palmdale - Burbank - RECORD #4078 DETAIL

Status : Ready for Delimiting
Record Date : 9/11/2022
Interest As : Individual
First Name : Christian
Last Name : Oiestad

Stakeholder Comments/Issues :

4078-7644

RE: High Speed Rail Project "Southern California"
The "Entire Project" Should Be "Above Ground" For The High Speed Rail Following the
5Fwy and The 14Fwy.
Nothing Should Be Underground Due To The Tremendous Cost, \$1 Billion Per Mile for The Los Angeles
Project,
And The Fact It Will Not Be Completed For 50+ Years!

Response to Submission 4078 (Christian Oiestad, September 11, 2022)

4078-7644

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-2: Project Costs and Funding.

The commenter expresses that HSR should be entirely above ground following SR 14 and I-5 because of the cost and timeline for the project. Please refer to PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which addresses how the Build Alternatives were identified and evaluated. Also, please refer to PB-Response-GEN-2: Project Costs and Funding, which addresses project costs and the availability of funding for project construction and operations.

As described in Table 2-35, Construction Timeline Estimates, in the Draft EIR/EIS, construction of the Palmdale to Burbank Project Section Build Alternatives would be 8.33-9.25 years, depending on which Build Alternative is approved.

Submission 4079 (Jacqueline Ayer, September 12, 2022)

Palmdale - Burbank - RECORD #4079 DETAIL

Status : Unread
Record Date : 9/12/2022
Interest As : Individual
First Name : Jacqueline
Last Name : Ayer

Stakeholder Comments/Issues :

4079-7643

I am calling because I require a copy of the noise analysis that, according to the website, is not being made available publicly. You have to call this 800 number to request a copy of it. I am calling this 800 number to request a copy of the noise technical analysis that is not being released to the public either electronically or in paper form at the library. So my name is Jacqueline Ayer. My number is [REDACTED]. So call me back immediately to tell me how to get a copy of this document. Thank you.

Response to Submission 4079 (Jacqueline Ayer, September 12, 2022)

4079-7643

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

The commenter requested a copy of the noise technical report. The commenter's request has been noted. A Palmdale to Burbank Project Section outreach team member corresponded with the commenter on September 12, 2022, in which the outreach team member explained how to request technical reports via the PRA portal. The Noise Technical Report was provided to the commenter on September 15, 2022. For additional technical report requests, 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 versions of the reports 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, section 14(s), 64 Fed. Reg. 28548, 28556 (May 26, 1999)).

Submission 4080 (Ken Roerden, September 12, 2022)

Palmdale - Burbank - RECORD #4080 DETAIL

Status : Unread
Record Date : 9/12/2022
Interest As : Individual
First Name : Ken
Last Name : Roerden

Stakeholder Comments/Issues :

4080-7642

Oh, boy. All right. Yes, my name is Ken. Roerden last name is spelled r o e r d e n. I am retired and moved to Maine yet I just got mail at my new address in Maine. Uh, about the high speed rail project that was planned to basically run through my old house in California. So I need you to take me off your mailing list. Uh, I think I already unsubscribed to the email list. Um, my new address is [REDACTED] and that is in Cape Elizabeth Maine 04107. Um. I hope I don't get any more mailings. I think email's taken care of and I guess that's it. Please stop. Bye.

Response to Submission 4080 (Ken Roerden, September 12, 2022)

4080-7642

The commenter requests to be taken off the mailing list. The commenter's request has been noted. 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 4081 (Chris Kelly, September 12, 2022)

Palmdale - Burbank - RECORD #4081 DETAIL 4081-8431

Status : Unread
 Record Date : 9/12/2022
 Interest As : Individual
 First Name : Chris
 Last Name : Kelly

Stakeholder Comments/Issues :

LaDonna DiCamillo (Southern California Regional Director)

Serge Stanich (Director of Environmental Services)

All Representatives of the Palmdale to Burbank Project Section of the CA High Speed Rail Project

California High-Speed Rail Authority,

Southern California Regional Office

355 S. Grand Ave. Suite 2050

Los Angeles, CA 90071

September, 12, 2022

Subject: Palmdale to Burbank Project Section Draft EIR/EIS Comment

Greetings,

I am submitting my comments per the notification and documents sent to me dated August 26, 2022 related to the Subject noted above.

4081-8430

FIRST - I endorse a decision of "NO PROJECT Alternative", as the plan has deviated from the original proposal for the following reasons:

1. The original proposal voted on by the public years ago described high-speed rail along established transportation routes.

a. The proposed routes deviate from that design promise and will have significant and devastating impacts on natural areas and communities based on the reports.

b. The actual rail appears not to be a high-speed (bullet train) alternative to standard rail, and does not match the proposal that was voted on by the public. This is not an improvement, or a forward thinking alternative - and frankly seems like a potential waste of money. If Southern California is proposing new train transit, consider something like Germany's new hydrogen-powered system which is emission-free and low-noise with only steam and condensed water issuing from the exhaust. It is renewable energy and saves thousands of gallons of diesel fuel a year.

4081-8432

2. Southern California currently faces at least two significant crises NOW that should be priorities, and would better benefit from our tax dollars.

a. Water Shortage - Both our water supply and our pipe infrastructure need to be addressed NOW. The bottom line is that we need water to survive as a population. Trains should take a backseat to this.

b. Fires - Fighting fires, and protecting our land and homes needs greater attention and funding than ever before due to drought and increasing temperatures. Again, trains should take a backseat while this matter of protecting life, land, and property is supported.

4081-8433

4081-8434

SECOND - If this project must be executed - the route that appears to cause the least amount of damage to environment and community is the Preferred SR14A Build Alternative. All the others, SR14A, E1, E2, E1A, & E2A are absolutely in violation of the original proposal that was voted on by the public - as they do NOT follow an established transportation route. It is quite obvious that self-interested parties intervened to divert the route after the project passed, and the impression is that it was private money swaying the politics in favor of these designs.

I appreciate your attention to my comments - this is a very important decision that will impact Southern Californians now, and the generations to come.

Submission 4081 (Chris Kelly, September 12, 2022) - Continued

Sincerely,

CHRIS KELLY

(818) 635-4442 / cxkelly1@gmail.com

Response to Submission 4081 (Chris Kelly, September 12, 2022)

4081-8430

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-1: Frequently Asked Questions.

The commenter indicates a preference for the No Build Alternative. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

4081-8431

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, PB-Response-GEN-2: Project Costs and Funding, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, 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.

The commenter expressed concern that the Build Alternative alignments deviate from the "original proposal" voted on by the public and that the trains appear to not be high speed. The commenter also expressed concern that the Build Alternative alignments will result in significant impacts on natural areas and communities. The commenter states the California High-Speed Rail (HSR) is a "waste of money." Additionally, the commenter suggests the use of hydrogen-powered trains, which are emission free and low in noise, and would save diesel fuel. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (California Streets and Highways Code Section 2704) was approved by California voters as Proposition 1A on November 4, 2008. The Act allocates \$9.95 billion in bond funds for initiating construction of the HSR system. The intent of the Act is "to initiate the construction of a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim, and links the state's major population centers, including Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego consistent with the Authority's certified environmental impact reports of November 2005 and July 9, 2008" (California Streets and Highways Code Section 2704.04(a)). The Act did not (and still currently does not) include proposed alignments for the HSR system. The Authority's consideration of potential alternatives has been guided by Proposition 1A's description that, ""In order to reduce impacts on communities and the environment, the alignment for the high-speed train system shall follow existing transportation or utility corridors to the extent feasible and shall be financially viable, as determined by the authority."" Chapter 2, Alternatives, Section 2.4, explains that the alternatives analysis process emphasized following existing transportation corridors or available rights-of-way as a method of minimizing community impacts. Please also refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for a discussion of the selection and evaluation

Response to Submission 4081 (Chris Kelly, September 12, 2022) - Continued

4081-8431

process for alternatives. Regarding the comment that the proposed rail is not high speed, as discussed in Section 2.3 in Chapter 2, Alternatives, of the Draft EIR/EIS, the trains would be capable of operating at speeds of up to 220 miles per hour over fully grade-separated, dedicated track. Pursuant to 49 United States Code Section 26106(b)(4), "the term 'high-speed rail' means intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour." Additionally, the International Union of Railways defines "high-speed rail" as new rail lines capable of speeds up to 155 miles per hour or upgraded existing lines capable of speeds up to 125 miles per hour. Therefore, the California HSR System is considered to be a high-speed rail by both U.S. and global standards. For a discussion of direct and indirect impacts to biological resources and the Angeles National Forest from construction and operation of the six Build Alternatives, please refer to Standard Responses PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, and PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest. The project includes 12 biological resources IAMFs, which are incorporated into the project design and construction to avoid or minimize the impacts on biological resources. Where it was determined that the impacts were significant after application of IAMFs, the Authority developed mitigation measures to mitigate impacts. With implementation of the mitigation measures, the Build Alternatives would not result in a substantial adverse effect to special-status plants, plant communities, and wildlife, and biological resources impacts would be less than significant under CEQA for all six Build Alternatives and would result in no adverse effect under NEPA. Section 3.12.8.1, Population and Communities, of the Draft EIR/EIS states that construction of each of the Build Alternatives would have the potential to temporarily disrupt communities where aboveground construction activities would take place, and would include increased noise levels, fugitive dust, increased traffic and congestion, and additional light and glare. Temporary effects to communities from project construction would be minimized through implementation of IAMFs and a mitigation measure to minimize temporary construction impacts such that existing land-use patterns and community cohesion would be preserved. A detailed construction management plan would be developed prior to construction as part of SOCIO-IAMF#1, and would include actions pertaining to communications, visual protection, air quality, safety controls, noise controls, and traffic controls to minimize impacts on residents. The plan would also verify that property

4081-8431

access is maintained for local businesses, residences, and emergency services. NV-IAMF#1 would ensure minimization of noise-related disruptions near sensitive receptors, including residential neighborhoods, pursuant to federal noise guidelines. AQ-IAMF#1 would require the preparation and implementation of a fugitive dust control plan. Temporary impacts related to air quality would also be minimized by low-volatile organic paint during construction (AQ-IAMF#2) and concrete batch plant siting and control measures (AQ-IAMF#6). Construction-related traffic disruptions would be minimized by the preparation and implementation of a construction traffic plan (TR-IAMF#2). AVR-MM#2 would require shielding of lighting for nighttime construction and directing it downward in such a manner that the light source is not visible off-site, and so that the light does not fall outside the boundaries of the project site to avoid light spillage off-site. Where the Build Alternatives would be constructed at grade, existing residential communities would have the potential to be permanently divided, which would result in a direct effect of the project. Mitigation Measure SO-MM#2: Implement Measures to Reduce Impacts Associated with the Division of Communities, will require the Authority to conduct special outreach to affected residential neighborhood and community residents, community organizations, and local officials, as well as require the Authority's evaluation of the community's modified access, to enable the Authority to maintain community cohesion and avoid physical deterioration. The Authority will work with community organizations and community leaders within affected neighborhoods to maximize attendance and generate awareness of community workshops. Upon gathering feedback from the community, the Authority would use the input and develop enhancements to ameliorate effects associated with community cohesion and community division. The Authority would be responsible for implementing the measures to reduce impacts through project design and through the long-term management of the measures, which would involve documenting the desired design concepts, incorporating them into the final design, and facilitating ongoing maintenance. Therefore, the impact of physically dividing existing communities would be less than significant for all Build Alternatives. Regarding project cost, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. Regarding the suggestion about using hydrogen-powered trains, all of the world's HSR systems in operation today use electric propulsion with power supplied by an overhead system. These include the Train à Grande Vitesse in France, the Shinkansen in Japan and Taiwan, and the InterCity Express in Germany, which the California HSR System is based off. As stated throughout the Draft EIR/EIS,

Response to Submission 4081 (Chris Kelly, September 12, 2022) - Continued

4081-8431

the California HSR System will use electrically powered, high-speed, steel-wheel-on-steel rail technology with trains capable of operating up to 220 miles per hour over a fully grade-separated, dedicated track alignment. The trains used for the California HSR System would not run on gasoline or diesel fuel. As presented in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS, project objectives include reducing air pollutant and greenhouse gas emissions and vehicle miles traveled. Please refer to Standard Responses PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors and PB-Response-N&V-2: Noise Mitigation and Selection of Proposed Sound Barriers, for a discussion of project operational noise impacts and mitigation.

4081-8432

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

The commenter states that Southern California faces a water shortage and that trains should be a lower priority over water supply. This comment does not specifically address the analysis in the Draft EIR/EIS, nor does it suggest any deficiencies in the Draft EIR/EIS. Rather, this comment provides the commenters opinion on priorities between trains and water supply. The Authority considered water supply in its analysis in the Draft EIR/EIS (see Impact PUE#3 and PUE#8 in Section 3.6, Public Utilities and Energy in the Draft EIR/EIS). In addition, further information about water demand and use associated with the HSR Palmdale to Burbank Project Section can be found in Standard Response PB-Response-PUE-3: Water Demand and Usage. The commenter's opinion about priorities is noted and included in the record for consideration by decision makers.

4081-8433

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

The commenter expressed concern on the potential for wildfire hazards from the project. This topic is further discussed in Standard Response PB-Response-S&S-1: Wildfire. The Authority appreciates the comment and continues to take into account the climate concerns ongoing in California, including as they relate to wildfire.

Fire risks from the project would be reduced by the Authority's formation of a statewide Fire and Life Safety and Security Committee (FLSSC) through implementation of SS-IAMF#2, which will be composed of representatives from fire, police, and local building code agencies. 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. These programs and coordination activities would allow for a rapid response by local emergency responders in the case of an accident, reducing the potential for uncontrolled wildfire events. Please refer to Appendix 2-E, Impact Avoidance and Minimization Measures, of this Final EIR/EIS, for the full descriptions of IAMFs that will be implemented as part of the project design.

Response to Submission 4081 (Chris Kelly, September 12, 2022) - Continued

4081-8434

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter identifies Build Alternative SR14A as the alternative that appears to cause the least amount of damage to the environment and the community and suggests that private money influenced the development of the other alternatives. Refer to Standard Response 17.1.4 PB-Response-GEN-4: General Opinions, Opposition or Support regarding opinions about the project and alternatives. Regarding the selection of alternatives, refer to Standard Response PB-Response-Alt-1: Alternatives Selection and Evaluation Process for a detailed discussion of why on-rail alternatives were deemed unviable and how the potential HSR alignments were developed and selected. As discussed in this Standard Response and in Chapter 2 of the EIR/EIS, many alternatives were evaluated including alternatives that followed the SR14 freeway corridor as well as the MetroLink/UP railroad right of way. The Standard Response and Chapter 2 explain why these alternatives were evaluated but ultimately rejected from further study. Regarding project funding, refer to Standard Response PB-Response-GEN-2, which discusses funding sources.

Submission 4082 (Alfonso Estrada, September 5, 2022)

Palmdale - Burbank - RECORD #4082 DETAIL

Status : Action Pending
Record Date : 9/13/2022
Interest As : Individual
First Name : Alfonso
Last Name : Estrada

Stakeholder Comments/Issues :

4082-7686

Hi, my name is Alfonso Estrada and I live on 79...Avenue in Sun Valley California, zip code 91352. I did receive a letter about the high speed rail authority. Can you explain to me what's going on? Oh, you know what I need to, I like to know what's happening. Okay, my phone number is [REDACTED].

Response to Submission 4082 (Alfonso Estrada, September 5, 2022)

4082-7686

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions. The commenter asks generally about what is going on with the project. standard response PB-Response-GEN-1: Frequently Asked Questions provides general information about the project and next steps in the process. 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 4083 (Leif Jurvetson, September 13, 2022)

Palmdale - Burbank - RECORD #4083 DETAIL

Status : Unread
Record Date : 9/13/2022
Interest As : Individual
First Name : Leif
Last Name : Jurvetson

Stakeholder Comments/Issues :

4083-7695 | I support the preferred SR14A alternative.

Response to Submission 4083 (Leif Jurvetson, September 13, 2022)

4083-7695

The commenter expresses preference for the SR14A Build Alternative. Based on the public and agency outreach information described in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities.

Submission 4084 (Barbara Mah, September 14, 2022)

Palmdale - Burbank - RECORD #4084 DETAIL

Status : Unread
Record Date : 9/14/2022
Interest As : Individual
First Name : Barbara
Last Name : Mah

Stakeholder Comments/Issues :

4084-7693

I just received the info on your routes etc. I am a Sylmar resident.
I think the idea of drilling through a national forest is absurd, and damaging to the environment. over 20 miles!!
The route along Route 14 ((refined SR14) is more in line with what we voters originally approved, and thought we were getting (along existing transportation routes).
Having tunnels miles and miles beneath the earth's surface, in a seismically sensitive area, seems like a recipe for disaster!

4084-7694

And it appears Burbank will be negatively impacted by all the construction also.
There has got to be a better way! I am not theoretically opposed to HSR, but it has gone WAY over budget, and will bring a lot of inconvenience and destruction to us all down here in the San Fernando Valley.
In addition, how many people will actually ride on it? And where IS the private funding that you promised when the voters approved this project?
Barbara Mah

Response to Submission 4084 (Barbara Mah, September 14, 2022)

4084-7693

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expressed their support of the Refined SR14 Build Alternative and expressed concern regarding tunneling in seismically sensitive areas and within the Angeles National Forest (ANF). The portion of the alignments near Sylmar (Refined SR14 and SR14A Build Alternatives) would include tunnels. Each of the alignments associated with the six Build Alternatives would bisect potentially hazardous faults within the ANF. As described in Section 3.9 of the EIR/EIS, implementation of GEO-IAMF#6 would ensure that project design incorporates early warning systems to track strong ground motion associated with fault rupture. In addition, GEO-IAMF#7 requires the preparation of a technical memorandum to address fault rupture for the construction components. Implementation of GEO-IAMF#10 will also allow for evaluation of fault rupture potential and employ engineering protocols to limit ground shaking hazards. Implementation of these IAMFs, along with standard engineering practices, standard safety thresholds, and legal requirements, would minimize fault rupture and ground shaking hazards throughout construction and operations. With adherence to these measures, neither construction activities nor the long-term presence of infrastructure associated with the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives would expose people or structures to heightened seismic hazards within the ANF during project construction and operations. In addition, please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity. Also refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for information about how alternatives were selected for the HSR Palmdale to Burbank Project Section, including those located along existing transportation routes.

4084-7694

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed that they were not theoretically opposed to HSR but that they also had concerns related to project cost overruns, ridership, general impacts on the San Fernando Valley, and funding from private sources. Please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, which addresses concerns related to cost and funding. Section 2.6.3 of the Draft EIR/EIS discusses ridership forecasts. As indicated on page 91 of the 2022 Business Plan, the projected ridership and revenues for the Phase 1 HSR system will be able to cover the costs of operating the system. The commenter does not raise specific issues about impacts on San Fernando Valley. Environmental impacts from the California HSR System on San Fernando Valley are discussed and addressed throughout the EIR/EIS. As funds become available, the Authority will proceed with advanced design and prepare for other pre-construction work (refer to Section 2.8 of this Final EIR/EIS for further discussion of the project construction plan and phased implementation of the project, including construction durations anticipated for each of the Build Alternatives). As indicated on pages 60 and 61 of the 2022 Business Plan, the Authority will continuously monitor opportunities for private-sector investment as the project advances and prerequisite activities are concluded. As the California HSR System advances, the Authority will engage in more informed consultations with private-sector partners.

Submission 4085 (Beau Bonetti, September 14, 2022)

Palmdale - Burbank - RECORD #4085 DETAIL

Status : Unread
Record Date : 9/14/2022
Interest As : Individual
First Name : Beau
Last Name : Bonetti

Stakeholder Comments/Issues :

Hi,

4085-7692

I'm a resident of Shadow Hills, CA (91040).

In regards to the Environmental Impact Statement (EIR) for the Palmdale to Burbank High Speed Rail Segment, I urge The Authority to please extend the Public Review period. The citizens of the affected areas need more than 60 days to review this document and formulate comments.

Thank you for your consideration on this matter,

Best,
Beau Bonetti

Response to Submission 4085 (Beau Bonetti, September 14, 2022)

4085-7692

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 4086 (Tieira Ryder-Stanford, Represent All, September 14, 2022)

Palmdale - Burbank - RECORD #4086 DETAIL

Status : Unread
Record Date : 9/14/2022
Interest As : Individual
First Name : Tieira
Last Name : Ryder-Stanford

Stakeholder Comments/Issues :

Hello,

4086-7691

I support transportation from Burbank to Palmdale. We must invest in more quality shared transit systems that can get residents to where they need to go in a timely manner. It's imperative for humanity & Earth that we create rapid shared transit systems and dense communities that are surrounded by greenspace /transit that is not singular use vehicles.

Response to Submission 4086 (Tieira Ryder-Stanford, Represent All, September 14, 2022)

4086-7691

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the HSR Palmdale to Burbank Project Section. 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 4087 (Ken & Sandy Osmond, September 14, 2022)

Palmdale - Burbank - RECORD #4087 DETAIL

Status : Unread
Record Date : 9/14/2022
Interest As : Individual
First Name : Ken & Sandy
Last Name : Osmond

Stakeholder Comments/Issues :

4087-7690

A 7,000 page document cannot be reviewed adequately in the timeframe allowed. More time MUST be provided, at the very least!

Response to Submission 4087 (Ken & Sandy Osmond, September 14, 2022)

4087-7690

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, 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 4088 (Sandra Osmond, September 14, 2022)

Palmdale - Burbank - RECORD #4088 DETAIL

Status : Unread
Record Date : 9/14/2022
Interest As : Individual
First Name : Sandra
Last Name : Osmond

Stakeholder Comments/Issues :

4088-7689

It is unreasonable to review a 7,000 page document in the timeframe allotted. At the very least, an extension of time is needed.

Sandra Osmond

Response to Submission 4088 (Sandra Osmond, September 14, 2022)

4088-7689

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 4089 (John O'Dell, September 14, 2022)

Palmdale - Burbank - RECORD #4089 DETAIL

Status : Action Pending
Record Date : 9/14/2022
Interest As : Individual
First Name : John
Last Name : O'Dell

Stakeholder Comments/Issues :

4089-7688

Please prioritize time of travel, reliability of service, and frequency in that order when making your decision on which route to use for this and all segments.

Response to Submission 4089 (John O'Dell, September 14, 2022)

4089-7688

The comment requests that travel time, reliability of service, and frequency of service be prioritized when selecting alternatives. Based on the public and agency outreach information described in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A does not have the shortest length. However, the alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1.

Submission 4090 (Carl Bushnell, September 15, 2022)

Palmdale - Burbank - RECORD #4090 DETAIL

Status : Action Pending
Record Date : 9/15/2022
Interest As : Individual
First Name : Carl
Last Name : Bushnell

Stakeholder Comments/Issues :

4090-7687

We need fast trains in CA. Freeways and planes will not be able to provide CA with a clean or viable solution for the future if transportation in CA. The skies and freeways are already over crowded and emit vast amounts of CO2 and other harmful emissions.
Please do not the Special Interest groups (airlines, fossil fuel companies, commercial rail) posing as " citizens" derail this vital project for the future if CA

Response to Submission 4090 (Carl Bushnell, September 15, 2022)

4090-7687

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the California HSR System. 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 4091 (Kevin Kussro, 913, September 15, 2022)

Palmdale - Burbank - RECORD #4091 DETAIL

Status : Unread
Record Date : 9/15/2022
Interest As : Business and/or Organization
First Name : Kevin
Last Name : Kussro

Stakeholder Comments/Issues :

4091-7685

Scrap the whole plan! We don't want or need to spend 24 BILLION on a glorified train that is not going to be used as intended. It's just going to turn into another homeless overrun area making it undesirable for day to day use by citizens.

Response to Submission 4091 (Kevin Kussro, 913, September 15, 2022)

4091-7685

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition to the California HSR System due to concerns related to the cost. Detail regarding the specific costs for the Palmdale to Burbank Project Section, and associated cost estimates for each of the six Build Alternatives are analyzed in Chapter 6, Project Costs and Operations of this Final EIR/EIS. Additionally, Volume 2 of the EIR/EIS contains a further analysis of the cost via the cost estimate report developed by the Authority. In addition, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. 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 4092 (Christopher Giesler, September 15, 2022)

Palmdale - Burbank - RECORD #4092 DETAIL

Status : Ready for Delimiting
Record Date : 9/15/2022
Interest As : Individual
First Name : Christopher
Last Name : Giesler

Stakeholder Comments/Issues :

Good Morning,

4092-8878

My name is Christopher Giesler, and I am a resident of Santa Clarita. I fully support this potential project to connect Palmdale to Burbank. Not only will this provide absolute easier connection between the two, it practically connects the Antelope Valley to Los Angeles/Los Angeles County with ease. This will bring major economic and developmental positives to Antelope Valley. Consider reaching out to Palmdale residents!

Best

Christopher Giesler

Response to Submission 4092 (Christopher Giesler, September 15, 2022)

4092-8878

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the HSR Palmdale to Burbank Project Section. 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. The commenter also states that the Authority should consider reaching out to Palmdale residents. Pursuant to the requirements of CEQA and NEPA, the Authority has conducted an extensive public and agency involvement process as part of the environmental review process for this Palmdale to Burbank Draft EIR/EIS, which is described in detail in Chapter 9, Public and Agency Involvement, of the Draft EIR/EIS. In addition, extensive public and agency involvement was conducted, including within Palmdale, as part of the Authority's Bakersfield to Palmdale Project Section, for which a Final EIR/EIS was certified in August, 2021.

Submission 4094 (Kelly Herold, September 15, 2022)

Palmdale - Burbank - RECORD #4094 DETAIL

Status : Unread
Record Date : 9/15/2022
Interest As : Individual
First Name : Kelly
Last Name : Herold

Stakeholder Comments/Issues :

4094-7682 | The EIR is 7000 pages long. More time is need to review this report.

Kelly Herold

kellyh@safetycompliance.com safetykelly@ca.rr.com 818 618 6806

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Response to Submission 4094 (Kelly Herold, September 15, 2022)

4094-7682

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 4095 (Michael Hansen, September 15, 2022)

Palmdale - Burbank - RECORD #4095 DETAIL

Status : Unread
Record Date : 9/15/2022
Interest As : Individual
First Name : Michael
Last Name : Hansen

Stakeholder Comments/Issues :

4095-7681

I strongly encourage moving forward with Preferred Alternative SR14-A. While no option is without compromise and not everyone will be satisfied, it is essential we complete a rail connection between between Bakersfield and Los Angeles as quickly as possible. The freeways are packed with cars, the airports and planes are packed with people. We need another option that can help our state economy thrive while minimizing the impact on the environment. Please build out the entire system as quickly as possible!

Response to Submission 4095 (Michael Hansen, September 15, 2022)

4095-7681

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the statewide HSR system and the SR14A Build Alternative (preferred alternative). Based on the public and agency outreach information described in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the Authority has identified SR14A Build Alternative as the Preferred Alternative. This alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4096 (Sonya Parker, August 24, 2022)

Palmdale - Burbank - RECORD #4096 DETAIL

Status : Ready for Delimiting
Record Date : 9/15/2022
Interest As : Individual
First Name : Sonya
Last Name : Parker

Stakeholder Comments/Issues :

4096-8877

Please send me a map with the streets that will be affected for Palmdale. The homes that will be purchased in the area between palmdale blvd. and pearbloosm hwy for the high speed rail. The city of Palmdale and Lancaster do not have one.

Response to Submission 4096 (Sonya Parker, August 24, 2022)

4096-8877

The commenter requested a map of the streets that will be affected in Palmdale including homes that would be purchased between Palmdale Boulevard and Pearblossom Highway. The interactive map for the Palmdale to Burbank Project Section can be found on the Authority's website. An interactive map of the Authority's preferred alternative can be accessed here:

<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>. An interactive map of the whole California HSR System, including all six Build Alternatives considered for the HSR Palmdale to Burbank Project Section can be accessed here:

https://gis.data.ca.gov/datasets/83492c31c5604917856580447ab09f76_0/explore?location=34.840974%2C-118.040600%2C7.00. Users can type in their address to see the proximity of their house to the HSR alignments.

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 4097 (John Delacerda, September 15, 2022)

Palmdale - Burbank - RECORD #4097 DETAIL

Status : Ready for Delimiting
Record Date : 9/15/2022
Interest As : Individual
First Name : John
Last Name : Delacerda

Stakeholder Comments/Issues :

4097-7680

Getting to my final work destination in Glendale does me no good to taking the train into Burbank. I'll stay in my vehicle as many others will be doing.

Response to Submission 4097 (John Delacerda, September 15, 2022)

4097-7680

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter stated that the California HSR System does not benefit the commenter's commute to work in Glendale. The comment does not raise significant environmental issues requiring a substantive response. For further detail, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. As stated in the Draft EIR/EIS purpose and need, the project purports to deliver "predictable and consistent travel times" and provide "a reduction in travel time between major urban centers" (Draft EIR/EIS, pp. 1-13 to -14). For more information on existing commute times, refer to pages 1-17 and 1-18 of the Draft EIR/EIS.

Submission 4098 (Chase Cohen, September 15, 2022)

Palmdale - Burbank - RECORD #4098 DETAIL

Status : Unread
Record Date : 9/15/2022
Interest As : Individual
First Name : Chase
Last Name : Cohen

Stakeholder Comments/Issues :

4098-7679

Build the Palmdale to Burbank section. It is vital to the HSR trains to get from LA to SF in 3 hours. We need this section built and approved with the highest speeds possible

Response to Submission 4098 (Chase Cohen, September 15, 2022)

4098-7679

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the HSR Palmdale to Burbank Project Section. 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 4100 (Bridget Russell, September 16, 2022)

Palmdale - Burbank - RECORD #4100 DETAIL

Status : Ready for Delimiting
Record Date : 9/16/2022
Interest As : Individual
First Name : Bridget
Last Name : Russell

Stakeholder Comments/Issues :

4100-7490

LEAVE BURBANK ALONE! WE DONT WANT YOUR TUNNEL!

Sent from my iPhone

Response to Submission 4100 (Bridget Russell, September 16, 2022)

4100-7490

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter states that they do not want a tunnel in Burbank. All Build Alternatives including the Preferred Alternative require some amount of tunneling in Burbank to reach the Burbank Airport station which is an underground station. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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 4103 (Sandra Osmond, September 14, 2022)

Palmdale - Burbank - RECORD #4103 DETAIL

Status : No Action Required
Record Date : 9/16/2022
Interest As : Individual
First Name : Sandra
Last Name : Osmond

Stakeholder Comments/Issues :

4103-7675

Yes. The name is Sandra Osmond. I have an address in Shadow hills, California. I am commenting on the draft. EIR/EIS. Basically, 7,000 page document is too big for us to be able to handle in 60 days. That is my comment. We can't review it that fast and so it's a negative comment. Thank you very much. Goodbye.

Response to Submission 4103 (Sandra Osmond, September 14, 2022)

4103-7675

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 4104 (Andrew Brennan, September 17, 2022)

Palmdale - Burbank - RECORD #4104 DETAIL

Status : Unread
Record Date : 9/17/2022
Interest As : Individual
First Name : Andrew
Last Name : Brennan

Stakeholder Comments/Issues :

4104-7674

I support the decision to tunnel from Palmdale to Burbank. I believe this will ensure the fastest and most efficient way to travel across the mountains that encircle the Los Angeles basin. I think the shortest tunnel would be the best option but the SR14A alignment also looks like a good option.

Response to Submission 4104 (Andrew Brennan, September 17, 2022)

4104-7674

The commenter expresses support for the Authority's decision to tunnel from Palmdale to Burbank. The commenter provides their opinion that the Build Alternative with the shortest tunnel would be the best option and that the SR14A Build Alternative would also be a good option.

Based on the public and agency outreach information described in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. This alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments on alternatives and their selection and evaluation process, to Standard Response PB-Response-ALT-1.

Submission 4105 (Susan Lustig, September 17, 2022)

Palmdale - Burbank - RECORD #4105 DETAIL

Status : Unread
Record Date : 9/17/2022
Interest As : Individual
First Name : Susan
Last Name : Lustig

Stakeholder Comments/Issues :

4105-7672

I would like to request that the commenting period for the Draft EIR of the Palmdale to Burbank Project Section be extended from 60 days to 6 months (close date March 2023.) The DEIR is nearly 7,000 pages, and the proper time it will take to absorb, analyze and comment upon all the details in 60 days is just not feasible. The DEIR was supposed to be issued in March of 2022 (I cite the most recent release date), but you extended it by 7 months. Allowing us proper time to look at these documents that will so affect our lives and our community is critical.

4105-7673

It also must be noted that our elected representatives and their staffs are an important part of this review process. We have many competing and high priority issues in Los Angeles, and to expect them to drop everything that they are working on to turn their attention to this enormous document review is just not credible.

We also have some of our state representatives that come up for election in November in the communities that are directly affected by this project section. I don't think it right that they do not get to participate in the commenting which cuts off right before they are elected.

Thank you for your time.
Regards,
Susan Lustig

Response to Submission 4105 (Susan Lustig, September 17, 2022)

4105-7672

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.

4105-7673

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

The commenter noted the importance of elected representatives and their staff participating in the review process and providing comments. 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 4107 (Jason Dewees, Flora Grubb Gardens, September 19, 2022)

Palmdale - Burbank - RECORD #4107 DETAIL

Status : Unread
Record Date : 9/19/2022
Interest As : Individual
First Name : Jason
Last Name : Dewees

Stakeholder Comments/Issues :

4107-7670

I write to endorse the preferred alignment for CA High Speed Rail between Palmdale and the Burbank Airport. It is important for the prosperity and welfare of the state of California that this section of the High-Speed Rail project be approved expeditiously. The benefits to people's daily lives, to the climate, and to our coherence as a state community far outweigh local impacts, most of which can be adapted to.

Response to Submission 4107 (Jason Dewees, Flora Grubb Gardens, September 19, 2022)

4107-7670

The commenter expresses support for the preferred alignment (SR14A) for the Palmdale to Burbank Project Section and identifies its benefits. Based on the public and agency outreach information described in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4. For a response to comments on alternatives and their selection and evaluation process, to Standard Response PB-Response-ALT-1.

Submission 4109 (Robert Lemmer, September 16, 2022)

Palmdale - Burbank - RECORD #4109 DETAIL

Status : Unread
Record Date : 9/19/2022
Interest As : Individual
First Name : Robert
Last Name : Lemmer

Stakeholder Comments/Issues :

4109-7696

Hello. I'd like to order electronic version of two of the technical reports, the Hydrology and Water Resource Technical Report and the geology, soils and seismicity technical report. This is Robert Lemmer and my email addresses is R L E M M E R @ k l e i n f e l d e r . c o m . If you could just let me know how I can get these electronically, I'd appreciate it. Thank you very much.

Response to Submission 4109 (Robert Lemmer, September 16, 2022)

4109-7696

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

The commenter requested electronic versions of the hydrology and water resource technical report and the geology, soils, and seismicity technical report. A member of the project team contacted the commenter to provide the requested materials. Please refer to Standard Response PB-Response-GEN-7: Access to Technical Reports for instructions on how to access technical reports. 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 4111 (Chris Ziegler, Bloom Ranch, September 19, 2022)

Palmdale - Burbank - RECORD #4111 DETAIL

Status : Unread
Record Date : 9/19/2022
Interest As : Individual
First Name : Chris
Last Name : Ziegler

Stakeholder Comments/Issues :

4111-8818

Hello. My name is Chris Ziegler. I'm the owner of the Bloom Ranch of Acton, which will be affected by projects, alternative routes E1, E2, E1A, E2A, so on and so forth. Obviously I oppose an at-grade transition through our property as the noise pollution will basically destroy our business, which is agro-tourism, obviously a 200 mile an hour train. Anyway, suggestions that if you're going to do the viaduct and at great crossing through our property or anywhere near it that the structure being closed with sufficient engineering as to sequester the sound within the tunnel and not pollute not just our ranch, but the Angeles National Forest, of which it also runs adjacent. Thank you very much. And, I think that pretty much wraps it.

Response to Submission 4111 (Chris Ziegler, Bloom Ranch, September 19, 2022)

4111-8818

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-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter expresses their opposition to an at-grade transition through Acton and the Bloom Ranch. The commenter also expresses concern regarding the effects of noise on their business and agro-tourism. The commenter further requests that if the above-ground Build Alternatives are selected, that they be designed to sequester noise. Bloom Ranch of Acton is located at 31880 Aliso Canyon Road in Acton. As shown on the interactive map available at <https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>, neither the Refined SR14 or SR14A would impact this property. However, this property would be subject to partial acquisition under the E1, E1A, E2, and E2A Build Alternatives. General comments regarding operational period noise impacts on people and the environment are addressed in Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors and Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, respectively. Note that at similar speeds, HSR would generate substantially less noise than existing commuter and freight trains. This is primarily due to the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR trains would not have the engine rumble associated with diesel-powered locomotives. While wheel/track interface is a significant source of train noise, HSR track beds and rails are designed and maintained to very high geometric tolerances and standards that greatly minimize the track noise that is associated with existing commuter/freight tracks throughout the study area. Additionally, noise impacts generated by HSR trains are less than commuter or freight trains because the high speeds at which HSR trains operate would result in shorter-duration noise events compared with conventional commuter trains and much shorter duration noise as compared to freight trains. Mitigation options are discussed in PB-Response-N&V-2: Noise Mitigation and Selection of Proposed Sound Barriers.

Submission 4112 (Fred Dong, September 20, 2022)

Palmdale - Burbank - RECORD #4112 DETAIL

Status : Ready for Delimiting
Record Date : 9/20/2022
Interest As : Individual
First Name : Fred
Last Name : Dong
Attachments : PB_4112_F_Dong_Voicemail-Original.pdf (1 kb)

Stakeholder Comments/Issues :

4112-9858

Hi. I saw the notice for the draft EIR/EIS, I'm calling because pursuant to the notice, I can request an electronic copy of the EIR/EIS which I like to do so. And um, my telephone number is area code [REDACTED]. Uh, again, [REDACTED] is my phone number. My name is Fred, the last name is Dong. My e-mail address where the, um, electronic EIR/EIS can be sent to is [REDACTED]. So I would like to have a copy of the EIR/EIS, for, that has just been released earlier this month. Thank you very much. Bye.

Response to Submission 4112 (Fred Dong, September 20, 2022)

4112-9858

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

The commenter requested an electronic copy of the Draft EIR/EIS. The commenter's request is noted. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, which addresses issues related to the circulation of the Draft EIR/EIS. The Authority reached out to this commenter on September 26, 2022 via email with instructions on how to access and download the Draft EIR/EIS from the Authority's website. 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)).

Submission 4115 (Eugenio Gatmaitan, September 21, 2022)

Palmdale - Burbank - RECORD #4115 DETAIL

Status : Ready for Delimiting
Record Date : 9/21/2022
Interest As : Individual
First Name : Eugenio
Last Name : Gatmaitan

Stakeholder Comments/Issues :

Best,

Kyle
916-718-5733

From: website, svc@HSR <svc.website@hsr.ca.gov>
Sent: Monday, September 19, 2022 1:32 PM
To: HSR news@HSR <news@hsr.ca.gov>
Subject: New Entry: Media Inquiries

Name
Eugenio Gatmaitan

Email
genegat2@yahoo.com<mailto:genegat2@yahoo.com>

Phone
(818) 620-9422

4115-8250 | Inquiry
Is the route from Palmdale to Burbank going to cross Pacoima Dam Canal?
Sent from California High Speed Rail<https://hsr.ca.gov>

Response to Submission 4115 (Eugenio Gatmaitan, September 21, 2022)

4115-8250

The commenter would like to know if the proposed alignments will cross the Pacoima Reservoir. None of the Build Alternatives would cross the Pacoima Dam or its canal. The project would be underground in the vicinity of the dam and would not cross under the dam or canal. Factoring in horizontal distance and tunnel depth, the Refined SR14 and SR14A Build Alternatives would be located approximately 1,600 feet from the Pacoima Dam.

Submission 4116 (Bill Eick, Eick & Freeborn LLP, September 21, 2022)

Palmdale - Burbank - RECORD #4116 DETAIL

Status : Unread
Record Date : 9/21/2022
Interest As : Individual
First Name : Bill
Last Name : Eick

Stakeholder Comments/Issues :

4116-7697

Yes. This is Bill Eick my email address is [REDACTED]. And I am requesting copies of the technical reports entitled Hydrology and Water Resources Report, and the second one is the Geology, Soils and Seismicity Technical Report. And the third one is the Transportation Technical Report. If you have any questions, give me a call. [REDACTED]. Thank you. Bye.

Response to Submission 4116 (Bill Eick, Eick & Freeborn LLP, September 21, 2022)

4116-7697

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

The commenter requested electronic versions of the Hydrology and Water Resource Technical Report, the Geology, Soils, and Seismicity Technical Report, and the Transportation Technical Report. A member of the project team contacted the commenter to provide the requested materials. Please refer to Standard Response PB-Response-GEN-7: Access to Technical Reports for instructions on how to access technical reports. 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 4117 (Mayrene Ryan, September 22, 2022)

Palmdale - Burbank - RECORD #4117 DETAIL

Status : Ready for Delimiting
Record Date : 9/22/2022
Interest As : Individual
First Name : Mayrene
Last Name : Ryan

Stakeholder Comments/Issues :

4117-8251

My husband and I are 30+ year residents of Sylmar. We don't approve of the outrageously expensive high speed rail. However, of the proposed routes our choice is the revised SR 14 route.

Sent from my iPhone

Response to Submission 4117 (Mayrene Ryan, September 22, 2022)

4117-8251

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition for the California HSR System, but of the alternatives evaluated in the Palmdale to Burbank Project Section Draft EIR/EIS, they would select the Refined SR14 Build Alternative. Refer to Standard Responses PB-Response-GEN-2: Project Costs and Funding and PB-Response-GEN-4: General Opinions, Opposition or Support. Please note that the Authority's preferred alternative is the SR14A Build Alternative. 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 4118 (Eugenio Gatmaitan, September 19, 2022)

Palmdale - Burbank - RECORD #4118 DETAIL

Status : Ready for Delimiting
Record Date : 9/19/2022
Interest As : Individual
First Name : Eugenio
Last Name : Gatmaitan

Stakeholder Comments/Issues :

4118-7487

Why can't the project be right next to the CA highway 14 to the I-5?

Response to Submission 4118 (Eugenio Gatmaitan, September 19, 2022)

4118-7487

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

The commenter asks why the project cannot follow State Route (SR) 14 to Interstate 5 (I-5). The SR14A Build Alternative is the Preferred Alternative and generally follows the existing SR 14 transportation corridor. Other alternatives that closely followed the SR 14 corridor were previously studied and rejected because of their environmental and community impacts. Refer to Section 2.4.2 of the EIR/EIS for a detailed discussion of the project alternatives considered and reasons for rejection. The 2005 Statewide Programmatic EIR determined that the SR-58/Soledad Canyon alternative would have fewer environmental impacts to resources such as the Fort Tejon Historic Park, Angeles National Forest, Los Padres National Forest, Hungry Valley State Vehicular Recreation Area, Pyramid Lake, and other local parks. Through the 2010 PAA Report, the Authority determined that several potential alignment and station alternatives did not merit continued consideration. Between Sylmar and Palmdale, the SR14 South and Soledad Canyon alignments were eliminated from further consideration based on greater environmental impacts, along with greater route mileage and journey time, as compared to the SR14 East and SR14 West alternatives that were carried forward (see Figure 2-34 in Chapter 2 of the Draft EIR/EIS). The Soledad Canyon alignments would traverse areas granted by the Bureau of Land Management for mineral extraction and negatively impact the ANF. The SR 14 South alignment would negatively impact the existing visual setting and also traverse areas granted by the Bureau of Land Management for mineral extraction. Additionally, USEPA and other resources agencies raised concerns regarding impacts on sensitive resources in the Soledad Canyon and Santa Clara River environments. In addition, the 2012 SAA Report explained that an alternative suggested by stakeholders that would follow the SR 14 median would require slow train speeds and would not meet the project purpose or objectives of providing HSR service and was therefore eliminated from consideration. The 2015 SAA Report also introduced additional alignments that generally follow a second proposed corridor, the East Corridor, through a portion of the San Gabriel Mountains. The East Corridor alignments were introduced to reduce travel time, avoid surface impacts along the SR 14 Corridor, and respond to public comments for consideration of more direct routes between Palmdale and Burbank by way of the ANF, including the San Gabriel Mountains National Monument (SGMNM). East of the community of Acton, these routes would enter a

4118-7487

tunnel beneath the ANF, including the SGMNM, emerging at the surface in the northeast San Fernando Valley to share an aboveground corridor with the existing Metrolink Antelope Valley Line. These alignments were developed to use deep tunnels beneath the San Gabriel Mountains to avoid surface impacts within the ANF, including the SGMNM, and the Magic Mountain Wilderness Area. Evaluation of alternatives through the 2010 PAA, and the 2012, 2014, 2015, and 2016 SAAs determined that alignments along the SR 14 Corridor would result in higher environmental justice impacts in communities including the City of San Fernando. These alignments would also result in longer travel times between the Palmdale and Burbank stations. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for information about how alternatives were selected for the HSR Palmdale to Burbank Project Section, including those located along existing transportation routes.

Submission 4121 (John Coanda, September 22, 2022)

Palmdale - Burbank - RECORD #4121 DETAIL

Status : Unread
Record Date : 9/22/2022
Interest As : Individual
First Name : John
Last Name : Coanda

Stakeholder Comments/Issues :

Regarding: Palmdale to Burbank Draft EIR/EIS Comment

4121-8819

I support the option that is the quickest to finish, even if the travel time is a little longer. I want to be able to ride the train in my lifetime. I'm 58 years young.

Response to Submission 4121 (John Coanda, September 22, 2022)

4121-8819

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the HSR Palmdale to Burbank Project Section and supports the Build Alternative that would be the fastest to construct. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4122 (Carolee Doing, September 22, 2022)

Palmdale - Burbank - RECORD #4122 DETAIL

Status : Unread
Record Date : 9/22/2022
Interest As : Individual
First Name : Carolee
Last Name : Doing

Stakeholder Comments/Issues :

- 4122-7506 | After reading the EIR/EIS report on the Palmdale to Burbank Section of the High Speed Rail Authority, I feel we should choose a No Project Alternative at this time. According to the report there will be Significant and Unavoidable impacts to air quality, noise, visual quality and paleontological resources in all six proposed routes. This is an unacceptable price to pay for the purpose of helping commuters get across California more quickly. At a time when Southern Californians are dealing with ten-day flex alerts due to power shortages and ten-day restrictions on watering, we cannot afford to loose up to 9.9 miles of groundwater depletion, as in the E1, E1A, E2, and E2A plans, especially in rural areas that rely on private wells. Nor can we allow 15 acres of wetlands to be affected as they as in the E2 plan. Up to 39 streams will be affected on the E2 plan. Southern California needs more water, not less.
- 4122-7507 |
- 4122-7508 | Traffic is increasing locally, especially on Angeles Forest Highway and Sierra Highway. The report showed that on routes E1 and E2 there would be more permanent road closures. It is not acceptable to connect San Francisco with Los Angeles at the cost of bringing local traffic to gridlock.
As a California resident and regular voter, I feel That the No Project Alternative is the best based on the findings of the EIR/EIS.

Response to Submission 4122 (Carolee Doing, September 22, 2022)

4122-7506

The commenter expresses their support of the Palmdale to Burbank No Build Alternative because of significant and unavoidable impacts to air quality, noise, visual quality, and paleontological resources associated with the HSR Build Alternatives. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. Chapter 3 of the Draft EIR/EIS provides a detailed analysis of environmental impacts associated with the project. As summarized in Chapter 7 of the Draft EIR/EIS, the commenter is correct that certain impacts associated with air quality, noise, visual quality, and paleontological resources would result in significant and unavoidable impacts, even after the implementation of IAMFs and mitigation measures.

4122-7507

Refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-1: Energy Use and Consumption, PB-Response-PUE-3: Water Demand and Usage.

The commenter expresses opposition to the E1, E1A, E2, and E2A Build Alternatives, citing the 9.9 miles of groundwater depletion under those alternatives, and concerns regarding impacts to private wells.

Regarding the commenter's concern about groundwater depletion and impacts on groundwater sources including private wells, the Authority understands that there are risks affecting groundwater under the proposed build alternatives. These risks and impacts are addressed by the Authority's use of state-of-the-art design features and construction methods to avoid and minimize impacts on hydrologic resources, including through the use of tunnel boring machines (TBMs) with features to reduce or prevent inflows and grouting and tunnel-lining approaches that have proven effective at controlling water seepage. These measures are identified in HYD-IAMF#3 (Prepare and Implement a Construction Stormwater Pollution Prevention Plan), HYD-IAMF#5 (TBM Design Features), HYD-IAMF#6 (Tunnel Lining Systems), and HYD-IAMF#7 (Grouting). To address potentially significant impacts to surface water resources and wells in the Angeles National Forrest (ANF), the Authority will also implement an Adaptive Management and Monitoring Plan (AMMP) as required by mitigation measure HWR-MM#4. The AMMP includes monitoring protocols to establish baseline conditions for surface water resources and to allow for the detection of changes in groundwater conditions related to tunnel construction to ensure timely implementation of remedial measures. The AMMP includes provisions for augmenting water supplies for wells and actions to restore affected resources, if necessary. Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells.

As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water

Response to Submission 4122 (Carolee Doing, September 22, 2022) - Continued

4122-7507

Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells.

Furthermore, of the Build Alternatives, the Refined SR14 and SR14A Build Alternatives would have the least impacts from groundwater depletion on state and federally protected aquatic resources and on aquatic resources. For additional discussion regarding impacts to groundwater resources, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

The commenter also expresses concern regarding impacts to 15 acres of wetlands and 39 streams under the E2 Build Alternative. The Authority understands that there are risks affecting wetland resources under the proposed build alternatives. These risks and impacts are analyzed in detail in Section 3.7, Biological and Aquatic Resources, and Section 3.8, Hydrology and Water Resources, of the Draft EIR/EIS. To clarify, the Authority has chosen the SR14A Build Alternative as the Preferred Alternative and would impact 8 acres of wetlands and 11 streams as described in Chapter 8, Preferred Alternative and Station Sites, and Section 3.8, Hydrology and Water Resources. Of the Build Alternatives, the SR14A Build Alternative would have the fewest impacts on wetlands and waters of the U.S and would affect the fewest number of streams in risk areas. Furthermore, the Authority will implement multiple measures to reduce the potential impacts on wetland resources. These include BIO-IAMF#8 (Delineate Equipment Staging Areas and Traffic Routes), BIO-MM#6 (Prepare and Implement a Restoration and Revegetation Plan) and BIO-MM#47 (Prepare and Implement a Compensatory Mitigation Plan [CMP] for Impacts on Aquatic Resources).

The commenter expressed additional concerns regarding impacts to energy consumption. To address this concern, please refer to Standard Response PB-Response-PUE-1: Energy Use and Consumption, which addresses issues regarding energy use and consumption.

4122-7508

The commenter expressed concerns regarding potential congestion due to the permanent closures of roadways with the E1 and E2 Build Alternatives, and suggested that the No Project alternative should be selected.

Primarily, the proposed permanent roadway closures would be along Sierra Highway in the Palmdale area and San Fernando Road in the Burbank area. With these closures, alternative means of access would be provided to maintain access to the surrounding properties. Sections 2.5.3.2 through 2.5.3.6 of the Draft EIR/EIS provide information on all of the major roadway changes that would be required for each Build Alternative. Information on the effect of these roadway changes are included in the applicable Existing + Construction Conditions sections (see Sections 6.2.1.3, 6.2.2.3, 6.2.3.3, 6.3.1.3, 6.3.2.3, 6.3.3.3, 6.4.1.3, 6.4.2.3, and 6.4.3.3) in the Transportation Technical Report.

There would be one study roadway segment and four study intersections that would be impacted by roadway and intersections modifications required by the Project; however, these impacts could be mitigated with the application of the applicable mitigation measures, as documented in Tables 3.2-43 and 3.2-44 of the Draft EIR/EIS.

As documented in Section 3.2.10.2, no permanent roadway closures would occur with the USFS resource area and the ANF; in this area, both the E1 and E2 Build Alternative alignments would be within tunnels.

Overall, as shown in the technical analysis, changes to the roadway network with the Project would not result in gridlocked conditions within the study area, as the operating conditions at the study locations would not substantially worsen with the project. No change to the Draft EIR/EIS is needed to address the comment.

The comment indicating a preference for the No Build Alternative presents an opinion on the HSR Palmdale to Burbank Project Section. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS.

Submission 4123 (William Talamantes, September 25, 2022)

Palmdale - Burbank - RECORD #4123 DETAIL

Status : Ready for Delimiting
Record Date : 9/25/2022
Interest As : Individual
First Name : William
Last Name : Talamantes

Stakeholder Comments/Issues :

Hello,

4123-8265 | First of all, I would like to say that I very much welcome high speed rail and that this is long over due. My only question when will this project break ground, estimated start date?

Response to Submission 4123 (William Talamantes, September 25, 2022)

4123-8265

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the project and inquired about the estimated start date of the project. For purposes of the analysis provided in the Draft EIR/EIS, assumptions from the 2016 Business Plan were used and assume an opening year for HSR operations of 2029, and a horizon year for HSR operations of 2040. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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. 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 4130 (Matt Mangs, September 28, 2022)

Palmdale - Burbank - RECORD #4130 DETAIL

Status : Ready for Delimiting
Record Date : 9/28/2022
Interest As : Individual
First Name : Matt
Last Name : Mangs

Stakeholder Comments/Issues :

Hello!

4130-8266

My name is Matt Mangs. I am a resident of Tujunga and I work in the entertainment industry.

I am writing to share my opinion that the high speed rail from Palmdale to Burbank should follow the Refined SR14 Route. The other routes will negatively impact more people and wildlife, disturbing sensitive natural environments, and are not acceptable.

Thanks very much for you time,
Matt Mangs

Response to Submission 4130 (Matt Mangs, September 28, 2022)

4130-8266

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-1: Frequently Asked Questions.

The commenter expressed support for the Refined SR14 Build Alternative, stating that all the other Build Alternatives would negatively impact people, wildlife, and sensitive natural areas. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses how the Build Alternatives were evaluated and selected for consideration. As described in the EIR/EIS, the Authority has identified the SR14A Build Alternative as the preferred alternative because the alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural (e.g., wildlife) resources and human communities.

See Section 3.7, Biological Resources and Wetlands, of the EIR/EIS for a discussion of how the other Build Alternatives will impact wildlife and the measures the Authority would implement to avoid and minimize adverse impacts to wildlife and sensitive natural environments. Additionally, see Chapter 8, Preferred Alternative and Station Sites, for more information on the SR14A Build Alternative. For a response to comments on whether and how the Preferred Alternative was selected, refer to PB-Response-GEN-1

Submission 4131 (Sena Bryer, September 28, 2022)

Palmdale - Burbank - RECORD #4131 DETAIL

Status : Ready for Delimiting
Record Date : 9/28/2022
Interest As : Individual
First Name : Sena
Last Name : Bryer

Stakeholder Comments/Issues :

4131-7499

I'll make this short and sweet because I'm sure you all have a lot of comments to sift through.

I'm emailing in to voice my support for the SR14A proposal in particular for the Palmdale to Burbank section. I believe it holds the smallest chance of major problems arising during the tunnel construction, as it has the least amount of track far underground where it might meet with a high-pressure aquifer (forgive me if I'm using the wrong terminology there).

4131-7500

I'm also voicing my support for the high-speed rail line as a whole. I wish nothing but the best of support for the project and for everyone involved.

Good work!

--

Sena Bryer
(502) 333-2928 | sena@senabryer.com
senabryer.com

Response to Submission 4131 (Sena Bryer, September 28, 2022)

4131-7499

The commenter expresses support for the SR14A Build Alternative, the Preferred Alternative. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

4131-7500

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the California HSR System as a whole. 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 4134 (Jeff Lemieux, September 29, 2022)

Palmdale - Burbank - RECORD #4134 DETAIL

Status : Ready for Delimiting
Record Date : 9/29/2022
Interest As : Individual
First Name : Jeff
Last Name : Lemieux

Stakeholder Comments/Issues :

9-29-2022

California High-Speed Rail Authority:

4134-7510

My name is Jeff Lemieux and I own a house on Arnwood Road in Lake View Terrace. I am a retired Land Use Planner (Principal Planner) from Los Angeles County Department of Regional Planning (DRP).

Part of my duties at DRP were reviewing EIR's and Mitigated Negative Declarations for development projects. These projects could have been large subdivisions with hundreds of homes to apartments undergoing a condominium conversion.

The main purpose of CEQA is to avoid environmental impacts and mitigate impacts when they are unavoidable. The proposed routes E1, E1A and E2, E2A do not follow this rule. Both of these routes propose to tunnel right through the middle of pristine, undisturbed National Forest land and emerge in a well established neighborhood that was built in the late 50's/early 60's. These proposed routes make no sense as they create major environmental impacts that are impossible to mitigate.

The other proposed routes, SR14A and Refined SR14, make much more sense in that there is already a transportation corridor established there with SR 14 (the 14 freeway). These proposed routes are much better in terms of CEQA in that they avoid major environmental impacts through the middle of the National Forest.

The amount of Forest these routes go through is significantly less than the other two routes, therefore avoiding impacts.

If I was reviewing this EIR I would tell the consultant that routes E1, E1A and E2, E2A will cause major impacts and to get rid of them. In this case, the shortest distance of rail creates the highest amount of environmental impacts.

Jeff Lemieux

10271 Arnwood Road

Lake View Terrace, CA. 91342

Response to Submission 4134 (Jeff Lemieux, September 29, 2022)

4134-7510

The commenter provides their opinion that the Refined SR14 and SR14A Build Alternatives make more sense in terms of avoiding environmental impacts than the E1, E1A, E2, and E2A Build Alternatives. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. This comment presents the commenter's opinion and 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.

Submission 4135 (Ken Giese, September 29, 2022)

Palmdale - Burbank - RECORD #4135 DETAIL

Status : Ready for Delimiting
Record Date : 9/29/2022
Interest As : Individual
First Name : Ken
Last Name : Giese

Stakeholder Comments/Issues :

4135-7498 | We have no room for a rail going thru historic acton

Response to Submission 4135 (Ken Giese, September 29, 2022)

4135-7498

The commenter states that there is no room for rail to go through “historic” Acton. Acton is an unincorporated community in Los Angeles County that does not have a historic preservation ordinance or historic register. The 2019 Historic Architectural Survey Report (HASR) did not identify any locally designated/CEQA historical resources in unincorporated Acton. Except for Blum Ranch, no historic properties (i.e., listed in or eligible for the National Register of Historic Places (NRHP)) were identified in the Acton area. Section 3.17.6.2 of the Draft EIR/EIS, Overview of Historic Built Resources, which describes all NRHP-listed or eligible properties in the APE, beginning on page 3.17-59. Discussion of effects associated with the construction and/or operation of the Project to historic built resources is provided in EIR/EIS Section 3.17.7.5. The only historic properties in the vicinity of Acton are Blum Ranch and the Blum Ranch Farmhouse. The SR14A Build Alternative would not require the construction of at-grade and elevated alignment in the unincorporated community of Acton. The identification of the SR14A Build Alternative as the Preferred Alternative is based on the data and analysis presented in the Draft EIR/EIS and supporting technical reports and comments provided by local communities and stakeholders in meetings held during project scoping and during ongoing public outreach conducted by the California HSR Authority (Authority) since that time. Section 8.4 of the Draft EIR/EIS provides additional context about the factors that influenced the selection process whereby the Authority identified SR14A as the Preferred Alternative. In its Draft EIR/EIS the Authority has disclosed the significant and unavoidable impacts and the adverse effects on the Blum Ranch Historic District and the Blum Ranch Farmhouse due to the E1, E1A, E2, and E2A Build Alternatives. The Refined SR14 Build Alternative would result in no adverse effect to the Blum Ranch Historic District or the Blum Ranch Farmhouse.

Submission 4136 (Brenda Rodriguez, September 29, 2022)

Palmdale - Burbank - RECORD #4136 DETAIL

Status : Unread
Record Date : 9/29/2022
Interest As : Individual
First Name : Brenda
Last Name : Rodriguez

Stakeholder Comments/Issues :

4136-7553

Please STOP!!! this bullet train from being built under our homes. The times are hard, many homeowners have worked all their lives to have a home for their family. The building of this train in the area of Sylmar only will bring uncertainty from something happening because of the dam and de-valuation of our homes. PLEASE STOP BEING SELFISH Mr. Governor!!!!!!

Response to Submission 4136 (Brenda Rodriguez, September 29, 2022)

4136-7553

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the HSR Palmdale to Burbank project because of proposed tunneling under their community and concern regarding the potential impact on property value and the dam. To address these issues, please refer to Standard Response PB-Response-SOCIO-2: Property Values, which discusses the California HSR System's impact on property values and provides information on the actions that property owners can take should they believe they have suffered a loss in property value.

Although the commenter did not raise specific issues concerning Hansen Dam, potential project-related impacts to the dam are discussed throughout the EIR/EIS. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. As a result, no change has been made to the document in response to this comment.

Submission 4137 (Jeff Bigman, September 30, 2022)

Palmdale - Burbank - RECORD #4137 DETAIL

Status : Unread
Record Date : 9/30/2022
Interest As : Individual
First Name : Jeff
Last Name : Bigman

Stakeholder Comments/Issues :

4137-7532 | I oppose this train project as a huge waste of tax money and a potential disruption to my family and neighbors
4137-7533 | lives here in the path of the train line and potentially something that could impact our resale values as well. I am
also concerned with the tunnel debris being dumped here in Sylmar and other nearby communities. We live in a
steep hillside community, and while some areas may be far above this tunnel, others at the base may not be so
distant. How interesting that the tunnel impacts zero communities in more upscale Santa Clarita directly north
4137-7534 | of us. There is no benefit to our community in the slightest as no potential station is projected to be built
anywhere nearby. Many of my neighbors feel the same and we will make our voices heard on the placement of
this boondoggle.

Response to Submission 4137 (Jeff Bigman, September 30, 2022)

4137-7532

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses general opposition to the project, and concerns related to disruption from train operations and effects of property values from the project. Please refer to PB-Response-GEN-4, General Opinions, Opposition or Support; PB-Response-N&V-4, Tunneling Impacts (Noise and Vibration) under Homes and Businesses; and PB-Response-SOCIO-2, Property Values, for additional information. 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.

4137-7533

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

The commenter expresses concern regarding tunnel debris being dumped in Sylmar and other adjacent communities.

Management and disposal of non-hazardous debris from the tunnel construction is evaluated in Sections 3.6.5.8 and 3.6.6.3. Potential impacts from soil waste generated during construction are evaluated in Impact PUE#1. Management and disposal of any debris considered hazardous is addressed in Section 3.10.

The determination of final disposal of spoils generated from the HSR Palmdale to Burbank Project Section has yet to be made and would be based on the characterization of soils and debris for disposal. Table 3.6-15 lists the nearest landfills that would be utilized for solid waste disposal services, by subsection, with Sunshine Canyon Landfill in Sylmar listed as one of five landfills that may be utilized for waste from the Central Subsection. Daily capacity and estimated available remaining landfill capacity are provided. To reduce traffic and greenhouse gas-related impacts as much as possible, limiting distance to appropriate disposal facilities and the amount of material being disposed of would be evaluated based on the waste characterization information. Solid waste that would be generated by any of the alternatives represents approximately 1.2 to 2.1 and 2.15 percent of the total remaining capacity of the landfills that would be utilized, depending on the alternative. Disposal of non-hazardous waste from the project would be subject to CalRecycle's regulatory authority over all the permitted solid waste facilities in the state, as well as the Los Angeles County Integrated Waste Management Plan (Table 3.6-3) for unincorporated areas within Los Angeles County. The Integrated Waste Management Plan delineates the approach for solid waste management through recycling, reduction, composting, and safe disposal of waste. Efforts include on-site re-use strategies, such as salvaging construction and demolition waste for road construction, erosion control, and other uses.

In accordance with SB 1374, the contractor would divert construction and demolition waste from landfills by reusing or recycling to aid with implementing the Local Government Construction and Demolition Guide (CalRecycle 2010) and to meet solid

Response to Submission 4137 (Jeff Bigman, September 30, 2022) - Continued

4137-7533

waste diversion goals to the extent practicable. The contractor would either segregate and recycle the waste at a certified recycling facility or contract with an authorized agent to collect mixed (not segregated) waste and dispose of it at a certified recycling facility. Furthermore, the Authority's 2016 sustainability policy specifies that all (100 percent of) steel and concrete would be recycled, and a minimum 75 percent of construction waste would be diverted from landfills (Authority 2016b). The landfills to which Palmdale to Burbank Project Section construction and demolition material would be sent have not been identified. However, all of the landfills within the relevant regions of the California HSR System have sufficient capacity to accommodate solid waste from construction of the Palmdale to Burbank Project Section, even if waste is not recycled to the extent recommended under the Authority's policy.

Disposal of hazardous waste was evaluated in Impact-HMW#1, Hazards Due to the Routine Transport, Use, or Disposal of Hazardous Materials during Construction and Impact-HMW#2 Potential to Encounter PEC Sites with Known and/or Suspected Contamination during Construction. The Authority would comply with all regulations related to disposal of any debris considered hazardous per HMW-IAMF#7: Transport of Materials, which describes the Authority's commitment to comply with applicable federal and state regulations, such as RCRA, CERCLA, the Hazardous Waste Control Law governing storage and transportation of hazardous wastes. Implementation of HMW-IAMF#7 would prevent dumping of hazardous waste at facilities not allowed to accept such waste.

Regarding the comment about impacts not affecting Santa Clarita, the Authority did consider an alternative that went through Santa Clarita, but it was dismissed from further consideration.

For further information about the alternatives considered in Santa Clarita, please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.

4137-7534

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section because in their opinion, there is no benefit to their community since a station is not planned near their community. The station development and selection process is identified in Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. In addition, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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 4139 (Thea Wang, September 30, 2022)

Palmdale - Burbank - RECORD #4139 DETAIL

Status : Unread
Record Date : 9/30/2022
Interest As : Individual
First Name : Thea
Last Name : Wang

Stakeholder Comments/Issues :

To whom it may concern,

4139-7538 | I OPPOSE routes E1, E1A, E2, and E2A. I think that the rail should follow the existing SR14. I think that constructing an underground railroad through the mountains would be devastating for the native plants, wildlife and geology. I think that the SR14 route exists and the land is already damaged there by urbanization and transit. There is no reason to plow through the mountains with no regard for the important public open space. Destroying that land would exacerbate climate change and cause a lot of pollution for the neighboring communities. And our communities who will have all the pollution from the north and southbound hauling will receive no benefit from the train because it just goes by really fast and does not stop.

4139-7539 | Also I think you should first work on high speed rail public transit connections. There is no use getting people to a town with no car that has no way of getting around without a car! You should make the existing public transportation system work in the town as well as other big cities like London or New York. Or Tokyo etc. Nothing fancy. Just a way to get to and from the airport/train station to the city. otherwise building all this high speed rail will not actually decrease negative climate impacts. For example, it is not easy to use existing public transportation no one will want to use the new high speed rail you will build. I had to go to San Diego and I thought about taking the train but then I would have had to drive to the train station and I couldn't really easily figure out when the last train was to get back to my car. so it was just a mess and I ended up driving the whole way there and back.
Thanks,
Thea Wang
Glendale, 91208

Response to Submission 4139 (Thea Wang, September 30, 2022)

4139-7538

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses opposition to Alternatives E1, E1A, E2 and E2A, and that the project should follow the SR14 corridor, which the commenter identifies as an area with urbanization and transit. The commenter also expresses concerns from underground construction on native plants, wildlife, geology, open space, climate change, and pollution. See Section 3.7.8.8, Tunnel Construction Effects to Biological and Aquatic Resources, of the Draft EIR/EIS for a discussion of underground construction impacts to native plants and wildlife. Additionally, please see Section 3.7.7, Mitigation Measures, for a description of mitigation measures that will be implemented to avoid or minimize adverse construction impacts to plants and wildlife. See Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events. Refer to Section 3.15, Parks, Recreation and Open Space for discussion of HSR project impacts to open space resources. Refer to Section 3.3, Air Quality and Global Climate Change, for discussion of project impacts related to climate change and air pollution.

The commenter also expresses that there would be no benefit from the HSR train because it does not stop in their community. As discussed in Section 1.2.5, Project Benefits, implementation of the HSR project would benefit communities by reducing GHG emissions, providing multimodal transportation, and reducing traffic congestion.

4139-7539

The commenter wants to ensure that coordination with other transit agencies is included with the project to help improve access without a private vehicle.

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.

Submission 4140 (John Doe, Sylmar community, September 30, 2022)

Palmdale - Burbank - RECORD #4140 DETAIL

Status : Unread
Record Date : 9/30/2022
Interest As : Individual
First Name : John
Last Name : Doe

Stakeholder Comments/Issues :

4140-7540

I am one of the residents that lives directly in the path of the suggested route of the railway in sylmar. There is going to be a lot of complaints about how it negatively affects them and how they are getting no benefit. sometimes not everything is going to work out for you, even if I never step foot on this railway I know it will be providing a great service for many people and should be built regardless of the comments of some privilege and loud minorities. Don't listen to the complaints it's all bullshit, build this rail ASAP

Response to Submission 4140 (John Doe, Sylmar community, September 30, 2022)

4140-7540

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter indicates that the California HSR System would provide a great service and should be built. 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 4143 (Jessica Fish, September 30, 2022)

Palmdale - Burbank - RECORD #4143 DETAIL

Status : Unread
Record Date : 10/3/2022
Interest As : Individual
First Name : Jessica
Last Name : Fish

Stakeholder Comments/Issues :

4143-7493 | Hi. This is Jessica Fish. I live in Acton 2006 Galloping Way, Acton, California, 93510. My phone number is 8182981735. I'm inquiring because I can't tell how I can attend the open house. August six from 5 to 7 p.m. and the public hearing October 18 from 3 to 8 p.m. I see that there are those activities listed, but I can't see how I can attend. I also would like to attend remotely. I'm handicapped. Don't drive at night. Um, and I would like to have that remote link. So please give me a call back. Direct me to where I can get that information so I may attend. My understanding, and this is what I have questions about is one of the routes goes right underneath my house and I'm like, who thinks that's a good idea? Not me. Anyway, thank you. Bye.

4143-7494 |

Response to Submission 4143 (Jessica Fish, September 30, 2022)

4143-7493

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

The commenter inquired about the weblink used for the public open house. The Authority provided a broad notice of the availability of the Draft EIR/EIS. Notification efforts included an e-blast, notification through social media channels, and promotion through local newspapers in English and Spanish. The Notice of Availability included information about how to join the open house. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, which provides additional information regarding the outreach efforts conducted by the project team. 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.

4143-7494

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

The commenter has questions and concerns about a build alternative that is proposed to traverse underneath their home. For response to comments on build alternatives, including tunneling and underground sections, please refer to PB-Response-ALT-1: Alternatives Selection and Evaluation Process. For a response to comments on unique tunneling elements, refer to PB-Response-ALT-2, and for a response to comments on how the project may impact property values, refer to PB-Response-SOCIO-2.

Submission 4145 (Cory Lagusker, October 5, 2022)

Palmdale - Burbank - RECORD #4145 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Cory
Last Name : Lagusker

Stakeholder Comments/Issues :

4145-7699

E2 goes directly under and through my private property where I live with my family. And have my well water supply.

The plan shows there will be permanent and temporary structures, electrical poles, and construction staging areas on my ranch.

I do not want this here.

I strongly oppose this option.

I will seek civil lawsuits to delay this as much as possible if E2 is approved.

4145-7700

There are critically endangered frogs in the creeks here that will be killed.

DO NOT CHOOSE E2 !!!!!!!

Cory Lagusker
8828 Gold Creek Road
Sylmar 91342
661-312-6311 cell

Response to Submission 4145 (Cory Lagusker, October 5, 2022)

4145-7699

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter expresses opposition to the E2 Build Alternative because construction of this build alternative would take place on the commenter's private property, and tunneling would be located under their property and impact their private water supply well. The commenter's opposition of the E2 Build Alternative is acknowledged.

Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Site(s), along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the preferred Build Alternative as SR14A and how the alternatives were selected.

Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8, Hydrology and Water Resources, of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (RSA) (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the Angeles National Forest, including relocating the

4145-7699

wells and ensuring similar pumping capacity and water quality in replacement wells. Please refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells outside the Angeles National Forest and correlating IAMFs.

4145-7700

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

The commenter indicated there are critically endangered frogs in the creeks that will be killed and recommends against selection of the E2 alternative as the preferred alignment. The E2 Build Alternative is not the Preferred Alternative. Please refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions, which explains that the Authority identified the SR14A Build Alternative as the Preferred Alternative and summarizes the rationale for this selection.

Submission 4146 (Carol Sher, October 5, 2022)

Palmdale - Burbank - RECORD #4146 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Carol
Last Name : Sher

Stakeholder Comments/Issues :

4146-7550 | Concern that the tunnel for the Palmdale to Burbank route will go through our housing community, rather than
4146-7551 | the government land that is adjacent to our community of Mountain Glen 2. We have concerns about vibrations
4146-7552 | from trains running underneath the community and loss of our home value. We can't benefit from the train as
there is no stop planned near our city as well. Sincerely, Carol Lynn Sher, home owner.

Response to Submission 4146 (Carol Sher, October 5, 2022)

4146-7550

The commenter is concerned that the Palmdale to Burbank route will traverse under the Mountain Glen II housing community and expresses a preference that it traverse under the government land adjacent to Mountain Glen II.

The Authority weighed a variety of issues, including natural resource and community impacts, the input of communities along the route, the views of federal and state resource agencies, project costs, constructability, and other differentiators to identify what the Authority believes is the best Build Alternative to achieve the project's Purpose and Need. Although the commenter did not identify specific issues related to construction underneath their community, impacts associated with tunnel construction are discussed throughout 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. For more information on the Preferred Alternative SR14A, please see Chapter 8, Preferred Alternative of the final EIR/EIS.

4146-7551

Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses concern related to vibration from trains operating underneath the commenter's community, as well as loss of home values. Please see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses the commenter's concerns related to vibration. Also, please see PB-Response-SOCIO-2: Property Values, which addresses the commenter's concerns about the project with regard to home values.

4146-7552

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

The commenter expresses concern that they cannot benefit from the project because a station is not located near their community (Mountain Glen). The Burbank Station would be located within 15 miles of the Mountain Glen Terrace community at Burbank Airport, which is the closest airport to the Mountain Glen Terrace community. Under normal traffic conditions, it would take less than 20 minutes to drive to the Burbank Station. From this station, the HSR system would provide riders access to major metropolitan areas across the State including Los Angeles and San Francisco. The Draft EIR/EIS identifies objectives for the HSR project that would benefit the state and its residents. These objectives are to expand economic development to more regions of the state, meet the state's environmental objectives, including reducing greenhouse gas emissions, and improve mobility for all citizens. The Authority seeks to make longer-distance travel by train a feasible alternative to personal vehicle travel or air travel between California's major population centers. While station locations would be limited to population centers such as Palmdale and Burbank, in order to minimize stops and reduce travel times across the state, stations would be located within a short drive for a large portion of the state's population. For additional information related to the process for selecting alternatives refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.

Submission 4147 (Phat Nguyen, October 5, 2022)

Palmdale - Burbank - RECORD #4147 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Phat
Last Name : Nguyen

Stakeholder Comments/Issues :

4147-7518

How will this tunnel impact the homes that are directly above the tunnel?

Response to Submission 4147 (Phat Nguyen, October 5, 2022)

4147-7518

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

The commenter asks how the tunnel will impact homes directly above the tunnel. As discussed in Chapter 2, Alternatives, of this Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR because of the tunnel depths.

Please see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses this comment.

Submission 4148 (darrell evans, October 5, 2022)

Palmdale - Burbank - RECORD #4148 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : darrell
Last Name : evans

Stakeholder Comments/Issues :

4148-7549 | We do not want this train to go under our community! This will lower our property value!

Response to Submission 4148 (darrell evans, October 5, 2022)

4148-7549

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section, noting a concern that the proposed tunneling under their community will lower their property value. To address these concerns, please refer to Standard Response PB-Response-SOCIO-2: Property Values, which discusses the Palmdale to Burbank Project Section impact on property values and provides information on actions that property owners can take should they believe they have suffered a loss in property value.

The comment does not address the technical analysis presented in the Draft EIR/EIS or suggest edits to the document. As a result, no change has been made to the document in response to this comment.

Submission 4149 (Dennis Urie, October 5, 2022)

Palmdale - Burbank - RECORD #4149 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Dennis
Last Name : Urie

Stakeholder Comments/Issues :

4149-7515 | i'm wondering how this construction will affect my home and homelife? I have 2 small dogs and 1 is very traumatized by fireworks. I believe the tunneling under our community will require blasting which will affect mine and other dogs in the neighborhood.

Response to Submission 4149 (Dennis Urie, October 5, 2022)

4149-7515

Refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter asks how construction of the tunnel will affect their home and homelife, including effects on their dogs and dogs in their neighborhood. Please see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses concerns related to noise and vibration from tunneling underneath communities. Please also refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, which addresses concerns related to noise impacts on domestic animals.

Submission 4150 (Jason Tolbert, October 5, 2022)

Palmdale - Burbank - RECORD #4150 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Jason
Last Name : Tolbert

Stakeholder Comments/Issues :

4150-7541

With all of the open space in and around Sylmar, tunneling directly under one of the nicer neighborhoods in the community is shortsighted at best and devastating at worse. To subject us all to some bullshit that nobody is even asking for is why California as a whole is in the situation that it is in. Problems compounding on top of problems. How about we deal with the homeless situation right now and not add additional stress to our lives by shooting a fucking tunnel under a neighborhood in an earthquake and fire zone!!

Response to Submission 4150 (Jason Tolbert, October 5, 2022)

4150-7541

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-S&S-1: Wildfire.

The commenter expresses opposition to the project running under Sylmar via tunnel, citing that it would be dangerous due to fire and earthquake zones and that California should be addressing other issues such as homelessness. For more information on impacts associated with fires and earthquake zones, please refer to Standard Responses PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events and PB-Response-S&S-1: Wildfire. Also, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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.

Submission 4151 (ARLEN MADATHIAN, October 5, 2022)

Palmdale - Burbank - RECORD #4151 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : ARLEN
Last Name : MADATHIAN

Stakeholder Comments/Issues :

4151-7542

The proposed route goes right through my community at Mountain Glen II. This is not acceptable in my opinion. This will be disastrous for my community.

Response to Submission 4151 (ARLEN MADATHIAN, October 5, 2022)

4151-7542

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the project going through Mountain Glenn II, claiming that the project will have adverse impacts to their community. To address the concern, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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 4152 (Debbie Dunn-Boysen, The Brand Guild, October 5, 2022)

Palmdale - Burbank - RECORD #4152 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Debbie
Last Name : Dunn-Boysen

Stakeholder Comments/Issues :

4152-7548

I'm am not happy about a rail line and tunnel going directly under my home.

Response to Submission 4152 (Debbie Dunn-Boysen, The Brand Guild, October 5, 2022)

4152-7548

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter opposes an HSR tunnel being constructed under their home. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Although the commenter did not identify specific issues related to construction underneath their home, impacts associated with tunnel construction are discussed throughout 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. For more information on the Preferred Alternative SR14A, please see Chapter 8, Preferred Alternative of the Final EIR/EIS.

Submission 4153 (John Oh, October 5, 2022)

Palmdale - Burbank - RECORD #4153 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : John
Last Name : Oh

Stakeholder Comments/Issues :

4153-7547

I do not approve of the proposed high speed rail route to tunnel directly under MGII community in Sylmar, California. I would like the SR14A route to divert through a different area rather than directly through our Mountain Glen II community in Sylmar. Thank you for your time.

Response to Submission 4153 (John Oh, October 5, 2022)

4153-7547

The commenter expresses opposition to the SR14A Build Alternative that would tunnel under the Mountain Glen II community and requests that the alignment be placed elsewhere.

The Authority weighed a variety of issues, including natural resource and community impacts, the input of communities along the route, the views of federal and state resource agencies, project costs, constructability, and other differentiators to identify what the Authority believes is the best Build Alternative to achieve the project's Purpose and Need. For more information on Alternative SR14A, the Preferred Alternative, please see Chapter 8, Preferred Alternative of the final EIR/EIS. Although the commenter did not identify specific issues related to construction underneath their community, impacts associated with tunnel construction are discussed throughout 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.

Submission 4155 (Lilliana Diggs, October 5, 2022)

Palmdale - Burbank - RECORD #4155 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Lilliana
Last Name : Diggs

Stakeholder Comments/Issues :

4155-7545

Regarding Proposed High Speed Rail Route to Tunnel Directly Under MGII : I am a homeowner in this area. The potential structural damage they may occur to our homes with this project overtime is not ok. . Also noise or foundation concerns come up. The land is ever changing especially where we live. What coverage will the residents have if the metro does cause damage overtime. We moved here without this, the city should figure out how to go around our property, more through the mountains. I am not ok with this and I'm sure the majority of my neighbors aren't either.

Response to Submission 4155 (Lilliana Diggs, October 5, 2022)

4155-7545

Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses concern that tunneling under their property will cause damage to their property. The commenter inquires as to compensation if there is property damage over time. The commenter also expressed concerns regarding noise impacts due to tunneling.

To address these issues, please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses noise impacts due to tunneling, and PB-Response-SOCIO-2: Property Values, which discusses impacts on property values and provides information on actions that property owners can take should they believe they have suffered a loss in property value. 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.

Submission 4156 (Arbi Zaghian, October 5, 2022)

Palmdale - Burbank - RECORD #4156 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Arbi
Last Name : Zaghian

Stakeholder Comments/Issues :

4156-7546

We are strongly against of this project.

Response to Submission 4156 (Arbi Zaghian, October 5, 2022)

4156-7546

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the California HSR System. 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 4157 (Alice Brutskaya-Stempkovskaya, October 5, 2022)

Palmdale - Burbank - RECORD #4157 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Alice
Last Name : Brutskaya-Stempkovskaya

Stakeholder Comments/Issues :

4157-7543 | Hello, I am a resident of a home that is going to be right above the road that you are planning to make. My address is 13105 PORTOLA WAY, Sylmar, CA, 91342. I am strongly against this road going under our community. My main concern is that my house will loose a great deal in value if there will be a tunnel under it. So unless you are ready to compensate me for that, you don't have a right to build it here. Based on the video, my house is going to be right on top of the tunnel. Apart from that, our area is very peaceful, and that is one of the reason I moved here, I don't want to have any long-term construction going on around that will

4157-7544 | bother me. Also, there is a bigger chance of some accidents and explosions happening underground which puts me and my kids at a great risk. Please take all my arguments into your consideration. Thank you!

Response to Submission 4157 (Alice Brutskaya-Stempkovskaya, October 5, 2022)

4157-7543

Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the HSR tunnel that will go under their home. The commenter is concerned that their property will lose value as a result of the tunnel, and that construction activities will be a major nuisance.

To address these issues, please refer to Standard Response PB-Response-SOCIO-2: Property Values, which discusses impacts on property values and provides information on actions that property owners can take should they believe they have suffered a loss in property value. Please also refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses noise and vibration impacts from tunneling on homes and businesses during construction and operation. 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.

4157-7544

Refer to Standard Response PB-Response-S&S-2: Accidents and Explosions.

The commenter expressed concerns about accidents and explosions underground from the project. The Authority appreciates and acknowledges public comments regarding the health and safety of affected communities. Please refer to standard response PB-Response-S&S-2: Accidents and Explosions which discusses the potential for accidents and explosions during both construction and operation. Of note, the trains would be powered by electricity and would not be carrying fuel or other explosive material.

Submission 4158 (Judith Castillon, October 5, 2022)

Palmdale - Burbank - RECORD #4158 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Judith
Last Name : Castillon

Stakeholder Comments/Issues :

4158-7531

I do not support this high speed route, which will be built under my community.

Response to Submission 4158 (Judith Castillon, October 5, 2022)

4158-7531

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter indicates that she does not support the HSR Palmdale to Burbank route and that it would be built under her community. Please refer to Standard Response PB-Response-GEN-4: General Support or Opposition. Regarding the comment about the project being built under her community, please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses. Impacts associated with tunneling are also discussed under each environmental resource topic described in Chapter 3 in the Draft EIR/EIS.

Submission 4159 (Lydia Wang, October 5, 2022)

Palmdale - Burbank - RECORD #4159 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Lydia
Last Name : Wang

Stakeholder Comments/Issues :

4159-8277

The proposed line development will cause harm to wildlife, pose danger to human health, and detrimental pollution to the environment that is already dry, windy and hot. It is a remote line that very likely has low occupancy. It is not cost effective. This is a waste if taxpayer money. I strongly oppose it.

Response to Submission 4159 (Lydia Wang, October 5, 2022)

4159-8277

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses concerns regarding the impacts of the Palmdale to Burbank Project Section on wildlife, human health, and the environment more generally, and they express their opposition to the project and opinion that it is not cost-effective. They also state the section will have low occupancy. The EIR/EIS addresses impacts to wildlife from several angles. Impact BIO#1 through Impact BIO#7 discuss effects on habitat for various special-status wildlife. Impact BIO#9 discusses construction effects on fish and wildlife resources protected under California Fish and Game Code section 1600 et seq. Impact BIO#13 addresses project effects on wildlife movement corridors. Impacts BIO#14 and BIO#16 address impacts for operation. While the EIR/EIS does not have a section specific to human health, it discusses impacts to human health in several resource areas, as appropriate. For example, Impact AQ#4 is a health risk assessment for construction-period emissions, and Impact AQ#7 contains a mobile source air toxics analysis for operations. Impact S&S#10 evaluates temporary exposure to Valley fever. Impact HMW#1 addresses hazards due to the routine transport, use, or disposal of hazardous materials during construction. While the EIR/EIS does not have a section specific to pollution, it discusses pollution in several resource areas, as appropriate. For example, Impact AQ#2 addresses regional air quality impacts during construction, and Impact AQ#6 includes a statewide and regional pollutant emissions analysis for operations. Impact HMW#1 addresses hazards due to the routine transport, use, or disposal of hazardous materials during construction. Impact HWR#2 addresses the potential for a spill or other activities to adversely affect surface water quality. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support for the Authority's response to general comments of opposition to the Palmdale to Burbank Project Section. Standard Response PB-Response-GEN-2: Project Costs and Funding addresses concerns about the cost effectiveness of Palmdale to Burbank Project Section; this standard response also addresses projected ridership and how it is anticipated that no operational subsidy for Phase 1 HSR operation between San Francisco and Los Angeles/Anaheim would be required.

Submission 4160 (Linda Park, Mountain Glen II, October 5, 2022)

Palmdale - Burbank - RECORD #4160 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Linda
Last Name : Park

Stakeholder Comments/Issues :

4160-7616 | Our Mountain Glen II is a very quiet and well-kept gated resident community located closed to nature. However,
4160-7617 | Palmdale to Burbank Fast Track railroad project will interrupt our quality of living and have great negative
impacts to our environment and our residential community without having any benefits. It will also lower the
value of our houses. As a resident who will be affected because of this project, I am very upset and against this
project! This project has to be reconsidered or at least, move far away from our community!

Response to Submission 4160 (Linda Park, Mountain Glen II, October 5, 2022)

4160-7616

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors.

The commenter expressed opposition to the HSR Palmdale to Burbank Project Section and concern over potential interruptions on quality of life, negative impacts to the environment, and the residential community in Mountain Glen II. As a matter of clarification, Build Alternatives Refined SR14, SR14A, E1, and E1A go through Mountain Glen, and Build Alternatives E2 and E2A do not go through Mountain Glen. In response to the comment related to quality of living, the commenter does not identify any specific issues. Nonetheless, the EIR/EIS considers the potential impacts on individuals near the HSR Palmdale to Burbank Project Section, including impacts related to air quality, noise, vibration, traffic, and other environmental topics. The commenter also states that the HSR Palmdale to Burbank Project Section would have a negative impact on the environment but does not identify any specific impacts. Impacts of the California HSR System on the environment are analyzed in the EIR/EIS. The comment does not identify deficiencies in the Draft EIR/EIS and 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.

4160-7617

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-2: Property Values.

The commenter expressed concern related to the decrease of their property value and is against the project. The commenter suggests that the project should be reconsidered but far away from their community. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support which discusses opinions about, opposition to, or support for the statewide HSR System, including the Palmdale to Burbank Project Section. For a discussion regarding property value concerns, refer to Standard Response PB-Response-SOCIO-2: Property Values. Please also refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the alternative development process and has information regarding why the Preferred Alternative was chosen over other alignment alternatives.

Submission 4161 (Hugo Gim, October 5, 2022)

Palmdale - Burbank - RECORD #4161 DETAIL

Status : Ready for Delimiting
Record Date : 10/5/2022
Interest As : Individual
First Name : Hugo
Last Name : Gim

Stakeholder Comments/Issues :

4161-7615

For homes you're digging under and whose values you are negatively impacting and the noise/disturbance you are creating with this rail project, you have to financially compensate. Out of the \$113B or so you're spending on this boondoggle, a few million for households shouldn't be much. My home and my neighbors' homes (Sylmar neighborhood) lie directly under the project. I think it's only ethical and socially just that we are financially compensated for the negative impact and harm. Thank you.

Response to Submission 4161 (Hugo Gim, October 5, 2022)

4161-7615

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-2: Property Values.

The commenter requests financial compensation for the project negatively impacting their property value, creating noise and disturbance, and digging under their home in Sylmar.

Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support which discusses opinions about, opposition to, or support for the statewide HSR System, including the Palmdale to Burbank Project Section. For a discussion regarding property value concerns, and the compensation process for property owners who believe they have suffered a loss of property value as a result of the project, refer to Standard Response PB-Response-SOCIO-2: Property Values.

Submission 4162 (Monica Goodwin, October 5, 2022)

Palmdale - Burbank - RECORD #4162 DETAIL

Status : No Action Required
Record Date : 10/5/2022
Interest As : Individual
First Name : Monica
Last Name : Goodwin

Stakeholder Comments/Issues :

4162-7614 | This new rail system will dramatically impact the value of my property, not yo mention the environmental impact during the construction of the project. I am completely against this project, as it is proposed.

Response to Submission 4162 (Monica Goodwin, October 5, 2022)

4162-7614

Refer to Standard Response PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-6: Construction Noise/Truck Impacts, PB-Response-SOCIO-2: Property Values, PB-Response-TRA-3: Construction Traffic/Truck Impacts in the San Fernando Valley.

The commenter expresses concern related to property value and impacts during construction. The commenter also expresses opposition to the project, as proposed. Please refer to PB-Response-SOCIO-2: Property Values, for a discussion of potential property value impacts. Refer also to PB-Response-TRA-3: Construction Traffic/Truck Impacts in the San Fernando Valley; PB-Response-AQ-3: Construction Air Quality/Truck Impacts; and PB-Response-N&V-6: Construction Noise/Truck Impacts, for a discussion of construction phase impacts. The commenter's opposition is noted. Please refer to PB-Response-GEN-4, General Opinions, Opposition or Support. 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 4163 (Carl Goodwin, October 5, 2022)

Palmdale - Burbank - RECORD #4163 DETAIL

Status : Unread
Record Date : 10/5/2022
Interest As : Individual
First Name : Carl
Last Name : Goodwin

Stakeholder Comments/Issues :

- 4163-7610 | What does this do to property value of homes?
| Will the government have plans to buy out home owners at real value and not some discounted price.
| Will the government use eminent domain?
- 4163-7611 | What .would be the. Noise factor?
- 4163-7612 | What would be stability factor?
- 4163-7613 | Where would stations be located?

Response to Submission 4163 (Carl Goodwin, October 5, 2022)

4163-7610

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-SOCIO-2: Property Values.

The commenter requests further information on property acquisitions and effects to property values from the project. These topics are discussed in PB-Response-SOCIO-1, Parcel Acquisitions and Relocations, and PB-Response-SOCIO-2, Property Values. 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.

4163-7611

Refer to Standard Response PB-Response-N&V-2: Noise Mitigation and selection of Proposed Sounds Barriers, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-6: Construction Noise/Truck Impacts.

The commenter asks what the noise factor would be. The commenter appears to be asking what the noise impacts would be from the HSR Palmdale to Burbank Project Section. The Authority considered the potential noise impacts from both construction and operation of the HSR Palmdale to Burbank Project Section in Section 3.4, Noise and Vibration, of the Draft EIR/EIS. Please refer to that section, which discloses the potential noise impacts.

4163-7612

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter asks what the stability factor is. It is unclear what the commenter's concern is as it relates to the stability factor. However, the commenter could be asking about the stability of the HSR Palmdale to Burbank Section as it relates to seismic activity. Please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity.

4163-7613

The commenter inquires as to where stations would be located, and about noise and stability of the project. For information on noise impacts associated with the project, refer to Section 3.4.6 of the Draft EIR/EIS. For issues regarding project stability (presuming here that stability refers to issues associated with hazards, geological concerns, and safety), refer to Sections 3.4, 3.9, and 3.11 of the Draft EIR/EIS.

As discussed in Section 2.5.2.2 of the Draft EIR/EIS, the Palmdale to Burbank Project Section has one station location (the Burbank Airport Station). The Palmdale Station was evaluated as part of the Bakersfield to Palmdale Project Section, which was approved by the Authority Board in August 2021.

The Burbank Airport Station was evaluated as part of the Burbank to Los Angeles Project Section, and is therefore included in the Draft EIR/EIS for information purposes only (see also Section 3.13 of the Draft EIR/EIS). The Final EIR/EIS for the Burbank to Los Angeles Project Section 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.

Submission 4164 (Artur Zimavy, October 5, 2022)

Palmdale - Burbank - RECORD #4164 DETAIL

Status : No Action Required
Record Date : 10/5/2022
Interest As : Individual
First Name : Artur
Last Name : Zimavy

Stakeholder Comments/Issues :

4164-7608 | Hi! I just got a notice about "The California High Speed Rail (HSR) Authority's preferred route for the Palmdale to Burbank section (SR14A, shown on the map and video link, below) will tunnel directly under our community". I am against the new line to be build right under my house that is located at 13105 Portola Way, Sylmar, CA 91342. I consider that during the construction period of time and even after the rail going under my house will cause unacceptable vibrations, that will lead both to bad influence on a house as a construction itself and my conditions of living in the existing community. Moreover the value of the house will go down. I ask not to build the new rail line through the existing residential community.

4164-7609 |

Response to Submission 4164 (Artur Zimavy, October 5, 2022)

4164-7608

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

The commenter expresses that they are against the HSR Palmdale to Burbank Project Section being located underneath their house because of vibration from construction and operation. Please see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses the commenters questions about depth of tunnels and vibration.

4164-7609

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-SOCIO-2: Property Values.

The commenter expressed concern regarding effects to property values from the project and requests that the new rail line is not built through the existing residential community. Impacts to property values are further discussed in Standard Response PB-Response-SOCIO-2: Property Values. Please also refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the alternative development process, and includes information regarding why the Preferred Alternative was chosen over other alternatives. As described in Standard Response PB-Response-ALT-1 Alternatives Selection and Evaluation Process, and in Chapter 2, Alternatives, of this Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths.

Submission 4165 (Brian Lee, October 5, 2022)

Palmdale - Burbank - RECORD #4165 DETAIL

Status : Action Pending
Record Date : 10/5/2022
Interest As : Individual
First Name : brian
Last Name : Lee

Stakeholder Comments/Issues :

4165-7607 | I would like to know how deep the tunnel will travel under my home. Will I feel any vibration?

Response to Submission 4165 (Brian Lee, October 5, 2022)

4165-7607

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

The commenter asks how deep the tunnel will be under his home and whether they would feel any vibration. Please see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses the commenters questions about depth of tunnels and vibration.

Submission 4167 (Jeff Glosup, October 5, 2022)

Palmdale - Burbank - RECORD #4167 DETAIL

Status : No Action Required
Record Date : 10/5/2022
Interest As : Individual
First Name : Jeff
Last Name : Glosup

Stakeholder Comments/Issues :

4167-7606 | Strongly opposed.

Response to Submission 4167 (Jeff Glosup, October 5, 2022)

4167-7606

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the California HSR System, including the HSR Palmdale to Burbank Project Section. 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 4168 (Janice Glosup, October 5, 2022)

Palmdale - Burbank - RECORD #4168 DETAIL

Status : No Action Required
Record Date : 10/5/2022
Interest As : Individual
First Name : Janice
Last Name : Glosup

Stakeholder Comments/Issues :

4168-7603 | I'm strongly opposed to the Palmdale to Burbank section. Since the proposed route tunnels directly beneath my
4168-7604 | home, I'm concerned about the potential effect on my home's foundation, possible vibration both from
4168-7605 | construction and trains passing beneath. Also the potential effect on my home's value. It also seems
irresponsible to tunnel in an area that is known for its seismic activity.

Response to Submission 4168 (Janice Glosup, October 5, 2022)

4168-7603

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section and concern related to the tunnel being placed underneath their home, including concerns related to vibration and their home's foundation.

Regarding the opposition comment, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Regarding the comment about vibration, including concerns on the commenter's home's foundation, please refer to PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

4168-7604

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter expresses concern related to effects to property values from the project. This topic is further discussed in PB-Response-SOCIO-2, Property Values, including a summary of the economic study regarding potential property value impacts of the HSR project. As discussed in Chapter 2, Alternatives, of this Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. Finally, although it is predicted that property values will increase and not decrease, owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program. More information can be found in PB-Response-SOCIO-2.

4168-7605

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern related to seismicity due to the HSR Palmdale to Burbank Project Section. Please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity.

Submission 4169 (Emily and Luis Gamarra, October 5, 2022)

Palmdale - Burbank - RECORD #4169 DETAIL

Status : No Action Required
Record Date : 10/5/2022
Interest As : Individual
First Name : Emily and Luis
Last Name : Gamarra

Stakeholder Comments/Issues :

4169-7598 | We, as homeowners, are concerned with this change due to the following reasons:
4169-7599 | 1) Negative impact to our property value
4169-7600 | 2) Safety concerns, I.e. fires, railroad accidents, traffic jam.
4169-7601 | 3) Destabilization of our land under our homes and potential impact of earthquakes and shifting of lands that
4169-7602 | could impact our homes (cracks, doors not closing properly, cracks on the road)
4169-7601 | 4) Impact on air quality
4169-7602 | 5) Potential increase in noise level.

Response to Submission 4169 (Emily and Luis Gamarra, October 5, 2022)

4169-7598

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-SOCIO-2: Property Values.

The commenter expressed concern regarding effects to property values from the project. Impacts to property values are further discussed in Standard Response PB-Response-SOCIO-2: Property Values. Please also refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the alternative development process and includes information regarding why the Preferred Alternative was chosen over other alternatives.

4169-7599

Refer to Standard Response PB-Response-S&S-1: Wildfire, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter expressed concerns regarding the potential for wildfire, railroad accidents, and increases in traffic, from the project. The potential for wildfire effects are further discussed in Standard Response PB-Response-S&S-1: Wildfire. The potential for temporary traffic effects are further discussed in PB-Response-TRA-1: Temporary Traffic Associated with Construction. A description of analyses regarding the potential for railroad accidents/derailment can be found under Impact S&S#12, in Section 3.11, Safety and Security, of this Final EIR/EIS. The design of the Build Alternative would include safety elements to prevent train-to-train collisions, as well as collisions between trains and objects, vehicles, pedestrians, or bicyclists. These safety elements would include grade separations, physical separations including separation distances and vertical separations, physical protection barrier structures, PTC features, and derailment containment. In addition, the design of the California HSR System includes an operations and maintenance plan that includes schedules and procedures for the periodic maintenance of the track, right-of-way, power systems, train control systems, signaling, communications, and safety systems required for operations of the system. Scheduled maintenance of operations and safety systems would minimize the potential for failure of systems that could lead to derailment.

4169-7600

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern with construction impacts associated with ground settlement and the effects of earthquakes.

Regarding the concern related to ground settlement, please refer to Impact GSSP#1 (Ground Subsidence and Ground Settlement Could Endanger People or Structures During Construction) in the EIR/EIS, which addresses impacts related to ground settlement. As described in Impact GSSP#1, the Authority would implement GEO-IAMF#1, which would require the contractor to identify subsidence hazard areas and engineering controls to minimize the risk of ground subsidence or settlement during construction. Specific engineering controls will depend on site conditions but could include excavation of loose soils and replacement with competent soils and strengthening replacement materials with geosynthetics. Some conditions may require ground improvement methods such as stone columns, cement deep-soil mixing, or jet-grouting. GEO-IAMF#9 requires monitoring for subsidence along the HSR corridor; and GEO-IAMF#10, applies engineering controls to reduce long-term ground subsidence or settlement hazards.

Regarding the comment about concerns related to earthquakes, please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity.

4169-7601

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-AQ-4: Greenhouse Gas Emissions.

The commenter expresses concerns about air quality. Operationally, the project is predicted to benefit air quality in the region. Please refer to the Standard Responses above, as well as Section 3.3, Air Quality and Global Climate Change, in the Final EIR/EIS.

Response to Submission 4169 (Emily and Luis Gamarra, October 5, 2022) - Continued

4169-7602

The noise levels from the CA HSR project are documented in Section 3.4, Noise and Vibration of the EIR/EIS.

Submission 4170 (Albert Chin, October 6, 2022)

Palmdale - Burbank - RECORD #4170 DETAIL

Status : Action Pending
Record Date : 10/6/2022
Interest As : Individual
First Name : Albert
Last Name : Chin

Stakeholder Comments/Issues :

- 4170-7595 | #1 Why are you drilling underneath residential area when there is CLEARLY unnnhabited land a stone's throw away to the East?
- 4170-7596 | #2 Sylmar is on an earthquake fault where there has been a MAJOR earthquake has occurred, has any consideration been given to diverting away from Sylmar? I would personally never travel on this rail knowing a collapse would be imminent and there has been other frequent smaller earthquakes in this area. This is a public danger & hazard
- 4170-7597 | #3 What studies has been done to prove that tunneling would not cause another earthquake or trigger one?
- 4170-7597 | #4 What assurance the construction & drilling will not damage property above ground? Remember you have alternative & clear land close by to the east of Sylmar that is optional.

Response to Submission 4170 (Albert Chin, October 6, 2022)

4170-7595

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

The commenter inquired why the Palmdale to Burbank project section will tunnel under residential areas versus uninhabited land. To address this question, please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses why the Build Alternatives were selected. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. As a result, no change has been made to the document in response to this comment.

4170-7596

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern related to seismicity due to the HSR Palmdale to Burbank Project Section crossing fault lines in Sylmar. Please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity.

The commenter also asks whether there has been any consideration to divert away from Sylmar. The Refined SR14, SR14A, E1 and E1A Build Alternatives would be located in a tunnel beneath the Sylmar neighborhood. The E2 and E2A Build Alternatives would not extend beneath the Sylmar neighborhood and would instead extend in tunnel beneath the Sun Valley and Shadow Hills neighborhoods. Refer to PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for additional discussion of alternatives that were considered.

4170-7597

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

The commenter asks about damage to properties above ground from subsurface tunneling, including what assurances the Authority can make. Please refer to Standard Response N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses this issue.

The commenter reminds the Authority that there is an alignment alternative east of Sylmar. The Refined SR14, SR14A, E1, and E1A Build Alternatives would pass through the outskirts of Sylmar in an underground tunnel while the E2 and E2A Build Alternatives would avoid the town of Sylmar. Please refer to Section 2.5.3 in the EIR/EIS for a detailed description of the Palmdale to Burbank Project Section Build Alternatives. Also, please refer to Standard Response PB-Response-ALT-1 regarding alternatives and their selection and evaluation process.

Submission 4171 (Susan Han, October 6, 2022)

Palmdale - Burbank - RECORD #4171 DETAIL

Status : No Action Required
Record Date : 10/6/2022
Interest As : Individual
First Name : Susan
Last Name : Han

Stakeholder Comments/Issues :

4171-7594

I OPPOSE The California High Speed Rail (HSR) Authority's preferred route for the Palmdale to Burbank tunnel directly under our community. Proposed to take another route where will be less impact on our community

Response to Submission 4171 (Susan Han, October 6, 2022)

4171-7594

The commenter expresses opposition to the Preferred Alternative because tunneling that would occur under their community.

The SR14A Build Alternative is the Preferred Alternative of the project and includes tunneling through the Angeles National Forest (ANF). All other studied Build Alternatives for the Palmdale to Burbank Project Section include portions of tunneling through the ANF. The potential impacts from tunneling have been identified throughout the EIR/EIS. For more information on the Preferred Alternative (SR14A), please see Chapter 8, Preferred Alternative and Station Sites, of the Final EIR/EIS. For a complete evaluation of environmental impacts associated with the project, refer to Chapter 3 of the Draft EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments on noise and vibration associated with tunneling, refer to PB-Response-N&V-4. For a response to comments on unique tunneling elements, refer to PB-Response-ALT-2.

Submission 4172 (Robert Glaser, October 6, 2022)

Palmdale - Burbank - RECORD #4172 DETAIL

Status : No Action Required
Record Date : 10/6/2022
Interest As : Individual
First Name : Robert
Last Name : Glaser

Stakeholder Comments/Issues :

4172-7591 I have several concerns regarding the project's alignment from Palmdale to Burbank using Section SR14 SR14-A and E1 and E1-A. Both of these alignments run adjacent, if not through an existing landfill. The Lopez Canyon Landfill was approved in 1975 and without the benefit of a California Environmental Quality Act (CEQA) document. Lopez Canyon Landfill closed in 1996, but methane gas continues to be produced from the buried trash that accumulated during 20 years of operation. To control landfill gas emissions and migration off the landfill property and comply with SCAQMD rules and regulations, in 1989, we installed an active gas collection system at the landfill. The gas collection system at Lopez Canyon consists of 450 gas collection wells, several miles of gas collection header line and 7 landfill gas flares. Currently, Lopez Canyon generates an average of 3,400 cubic feet per minute (cfm), (5,000,000 cubic feet per day) of landfill gas. The chance of striking gas during the construction of a tunnel under to near this landfill will cause an issue for the community located near this facility. The other proposed alignment route E2- and E2-A would avoid this hazard. Another concern about using the project's alignment from Palmdale to Burbank using Section SR14 SR14-A and E1 and E1-A is the project will be located adjacent to Pacoima Reservoir. This concrete Arch Dam completed in 1929 for the purposes of Flood Control, Debris Control, and Water Conservation for this region.. This reservoir contributes to the Groundwater Recharge:
 - Contributes to an Annual Average of 5,550 Acre-Feet (AF) and an Annual Maximum of 25,000 AF of Groundwater Recharge.

4172-7592

4172-7593 The concern about the project's alignment from Palmdale to Burbank using Section SR14 SR14-A and E1 and E1-A is that the tunnel will impact the recharge of the ground water and if the dam will ever break, then the tunnel for the High Speed Rail could get flooded. The other proposed alignment route E2- and E2-A would avoid this hazard. Another concern is the noise, traffic, Fire Hazard and dust mitigation for the residents of the Mountain Glen Community will never be abated to the level to have a decent quality of life. This are is located in a Very High Fire Hazard Severity Zone and fire danger is a concern especially given California's drought situation. There may not be enough water available to put out fire if one was started. I completely oppose the project's alignment from Palmdale to Burbank using Section SR14 SR14-A and E1 and E1-A and would recommend supporting the other proposed alignment route E2- and E2-A to avoid these concerns.

Response to Submission 4172 (Robert Glaser, October 6, 2022)

4172-7591

The commenter expressed concern regarding the proximity of the Refined SR14, SR14A, E1, and E1A Build Alternative alignments to the Lopez Canyon Landfill, which is considered a high-risk facility. The Authority appreciates and acknowledges public comments regarding the health and safety of affected communities.

The project alignment would be several hundred feet below ground in the vicinity of the landfill area. Impact S&S#11 and Impact S&S#13, in Section 3.11, Safety and Security, of this Final EIR/EIS, analyze the potential for high-risk facilities in proximity to the project to result in potential hazards, which also includes oil and natural gas pipelines, dams, electrical substations, fuel storage facilities, and tall structures. Several Impact Avoidance and Minimization Features (further described in Appendix 2-E of this Final EIR/EIS), would be implemented to avoid hazards from nearby high-risk facilities, including the preparation and implementation of a Safety and Security Management Plan (SSMP) (SS-IAMF#2), and the development of a Preliminary Hazard Analysis (PHA), to produce comprehensive design criteria for project safety (SS-IAMF#3). As further described under Impact HMW#5, in Section 3.10, Hazardous Materials and Waste, of this Final EIR/EIS, GEO-IAMF#3 and HMW-IAMF#4 will require that the Construction Management Plan (CMP) developed and implemented for the project set forth procedures to be followed by construction personnel regarding the potential disturbance of undocumented contamination associated with oil and natural gas resources or facilities.

4172-7592

Commenter indicates their concern with groundwater recharge and dam safety. Section 3.8.6.3 of the EIR/EIS indicates that impacts to groundwater recharge due to tunnel construction would be minimized by implementing the following impact avoidance and minimization features: HYD-IAMF#5 (tunnel boring machine design features), HYD-IAMF#6 (tunnel lining systems), and HYD-IAMF#7 (grouting). These design features and construction methods will minimize groundwater intrusion into the tunnels, and, therefore, will avoid adverse impacts to groundwater recharge. Flood hazards to tunnel alignments were evaluated for each Build Alternative. Section 3.8.6.3 of the EIR/EIS indicates that Build Alternative infrastructure will be designed and constructed to avoid areas within floodplains wherever feasible, as established by HYD-IAMF#2 (flood protection), and that if construction within floodplains cannot be avoided, then the ground level will be filled above the base flood elevation as required by mitigation measure HWR-MM#2 (minimize impacts associated with construction in floodplains).

Response to Submission 4172 (Robert Glaser, October 6, 2022) - Continued

4172-7593

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-PUE-3: Water Demand and Usage, PB-Response-S&S-1: Wildfire, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter expressed their preference for the E2 and E2A Build Alternatives because the alternatives would avoid the Mountain Glen Community, and opposes the SR14A, Refined SR14, the E1, and E1A Build Alternative because the alternatives would traverse the Mountain Glen Community.

The commenter expresses concerns regarding noise, traffic, fire hazard, dust, and water scarcity. Please refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, for a discussion of noise impacts from the Project. Also refer to PB-Response-TRA-1: Temporary Traffic Associated with Construction, for discussion of how project construction will impact transportation. Additionally, refer to Standard Response PB-Response-S&S-1: Wildfire, for a discussion of how project related fire risks would be minimized, and Standard Response PB-Response-AQ-1: Construction-Period Emissions, for discussion of how harmful emissions, including dust, from the project will be minimized. Furthermore, refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, for discussion regarding the anticipated amount of water the project will require. The commenter's preference for the E2 and E2A Build Alternatives is acknowledged.

This comment does not address the sufficiency of the Draft EIR/EIS nor does it suggest edits to the document. No change has been made to the document in response to this comment. For more information on the Preferred Alternative SR14A, please see Chapter 8, Preferred Alternative of the final EIR/EIS.

Submission 4173 (Edward Kim, October 6, 2022)

Palmdale - Burbank - RECORD #4173 DETAIL

Status : No Action Required
Record Date : 10/6/2022
Interest As : Individual
First Name : Edward
Last Name : Kim

Stakeholder Comments/Issues :

4173-7590

There are multiple communities that would have to be relocated with this project. Many of us will not be able to afford homes that are comparable due to higher interest rates. Please do not proceed with this project in the proposed locations.

Response to Submission 4173 (Edward Kim, October 6, 2022)

4173-7590

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-SOCIO-2: Property Values.

The commenter expresses concerns about residential displacements, the cost associated with acquiring new homes, and in general asked that the project not proceed "in the proposed locations." Refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, and PB-Response-SOCIO-2: Property Values, which address these concerns. 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 4174 (Karapet BOYAJYAN, October 7, 2022)

Palmdale - Burbank - RECORD #4174 DETAIL

Status : Action Pending
Record Date : 10/7/2022
Interest As : Individual
First Name : Karapet
Last Name : BOYAJYAN

Stakeholder Comments/Issues :

4174-7568

I have concerns for how the construction will affect my house. In the attachment, the construction is running directly under my house. However, right next to the road running parallel to my house is an open field. Why was there no consideration to run the route under an empty field instead of residential homes? Burying under my house puts my home's foundation at risk and can expose me to noise pollution.

Response to Submission 4174 (Karapet BOYAJYAN, October 7, 2022)

4174-7568

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter expresses concerns about how construction will affect their house, including noise and vibration effects on their home's foundation. The commenter also asks why there was no consideration of running the route under a nearby empty field instead of residences. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. Regarding consideration of a route under a nearby empty field, the comment does not provide enough information for a detailed response, but the Build Alternatives studied in the EIR/EIS meet the necessary high-speed rail performance criteria, which requires the alignments to meet geometric requirements that allow for smooth operation at high speeds. For a response to comments on noise and vibration associated with tunneling, refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses. As discussed in Impact N&V#3, Construction Vibration Impacts on Sensitive Receivers, given the depth at which tunnels would be bored, it is unlikely vibration would be perceptible at the surface and thus would not affect the foundation of houses. As also discussed in the EIR/EIS, vibration from tunnel boring machine operation would be transitory and would likely affect any given location for only several days. Additionally, implementation of NV-IAMF#1 and Mitigation Measure N&V-MM#2 as described in Section 3.4.7, Mitigation Measures of the EIR/EIS would reduce impacts from vibration to a less than significant level.

Submission 4175 (Christine Kelly, October 7, 2022)

Palmdale - Burbank - RECORD #4175 DETAIL

Status : No Action Required
Record Date : 10/7/2022
Interest As : Individual
First Name : Christine
Last Name : Kelly

Stakeholder Comments/Issues :

4175-7564 | My name is Christine Kelly, and I wish to leave a comment about the high speed rail system. My address is 11445 Lemon Crest Avenue, Lakeview Terrace, California, 91342. Again, my name is Christine Kelly. My number is 8186354442. First, I wanted to endorse a decision of a no project alternate because I believe that the plan has deviated from the original proposal that we all voted on. The original proposal voted on by the public years ago described high speed rail along established transportation routes. Your routes deviate from that design promise and will have significant and devastating impacts on natural areas and communities based on the reports. The actual rail does not appear to be at high speed like a bullet train alternate to standard rail and does not match the proposal that was voted on by the public in this way as well. I don't believe it's an improvement or a forward-thinking alternative, and frankly, right now seems like a potential waste of money. And Southern California's proposing new train transit, please consider something like Germany's new hydrogen powered system, which is emission free, low noise only steam and condensed water issuing from the exhaust.

4175-7565 | It is renewable energy and saves thousands of gallons of diesel fuel a year. For the second reason I wish to endorse no project is because Southern California currently faces at least two significant crises now that should be priorities, and I think we'd better benefit from our tax dollars. We have a water shortage. Both our water supply and our pipe infrastructure need to be addressed now. The bottom line is that we need water to survive as a population. Train should take a backseat to this. The other reason is fire, fighting fires, protecting our land and our home needs greater attention and funding than ever before due to drought and increasing temperatures. Again, trains should take a backseat while this is a matter of protecting life, land and property.

4175-7566 | And second, my point is that if first, my first points were about a no project alternate. The second thing is that if this project must be executed, which again, I don't believe that we should be spending the money on it at this time with all the other problems that we have that have occurred over the years since it was voted in, the route that appears to cause the least amount of damage to the environment and the communities is preferred SR14A build alternative. All the others SR14A, E1, E2, E1A and E2A are absolutely in violation of the original proposal that was voted on by the public, as they do not follow an established transportation route. It's quite obvious to me, at least, that self-interested parties intervened to divert the route after the project passed, and the impression is that it was private money swaying the politics in favor of those designs. I appreciate your attention to the comments. I believe that this is a very important decision that will impact Southern California's now and the generations to come. I implore you to consider and go to the no project alternative. And with that, I thank you. Bye-bye.

4175-7567 |

Response to Submission 4175 (Christine Kelly, October 7, 2022)

4175-7564

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter endorses the No Project Alternative, indicates that the Build Alternatives deviate from the alignments that were described to voters as being along established transportation routes, that there would be significant impacts on natural areas and residential communities, that it appears that the rail is not high-speed, that the California HSR Project is a waste of money, and suggests that the Authority consider hydrogen-powered trains. Regarding a preference for the No Project Alternative, this alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. Regarding the reference to the proposed HSR system described to voters in Proposition 1A in 2008, the Authority's consideration of potential alternatives has been guided by Proposition 1A's description that, ""In order to reduce impacts on communities and the environment, the alignment for the high-speed train system shall follow existing transportation or utility corridors to the extent feasible and shall be financially viable, as determined by the authority."" Chapter 2, Alternatives, Section 2.4, explains that the alternatives analysis process emphasized following existing transportation corridors or available rights-of-way as a method of minimizing community impacts, but as described in the 2015 and 2016 SAA reports, following the SR 14 freeway and the Metrolink Antelope Valley corridor into the San Fernando Valley would result in substantial community impacts, leading to consideration of alignments that departed from these corridors. (See Chapter 2, Section 2.5.3.1.).

Potential impacts to communities under the proposed Build Alternatives are discussed further in Section 3.12, Socioeconomics and Communities of the Final EIR/EIS. As discussed in Section 3.12.7, Mitigation Measures, the Authority will implement mitigation measures to reduce impacts to communities including SO-MM#2: Implement measures to reduce impacts associated with the division of communities, and SO-MM#3: Implement measures to reduce impacts associated with the relocation of important community facilities. SO-MM#2 will require the Authority to minimize impacts in the existing communities through a program of outreach to homeowners, residents, landowners, business owners, community organizations, and local officials in affected neighborhoods. This program will include community workshops, coordination with community leaders as well as engagement opportunities that will allow community members in affected areas to give feedback and raise concerns to the Authority as well as present opportunities to provide input regarding design options and other decisions

4175-7564

regarding the future use of the area. SO-MM#3 will require that the Authority consult with the appropriate parties before land acquisition to assess potential opportunities to reconfigure land use and buildings and/or relocate affected facilities, as necessary, to minimize the disruption of facility activities and services and to provide for relocation that allows the community currently being served to continue to use these services. For additional information regarding these Mitigation Measures, please refer to Section 3.12.7, Mitigation Measures in Chapter 3.12, Socioeconomics and Communities. With implementation of these mitigation measures, the Build Alternatives would not result in a substantial adverse effect to communities as a result of indirect effects from project implementation. Regarding impacts on natural areas, as discussed in Section 3.7, Impact BIO-1 in the Draft EIR/EIS, all six Build Alternatives would directly and indirectly affect natural communities. All six Build Alternatives would apply IAMFs and mitigation measures to reduce surface construction impacts on natural communities. Collectively, the mitigation measures to address Impact BIO-1 would provide avoidance, minimization, and compensatory mitigation for direct and indirect surface construction impacts on special-status plants and plant communities. As a result, surface construction impacts would be less than significant for all six Build Alternatives. For indirect effects on surface resources from tunnel construction, the impact would be potentially significant for all six Build Alternatives because the project could have substantial adverse effects, through conversion or degradation of habitat on natural communities, although the level of risk and impact potential varies between Build Alternatives. The Refined SR14 and SR14A Build Alternative alignments would cross the fewest identified Risk Areas compared to the other two alignments (E1/E1A and E2/E2A). Within those Risk Areas, no known seeps, springs, intermittent or perennial streams are present. As such, the Refined SR14 and SR14A Build Alternatives pose the least risk of hydrologic impacts occurring among the Build Alternatives. While actions would be implemented during construction to reduce the indirect impacts on natural communities and to minimize the loss of habitat resulting from tunnel construction, the project could result in loss to natural communities. To address this impact, the Authority would implement mitigation measures, and compensatory mitigation, if needed. With implementation of these mitigation measures, the Build Alternatives would not result in a substantial adverse effect to natural communities as a result of indirect effects from tunnel construction, and this impact would therefore be less than significant for all six Build Alternatives. Regarding the comment that the rail system is not high speed, as

Response to Submission 4175 (Christine Kelly, October 7, 2022) - Continued

4175-7564

discussed in Section 2.3 of the Draft EIR/EIS, the trains would be capable of operating at speeds of up to 220 miles per hour over fully grade-separated, dedicated track, which is considered high speed by most internationally-adopted standards, including those set forth by the Environmental and Energy Study Institute (EESI) (see the following webpage for more details: <https://www.eesi.org/papers/view/fact-sheet-high-speed-rail-development-worldwide>). Regarding the comment about project cost, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. Regarding the suggestion about using hydrogen-powered trains, many of the world's HSR systems in operation today use electric propulsion with power supplied by an overhead system. These include the Train à Grande Vitesse in France, the Shinkansen in Japan and Taiwan, and the InterCity Express in Germany, of which the California HSR System is based on.

4175-7565

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the No Project Alternative because they believe tax dollars would be better used to solve the water shortage and invest in water infrastructure.

4175-7566

The comment is noted but did not result in any revisions to the Draft EIR/EIS.

4175-7567

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter notes that while they support a No Project Alternative, their preferred build alternative is the SR14A Build Alternative. The commenter's support for the HSR Preferred Alternative and No Project Alternative are acknowledged.

Please refer to standard response PB-Response-GEN-2: Project Costs and Funding, which discusses how the Project will be funded, and where funding will come from. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Site(s), along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Please see Chapter 8, Preferred Alternative of the final EIR/EIS for more information on the Preferred Alternative SR14A Build Alternative.

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.

Submission 4176 (Laura Chapin, October 7, 2022)

Palmdale - Burbank - RECORD #4176 DETAIL

Status : No Action Required
Record Date : 10/7/2022
Interest As : Individual
First Name : Laura
Last Name : Chapin

Stakeholder Comments/Issues :

4176-7563

The SR14 route looks great! The E2 route would be bad.

Response to Submission 4176 (Laura Chapin, October 7, 2022)

4176-7563

The commenter expresses preference for the "SR14 route" over the "E2 route". Based on the comment, it cannot be determined whether the commenter prefers the Refined SR14 Build Alternative or the SR14A Build Alternative. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4177 (Joel Berumen, October 7, 2022)

Palmdale - Burbank - RECORD #4177 DETAIL

Status : No Action Required
Record Date : 10/7/2022
Interest As : Individual
First Name : Joel
Last Name : Berumen

Stakeholder Comments/Issues :

4177-7562

We are concerned for our community's health and safety on top of the environmental impact that this project may cause.

Response to Submission 4177 (Joel Berumen, October 7, 2022)

4177-7562

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-S&S-1: Wildfire, PB-Response-S&S-2: Accidents and Explosions, PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans, PB-Response-SOCIO-3: Health and Safety of Children.

The commenter expressed concern on community health and safety, and environmental impacts, from the project. The Authority appreciates and acknowledges public comments regarding the health and safety of affected communities.

The Draft EIR/EIS contained analysis of Safety and Security (Chapter 3.11) which provides details on safety issues related to construction and operation of the six Build Alternatives, including the measures and regulations in place or that would be implemented to keep employees, passengers and the general public safe from High-Speed Rail (HSR)-related functions. This section also considers security issues that could result from criminal acts that could negatively affect HSR operation and the ability of emergency responders to respond to incidents. The Draft EIR/EIS also contained analysis of a wide range of environmental impact topics including biological resources, water resources and hydrology, as well as topics regarding community health and safety, including air quality, hazardous materials, geological hazards, and wildfire. Summaries of these analyses can be found in the following standard responses Standard Responses PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-S&S-1: Wildfire, PB-Response-S&S-2: Accidents and Explosions, PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans, and PB-Response-SOCIO-3: Health and Safety of Children.

Submission 4178 (Agnes Martinez, October 7, 2022)

Palmdale - Burbank - RECORD #4178 DETAIL

Status : No Action Required
Record Date : 10/7/2022
Interest As : Individual
First Name : Agnes
Last Name : Martinez

Stakeholder Comments/Issues :

4178-7561

I do not want high speed rail to come through my community.
This is a bad idea.

Response to Submission 4178 (Agnes Martinez, October 7, 2022)

4178-7561

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition for the California HSR System going through their community. 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 4179 (Estela Galdones, October 8, 2022)

Palmdale - Burbank - RECORD #4179 DETAIL

Status : No Action Required
Record Date : 10/8/2022
Interest As : Individual
First Name : Estela
Last Name : Galdones

Stakeholder Comments/Issues :

4179-7560

My family is opposed to this Palmdale to Burbank Project Section Draft Environmental Impact Report. Peaceful and quietness is what we are here for for 22 years now.

So again, it is a NO.

Response to Submission 4179 (Estela Galdones, October 8, 2022)

4179-7560

The commenter expresses opposition to the Palmdale to Burbank Project Section. No further response is needed, as the comment does not raise any CEQA/NEPA issues or address the adequacy of the EIR/EIS analysis.

Submission 4181 (John Diggs, October 10, 2022)

Palmdale - Burbank - RECORD #4181 DETAIL

Status : No Action Required
Record Date : 10/10/2022
Interest As : Individual
First Name : John
Last Name : Diggs

Stakeholder Comments/Issues :

4181-7558

Directly impacted by the railway's construction and development living within Mountain Glen II HOA

Response to Submission 4181 (John Diggs, October 10, 2022)

4181-7558

Refer to Standard Response PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-N&V-6: Construction Noise/Truck Impacts, PB-Response-TRA-3: Construction Traffic/Truck Impacts in the San Fernando Valley.

The commenter notes the potential for disruption to the Mountain Glenn II community in the San Fernando Valley from project construction. Refer to PB-Response-TRA-3, Construction Traffic/Truck Impacts in the San Fernando Valley; PB-Response-AQ-3, Construction Air Quality/Truck Impacts; and PB-Response-N&V-6, Construction Noise/Truck Impacts, for a discussion of construction phase impacts to San Fernando Valley communities. 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 4183 (Elsa Franco, October 7, 2022)

Palmdale - Burbank - RECORD #4183 DETAIL

Status : Ready for Delimiting
Record Date : 10/10/2022
Interest As : Individual
First Name : Elsa
Last Name : Franco
Attachments : PB_4183_E_Franco_Voicemail-Original.pdf (1 kb)
PB-4183_E_Franco_English Translation.pdf (45 kb)

Stakeholder Comments/Issues :

Hola, buenas noches. Mi nombre es Elsa Franco. Estoy hablando por referente a lo del California High Speed Rail. Entonces quería saber que necesito, si que requerimientos necesito o cuando hay otro meeting necesito que me den más información. Serían tan amables en llamarme al teléfono? Es el 818-378-7441 al. Es el teléfono de mi esposo, es el señor Rafael Jaramillo. Muy amable. Gracias. 4183-9996

PB-4183 Elsa Franco – English Translation of Spanish Submission

Spanish:

Hola, buenas noches. Mi nombre es Elsa Franco. Estoy hablando por referente a lo del California High Speed Rail. Entonces quería saber que necesito, si que requerimientos necesito o cuando hay otro meeting necesito que me den más información. Serían tan amables en llamarme al teléfono? Es el 818-378-7441 al. Es el teléfono de mi esposo, es el señor Rafael Jaramillo. Muy amable. Gracias.

English Translation:

Hello, good evening. My name is Elsa Franco. I'm calling about the California High Speed Rail. So I wanted to know what I need or require or when there is another meeting to get more information. Would you be so kind as to call me on the phone? It is 818-378-7441 at. It's my husband's phone, it's Mr. Rafael Jaramillo. Very kindly. Thank you.

Response to Submission 4183 (Elsa Franco, October 7, 2022)

4183-9996

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions, PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS.

The commenter inquired about additional meeting information and/or availability. The Authority provided a broad notice of the availability of the Draft EIR/EIS and all virtual and in person meetings. Notification efforts included an e-blast, notification through social media channels, and promotion through local newspapers in English and Spanish. See Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS which provides additional information regarding the outreach efforts conducted by the project team.

Submission 4184 (Sevaan Unknown, October 7, 2022)

Palmdale - Burbank - RECORD #4184 DETAIL

Status : Action Pending
Record Date : 10/10/2022
Interest As : Individual
First Name : Sevaan
Last Name : N/A

Stakeholder Comments/Issues :

4184-7557

Hello. My name is Sevaan. I'm a homeowner. I received this notice. I want to know what the impact is to my house. The website has a lot of information and I couldn't figure out what's going on, what the impact is to my house. That's what I care about. My phone number is [REDACTED]. My home address is 8407 Lehigh Avenue Sun Valley, California, 91352. Again 8407 Lehigh Avenue Sun Valley, California, 91352.

Response to Submission 4184 (Sevaan Unknown, October 7, 2022)

4184-7557

The commenter inquired about the project's impact on the commenter's house. Based on the address provided by the commenter, the commenter's house is approximately 0.25 mile from a portion of the SR14A Build Alternative alignment (the Authority's preferred alternative). For further information, please refer to the Authority's interactive web map, which can be accessed here:

<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>. Any potential impacts, such as noise or air quality, are addressed in the Final EIR/EIS. 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 4185 (Rony Pineda, October 11, 2022)

Palmdale - Burbank - RECORD #4185 DETAIL

Status : No Action Required
Record Date : 10/11/2022
Interest As : Individual
First Name : Rony
Last Name : Pineda

Stakeholder Comments/Issues :

4185-7556

This project will impact our community in Sylmar. As it is projected, it will go under our community which will not be good.

Response to Submission 4185 (Rony Pineda, October 11, 2022)

4185-7556

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

The commenter expresses concern about the project traversing under the community of Sylmar. For a response to comments on alternatives and their selection and evaluation process, including information on underground sections, refer to Standard Response PB-Response-ALT-1. For a response to comments on unique tunneling elements, refer to PB-Response-ALT-2. For a response to comments on noise and vibration associated with tunneling, refer to PB-Response-N&V-4.

Submission 4186 (Susan Bolan, October 11, 2022)

Palmdale - Burbank - RECORD #4186 DETAIL

Status : No Action Required
Record Date : 10/11/2022
Interest As : Individual
First Name : Susan
Last Name : Bolan

Stakeholder Comments/Issues :

4186-7555

PLEASE post information about the Acton and Pacoima Open Houses asap so we can point people to it. You won't have attendance if no one can find it. Thank you, Susan Bolan

Response to Submission 4186 (Susan Bolan, October 11, 2022)

4186-7555

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

The commenter inquired about information regarding the public open house meetings. The Authority provided a broad notice of the availability for the Draft EIR/EIS and in person meetings. Notification efforts included an e-blast, notification through social media channels, and promotion through local newspapers in English and Spanish. The Notice of Availability included information about how to join the open house. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS which provides additional information regarding the outreach efforts conducted by the project team. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4189 (Kathleen Grubert, October 12, 2022)

Palmdale - Burbank - RECORD #4189 DETAIL

Status : No Action Required
Record Date : 10/12/2022
Interest As : Individual
First Name : Kathleen
Last Name : Grubert

Stakeholder Comments/Issues :

- 4189-7582 | I am OPPOSED to the construction of the Palmdale to Burbank high-speed rail project for the following reasons:
- 4189-7583 | 1. Your preferred SR14A route will be built directly under our community which may lead to constant noise and vibration as trains pass underneath every 15 minutes.
- 4189-7584 | 2. Your plan to locate an exit point at the location where the 210 highway meets the 118, to remove construction dirt/sediment from the tunnel, will lead to traffic congestion and air quality issues for our area.
- 4189-7585 | 3. This project has zero benefit for our community as there is no HSR station planned for our area, even though there is an existing Metrolink station (Sylmar/San Fernando) that the high-speed rail could conveniently link up with. Yet, we will be burdened with all of the negative impact.
- 4189-7586 | 4. The cost of the project is now over \$100 billion (up from the original \$30 billion) much of which will have to come from us the taxpayers.
- 4189-7587 | 5. I am very concerned about the potential environmental as well as structural impact this project will ultimately have on our community, and the value of our properties.

Response to Submission 4189 (Kathleen Grubert, October 12, 2022)

4189-7582

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. To address the concern, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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. In addition, responses for the commenter's reasons for opposition are addressed in Response to Comment #7582 through Comment #7587.

4189-7583

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

The commenter expressed that the Authority's preferred Alternative, the SR14A Build Alternative, would be built directly underneath the commenter's community, resulting in noise and vibration impacts. Please see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses these concerns.

4189-7584

Multiple analyses were conducted in the vicinity of the I-210 and SR-118 interchange to determine the potential for impacts during the construction duration. In particular, this included two roadway segments (analysis locations O and P) and six intersections (analysis locations 30 to 35), plus one freeway segment to the north (analysis location N). The results of these analyses are presented in Section 3.2.6.3.

Overall, the analysis determined that spoil hauling activity would not significantly impact operations at the nearby study roadway segments and freeway segments.

During the weekday AM and PM peak hour, the northbound and southbound routing options would result in impacts at two of the nearby study intersections for the Refined SR14/SR14A Build Alternatives and the E1/E1A Build Alternatives. At both locations, the addition of spoils hauling trucks to currently unsignalized intersections would result in increases in delays and worsening of operations. However, multiple measures would minimize the impacts during spoils hauling, including TR-IAMF#2, TR-IAMF#6 and TR-IAMF#7 which would require the implementation of a CTP, limit spoils hauling hours, and establish spoils hauling routes to minimize intersection impacts. In addition, TR-MM#12 will require the development of a CMP to address traffic circulation during spoils hauling activities, as discussed in Section 3.2.7. The Authority would add traffic signals to affected unsignalized intersections to improve LOS and operations.

Table 3.3-48 in Section 3.3 of the Draft EIR/EIS shows that for Impact AQ#2, Impact AQ#3, and Impact AQ#5, construction of the project would lead to significant and unavoidable impacts after implementation of AQ-IAMF#1 through AQ-IAMF#6 and AQ-MM#1 through AQ-MM#3. All other impacts related to construction would be less than significant. In addition, operation of the project would be less than significant for all operation-related Impacts.

Response to Submission 4189 (Kathleen Grubert, October 12, 2022) - Continued

4189-7585

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-TRA-5: Connection to Existing Transportation Infrastructure.

The commenter expresses that there is no benefit to their community since a station is not planned near their community (Sylmar/San Fernando). The commenter also indicates that there are Metrolink stations that HSR could link up with, but does not. For a response to comments on alternatives and their selection and evaluation process, including stations evaluated but not selected, refer to Standard Response PB-Response-ALT-1.

As described in Standard Response PB-Response-TRA-5: Connection to Existing Transportation Infrastructure, rail passengers would transfer between the HSR and Metrolink trains at the Burbank-Hollywood Burbank Airport Metrolink Station (on the Ventura County line) and the Hollywood Burbank Airport/Hollywood Way Metrolink Station (on the Antelope Valley line), which will be located immediately adjacent to the Burbank Airport Station.

4189-7586

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter expressed concern about the cost of the project. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, for more information about costs.

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.

4189-7587

This comment is a duplicate of Submission PB-4191. See response to Submission PB-4191. Specifically, please refer to Response to Comment #7575

Submission 4190 (Sylvia Macauley, October 12, 2022)

Palmdale - Burbank - RECORD #4190 DETAIL

Status : No Action Required
Record Date : 10/12/2022
Interest As : Individual
First Name : Sylvia
Last Name : Macauley

Stakeholder Comments/Issues :

- 4190-7576 | I am OPPOSED to the construction of the Palmdale to Burbank high-speed rail project for the following reasons:
- 4190-7577 | 1. Your preferred SR14A route will be built directly under our community which may lead to constant noise and vibration as trains pass underneath every 15 minutes.
- 4190-7578 | 2. Your plan to locate an exit point at the location where the 210 highway meets the 118, to remove construction dirt/sediment from the tunnel, will lead to traffic congestion and air quality issues for our area.
- 4190-7579 | 3. This project has zero benefit for our community as there is no HSR station planned for our area, even though there is an existing Metrolink station (Sylmar/San Fernando) that the high-speed rail could conveniently link up with. Yet, we will be burdened with all of the negative impact.
- 4190-7580 | 4. The cost of the project is now over \$100 billion (up from the original \$30 billion) much of which will have to come from us the taxpayers.
- 4190-7581 | 5. I am very concerned about the potential environmental as well as structural impact this project will ultimately have on our community, and the value of our properties.
- Sincerely,Sylvia MacauleyConcerned citizen

Response to Submission 4190 (Sylvia Macauley, October 12, 2022)

4190-7576

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. To address the concern, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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. In addition, responses for the commenter's reasons for opposition are addressed in Response to Comment #7576 through Comment #7581.

4190-7577

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

The commenter expressed that the Authority's preferred Alternative, the SR14A Build Alternative, would be built directly underneath the commenter's community, resulting in noise and vibration. Please see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses these concerns.

4190-7578

This comment is a duplicate of Submission PB-4191. See response to Submission PB-4191. Specifically, please refer to Response to Comment #7572.

4190-7579

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-TRA-5: Connection to Existing Transportation Infrastructure.

The commenter expresses that there is no benefit to their community because a station is not planned near their community (Sylmar/San Fernando). The commenter also indicates that there are Metrolink stations that HSR could link up with, but does not. For a response to comments on alternatives and their selection and evaluation process, including stations evaluated but not selected, refer to Standard Response PB-Response-ALT-1.

As described in Standard Response PB-Response-TRA-5: Connection to Existing Transportation Infrastructure, rail passengers would transfer between the HSR and Metrolink trains at the Burbank-Hollywood Burbank Airport Metrolink Station (on the Ventura County line) and the Hollywood Burbank Airport/Hollywood Way Metrolink Station (on the Antelope Valley line), which will be located immediately adjacent to the Burbank Airport Station.

4190-7580

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter expressed concern about the cost of the project. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, for more information about costs.

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 4190 (Sylvia Macauley, October 12, 2022) - Continued

4190-7581

This comment is a duplicate of Submission PB-4191. See response to Submission PB-4191. Specifically, please refer to Response to Comment #7575

Submission 4191 (Emmanuel King, October 12, 2022)

Palmdale - Burbank - RECORD #4191 DETAIL

Status : No Action Required
Record Date : 10/12/2022
Interest As : Individual
First Name : EMMANUEL
Last Name : KING

Stakeholder Comments/Issues :

- 4191-7570 | I am OPPOSED to the construction of the Palmdale to Burbank high-speed rail project for the following reasons:
- 4191-7571 | 1. Your preferred SR14A route will be built directly under our community which may lead to constant noise and vibration as trains pass underneath every 15 minutes.
- 4191-7572 | 2. Your plan to locate an exit point at the location where the 210 highway meets the 118, to remove construction dirt/sediment from the tunnel, will lead to traffic congestion and air quality issues for our area.
- 4191-7573 | 3. This project has *zero* benefit for our community as there is no HSR station planned for our area, even though there is an existing Metrolink station (Sylmar/San Fernando) that the high-speed rail could conveniently link up with. Yet, we will be burdened with all of the negative impact.
- 4191-7574 | 4. The cost of the project is now over \$100 billion (up from the original \$30 billion) much of which will have to come from us the taxpayers.
- 4191-7575 | 5. I am very concerned about the potential environmental as well as structural impact this project will ultimately have on our community, and the value of our properties.

Sincerely,
Emmanuel King
Sylmar Resident

Response to Submission 4191 (Emmanuel King, October 12, 2022)

4191-7570

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. To address the concern, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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. In addition, responses for the commenter's reasons for opposition are addressed in Response to Comment #7571 through Comment #7575.

4191-7571

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

The commenter expressed concern that the Authority's preferred Alternative, the SR14A Build Alternative, would be built directly underneath the commenter's community, resulting in noise and vibration impacts. Please see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses these concerns.

4191-7572

The commenter states that they are opposed to the project and gives one reason as air quality and traffic congestion impacts at the intersection of I-210 and SR-118.

Multiple analyses were conducted in the vicinity of the I-210 and SR-118 interchange to determine the potential for impacts during the construction duration. In particular, this included two roadway segments (analysis locations O and P) and six intersections (analysis locations 30 to 35), plus one freeway segment to the north (analysis location N). The results of these analyses are presented in Section 3.2.6.3.

Overall, the analysis determined that spoil hauling activity would not significantly impact operations at the nearby study roadway segments and freeway segments.

During the weekday AM and PM peak hour, the northbound and southbound routing options would result in impacts at two of the nearby study intersections for the Refined SR14/SR14A Build Alternatives and the E1/E1A Build Alternatives. At both locations, the addition of spoils hauling trucks to currently unsignalized intersections would result in increases in delays and worsening of operations. However, multiple measures would minimize the impacts during spoils hauling, including TR-IAMF#2, TR-IAMF#6 and TR-IAMF#7 which would require the implementation of a CTP, limit spoils hauling hours, and establish spoils hauling routes to minimize intersection impacts. In addition, TR-MM#12 will require the development of a CMP to address traffic circulation during spoils hauling activities, as discussed in Section 3.2.7. The Authority would add traffic signals to affected unsignalized intersections to improve LOS and operations.

Local air quality dispersion modeling was conducted to determine the short-term and long-term air quality and health risks associated with the construction within the vicinity of the I-210/SR-118 interchange. The results of the dispersion modeling are listed under Case 8 in Tables 3.3-31 through 3.3-36 of the Draft EIR/EIS. As shown, the construction activities within this area would not result in any health risks or new exceedances of the ambient air quality standards.

Response to Submission 4191 (Emmanuel King, October 12, 2022) - Continued

4191-7573

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section because it would not benefit the Sylmar/San Fernando area, as there are no plans for a HSR Station within the communities. The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process for concerns regarding alternative selection and Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The SR14A Build Alternative is to be built predominately underground through the San Fernando Valley area and the communities noted by the commenter. The SR14A Build Alternative alignment emerges from a tunnel in the vicinity of the Hansen Spreading Grounds and is above ground for approximately 2 miles before descending to connect with the Burbank Airport Station. The Authority has designed a portion of the project to be underground to avoid impacts on residential communities within the project area. The portions of the project alignment that are above ground follow existing transportation corridors (i.e., the UPRR and San Fernando Road). The Authority selected this alignment, in part, to reduce potential construction and operation impacts on local communities.

4191-7574

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter expressed concern about the cost of the project. Please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, for more information about project costs.

4191-7575

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expressed concern regarding environmental and structural impacts to their community, as well as to the value to their property. Although the commenter did not raise a specific environmental issue of concern, Chapter 3, Affected Environmental, Environmental Consequences, and Mitigation Measures, discusses the project's potential impacts on environmental resources and mitigation to minimize impacts within the Palmdale to Burbank Project Section. For a discussion of structural concerns (i.e., building/facility damage), refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses and Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events. For a discussion regarding property value concerns, refer to Standard Response PB-Response-SOCIO-2: Property Values.

Submission 4192 (Erick Martinez, October 12, 2022)

Palmdale - Burbank - RECORD #4192 DETAIL

Status : Action Pending
Record Date : 10/12/2022
Interest As : Individual
First Name : Erick
Last Name : Martinez

Stakeholder Comments/Issues :

Hello,

4192-7569

My name is Erick Martinez, for a major part of my life I grew up in Palmdale Ca, and was an active member in serving my community in a variety of ways. I am now attending University of California, Santa Cruz and I have a project in which I have to talk about environmental impacts whether positive or negative that are occurring in my hometown; I just wanted to ask where I can seek more info about pros and cons of this california speedtrack, as well if I can possibly have access to speak with someone who is familiar with the project and may answer some questions as well provide insight behind the project. Thank you for your time. Have a great day.

Erick Martinez

Response to Submission 4192 (Erick Martinez, October 12, 2022)

4192-7569

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

The commenter inquired about the pros and cons of the project. The purpose, need, and environmental impacts associated with the project are discussed and documented in Volume 1 to 3 of the EIR/EIS. The Draft EIR/EIS was available on the Authority website and was made available via hard copy at multiple repository locations during the public review period. Please refer to Standard Response PB-Response-GEN-1: Frequently asked questions. 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 4193 (Thomas Matulich, October 13, 2022)

Palmdale - Burbank - RECORD #4193 DETAIL

Status : Action Pending
Record Date : 10/13/2022
Interest As : Individual
First Name : Thomas
Last Name : Matulich

Stakeholder Comments/Issues :

- 4193-9108 | CHSR,
My comments are in the form of concerns based on the proposed preferred HSR line from Burbank to Palmdale.

The current preferred path looks to be directly beneath my water well, at 33210 Margarita Hills Dr, Acton, 93510. If the tunnel affects my water supply initially or in subsequent month or years , how well the authority mitigate this.
- 4193-9109 | The current preferred path does not indicate the depth of the tunnel. Will there be noise issues when the train uses the tunnel?
- 4193-9110 | The data on my property indicates that a subsurface easement will be needed by the state. Will I be compensated for this easement?
- 4193-9111 | My preferred option would be the Soledad Canyon route utilizing existing rail easements.

I would appreciate answers and comments in an email at tfmatulich@hotmail.com<<mailto:tfmatulich@hotmail.com>>.

Sincerely,

Thomas Matulich

Sent from Mail<<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows

Response to Submission 4193 (Thomas Matulich, October 13, 2022)

4193-9108

Refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter indicates concerns about the preferred alternative (SR14A Build Alternative) alignment being located directly beneath their water well.

The Authority is unable to confirm whether the commenter's water well is located above the tunnel for the SR14A Build Alternative. Please use the Authority's interactive map: <https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the Angeles National Forest, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. The Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater

4193-9108

inflow during construction would likely be minimal and temporary. Please refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating IAMFs.

Response to Submission 4193 (Thomas Matulich, October 13, 2022) - Continued

4193-9109

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

The commenter states that the depth of the tunnel is not indicated for the preferred alternative and asks if there will be noise issues from trains using the tunnel. Please see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses the commenter's questions about depth of tunnels and noise. The depth of the tunnels varies for each alternative depending on location. Specifically, for the SR14A Build Alternative, the average tunnel depth varies between 90 feet near Burbank to 500 feet for the tunnels below the San Gabriel Mountains. For the Refined SR14 Build Alternative, the average tunnel depth varies between 90 feet near Burbank to 540 feet for the tunnels below the San Gabriel Mountains. For the E1 and E1A Build Alternatives, the average tunnel depth varies between 90 feet near Burbank to 830 feet for the tunnels below the San Gabriel Mountains. For the E2 and E2A Build Alternatives, the average tunnel depth varies between 120 feet near Burbank to 950 feet for the tunnels below the San Gabriel Mountains. Operational train noise impacts are discussed in Impact N&V#5 and Impact N&V#6 in Section 3.3, Noise and Vibration of the Draft EIR/EIS. As stated in Impact N&V#6, there would be no increase in surface noise where trains would operate in a tunnel. Noise could occur at tunnel openings. Tunnel openings are being designed to eliminate any additional noise effects from the portals. As described under Impact N&V#5 in the Draft EIR/EIS, based on the current tunnel designs, it is anticipated that roughly half of the sound generated in the tunnel would pass out through the portal, and the other half would propagate into the interior of the tunnel. Attenuation of portal noise is achieved with long, flared portals and low blockage ratios. In-tunnel cross-passages and vents can reduce pressure magnitudes and rates of rise, though passage of these vents may generate additional propagating and steepening wave fronts. These tunnel and tunnel portal design features will be used to attenuate any additional noise associated with a train entering or exiting a tunnel. As stated above, Impact N&V#6, demonstrated there would be no increase in surface noise where trains would operate in a tunnel irrespective of tunnel depth and the Build Alternative would in tunnel in the vicinity of the commenter's home. Noise could occur at tunnel openings; however, the commenter's home is not located near a tunnel portal where there would be the potential for noise.

4193-9110

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter inquired if they would be compensated for subsurface easements. The Authority will acquire land from property owners whose land is directly affected by the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (42 U.S.C. Chapter 61), which establishes minimum standards for the treatment of and compensation to individuals whose real property is acquired for a federally funded project. A right-of-way agent or appraiser would contact all affected property owners to initiate the appraisal process on behalf of the Authority and would conduct parcel-specific analysis based on the final design of the selected alternative. For a response to comments on parcel acquisitions and relocations, refer to PB-Response-SOCIO-1.

4193-9111

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the "Soledad Canyon route". The Soledad Canyon alignment is identified and described in the 2005 Statewide Programmatic EIR/EIS. As a matter of clarification, the Soledad Canyon alignment is referred to in the Draft EIR/EIS as the Refined SR14 and SR14A Build Alternative; more information on the differences between these Build Alternatives is provided in Chapter 2 "Alternatives" of the Draft EIR/EIS. The commenter's support for the Refined SR 14 and SR14A Build Alternatives is acknowledged. The SR14A Build Alternative was identified in the Draft EIR/EIS as the preferred alternative; comments expressing support for the HSR Palmdale to Burbank Project Section are addressed in Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Submission 4194 (Jan Dally, October 13, 2022)

Palmdale - Burbank - RECORD #4194 DETAIL

Status : No Action Required
Record Date : 10/13/2022
Interest As : Individual
First Name : Jan
Last Name : Dally

Stakeholder Comments/Issues :

4194-8278 | As a homeowner in Acton, I am protesting a high speed rail running through our town. A high speed rail that will force people out of their homes, business; to close and does not benefit our town in the least. You have a viable alternative. You can and should run it down the 14 freeway, an already established transportation corridor. I am very angry with the lack of regard you are showing for people, business; and homes
Jan Dally

Response to Submission 4194 (Jan Dally, October 13, 2022)

4194-8278

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter expressed opposition to the SR14A Build Alternative, recommending that the SR14A alignment follow the SR14 corridor. While the Refined SR14 Build Alternative would follow the SR14 Freeway corridor, the SR14A Build Alternative is the Preferred Alternative and generally follows the existing SR14 transportation corridor. Other alternatives that closely followed the SR14 corridor were previously studied and rejected because of their environmental and community impacts. Refer to PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for discussion on how the build alternatives were evaluated and selected for consideration.

Section 3.12, Socioeconomics and Communities, discloses the residential displacements by community under each of the Build Alternatives. While most of the Build Alternatives would have residential displacements in Acton, the SR14A Build Alternative (the Authority's Preferred Alternative) would avoid residential displacements in Acton as the alignment would be underground in a tunnel. Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, which discusses the impacts as a result of parcel acquisition and displacement and how the Authority will work to avoid, minimize, and compensate for those impacts.

Submission 4195 (Lee Winborn, October 17, 2022)

Palmdale - Burbank - RECORD #4195 DETAIL

Status : Action Pending
Record Date : 10/17/2022
Interest As : Individual
First Name : Lee
Last Name : Winborn

Stakeholder Comments/Issues :

4195-9172 | I have a question about the "footprint" in acton. What is the blue line that runs down Escondido canyon road?
What is that line denoting in the drawings?

Lee Winborn
818-470-8397
Leesvw@gmail.com

Response to Submission 4195 (Lee Winborn, October 17, 2022)

4195-9172

The commenter inquires about the blue lines on the Authority's online ArcGIS Mapping Tool that run through Acton and the blue line that runs down Escondido Canyon Road. The blue lines signify the SR14A Build Alternative alignment permanent footprint. The purple line within the project footprint signifies the underground tunnel that would be constructed under this portion of Escondido Canyon Road. The light blue shade signifies that a permanent underground tunnel easement would be required. The SR 14A Build Alternative would also require partial acquisition adjacent to Escondido Canyon Road. 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 4196 (Kathleen Trinity, October 17, 2022)

California High-Speed Rail Authority
 Attention: Palmdale to Burbank Draft EIR/EIS
 355 S. Grand Ave. Suite 2050
 Los Angeles, CA 90071
 Comment for 10-18-2022

Kathleen Trinity
 Acton, CA
 10-16-2022

4196-8745

4196-8743

The proposed Palmdale to Los Angeles High Speed Rail Route through Acton, CA must be constructed underground for the following reasons:

1. Acton is a semirural community that interfaces with wilderness areas in the Angeles Forest, which extends both northwest and south of the community. Wildlife both in the Angeles Forest and within the boundaries of Acton requires extensive, undisturbed, natural lands for habitat. Wildlife depends on vegetation and other features of the area for foraging, shelter, breeding, migration, and communication. The intrusion of a high speed rail in this area presents not only division of lands where wildlife requires contiguous corridors, but also presents the intrusion of stress causing noises. Wildlife's stress reaction to noise is not unlike that of humans, yet wild animals have fewer means of protecting themselves from the effects of loud noises. Noises at or above 85 dBA (decibels adjusted) are harmful to both humans and animals. Some animals, especially birds and deer are harmed at levels as low as 70 dBC (decibels offset from the carrier), (Amelia Drolet et.al., "Simulated Drilling Noise Affects the Space Use of a Large Terrestrial Mammal," November 1, 2016, bioOne.org). High Speed rail will emit periodic, abrupt noise at 80 to 85 dBA at 650 ft, and 95 dBA at 100 feet in non-mountainous landscapes. This can be much louder in valleys, while achieving up to 115 dBA, especially at tunnel entrances and exits, not to mention within canyons where wildlife often shelter (C.E. Hanson, "High Speed Train Noise Effects on Wildlife and Domestic Livestock," 2012, www.hmmh.com, Springer link). As with humans, heart rate, blood pressure, and stress hormones rise in response to fight or flight reactions to loud noises. In the short term, loud noise reactions can lead to panic behavior, endangering wildlife, preventing crucial communication, and movement away from the habitat upon which it relies. In the long term, loud noise can lead to chronic fear states with detrimental health effects which can also affect breeding, proneness to disease, and can threaten survival.

4196-8744

2. Acton's topography is inappropriate for at-ground or above-ground high speed rail infrastructure and operations. Acton resembles a large bowl with a 2,800 ft. center base surrounded mountains up to and over 5,000 ft. Residents will attest to the propensity of sound to echo and be magnified within this bowl-like topography. Any at-ground or above-ground construction for the rail system will penetrate into homes, fields, and recreational areas, as well as into the forest. This would greatly degrade both residential and wild areas.

4196-8745

3. Acton is largely an equestrian community with both private and economic interests in the keeping of horses and other farm animals. There are well over 1,000 domestic horses kept in Acton, both for riding by residents and for stabling. As herd animals, horses will typically react in a stressful manner when presented with loud, abrupt noises. This can endanger both the horse and its rider, who can be thrown to the ground. Horses in and outside of a corral have been known to injure themselves

by attempting to flee upon hearing loud, abrupt noises. As flight animals, horses "can show intense escape attempts, which may cause severe accidents for the horse and the riders," (The Impact of Noise Anxiety on Behavior and Welfare of Horses from UK and US Owners," M. Rivera et.al., www.mdpi.com, 5-21-2022) Additionally, stress reactions in their bodies also leads to heightened blood pressure, increased heartbeat, elevated epinephrine, and cholesterol levels ("Noise and health," The Noise Stress Journal, vol 4, issue 16, 2002). Some horses with a great amount of regular training can habituate to or be controlled in an environment with some noise, but no horse can tolerate noise levels over 100 dBA, however, abrupt noises are generally startling. Many public events recommend that horses not be exposed to 65dB in Australia, and to less than 45 dB prior to sleep at night ("What-is-the-noise-limit-for-horses?," ipostechnology.com, 11-30-2018).

4. High Speed Rail at-ground or above-ground operations would endanger the health, safety, and quality of life of Acton residents. Many Acton residents have active outdoor activities such as small farming, extensive gardening, outdoor recreation, and outdoor family and friends socializing. Many also derive a living from outdoor work. Those who operate large machinery are more prone to accidents, especially if their sleep is disturbed by loud, periodic noises. High Speed Rail would seriously degrade these activities which are an essential part of the quality of life in Acton. Additionally, the health of Acton residents would be jeopardized by the periodic and loud, abrupt noise of high speed rail. Noises over 70 dBA are disturbing to humans and some animals, while noises approaching 85 dBA are deemed harmful. (The Noise Stress Concept," W. Babsich, pubmed.ncbi.nlm.nih.gov., 2002). Children and elderly adults are especially vulnerable. Their sleep patterns can be disturbed, while blood pressure and heartbeat can be elevated, along with stress hormones such as adrenalin and cortisol. Over long periods of times this can mean serious negative effects on physical and mental health. According to W. Babsich ("Cardiovascular Effects of Noise on Man," asa@acousticalociety.org, May 19, 2015) "Sound becomes noise when it causes adverse health effects, including annoyance, sleep disturbance, cognitive impairment, mental or psychological disorders, including hearing loss and cardiovascular disorders." He notes that "environmental noise from transportation...is a significant public health issue" ...affecting the autonomic nervous system, which in turn has a deleterious effect on the vascular system and heart, contributing to stroke and heart attacks.

4196-8746

Often in our rush to bring large urban areas together by transportation, we turn to solutions with little to no thought for the consequences for our communities or our wildlife and natural areas. It is rather like throwing the baby out with the bathwater; what is the point of trying to improve one part of modern life while at the same time destroying or seriously degrading more fundamental elements of life, our people and our natural environment?

Response to Submission 4196 (Kathleen Trinity, October 17, 2022)

4196-8743

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

The commenter is concerned with noise impacts through the Town of Acton, including impacts to domestic animals and wildlife and states that the project should be constructed underground in this area. Additionally, the commenter references a 2012 document entitled "High Speed Train Noise Effects on Wildlife and Domestic Livestock", citing the short-term and long-term impacts to wildlife and domestic animals.

The Authority's preferred alternative SR14A would be underground through the Acton area. Please refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife and Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, which further address noise concerns.

The document cited by the commentor, was authored by the same primary author of the FRA's 2012 High-Speed Ground Transportation Noise and Vibration Impact Assessment (guidance manual) from the same year. The cited document contains the same information as FRA's 2012 guidance manual regarding animal effects. The Draft EIR/EIS relied on FRA's 2012 noise and vibration guidance manual, as described in Section 3.4.4. of the EIR/EIS. Therefore, the noise impact methodology associated with wildlife and domestic animals used in the EIR/EIS is consistent with the document referenced by the commenter.

4196-8744

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-6: Construction Noise/Truck Impacts.

The commenter expresses their opinion that at-ground or above-ground high speed rail is inappropriate due to Acton's topography based on their belief that the topography causes sound to echo and magnify. To clarify, Refined Alignment SR14 is mostly underground through Acton but is aboveground to cross over SR14 near Escondido Canyon Road. The E1, E1A, E2, E2A alignments pass south of Acton, mostly in a tunnel but with a small portion of cut and cover. Additionally, note that Preferred Alternative SR14A would be fully underground within Acton and the surrounding area and would be constructed through tunneling. The Build Alternatives can be seen on the interactive map available at

<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>. Please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for a description of noise impacts from tunneling. For above-ground construction, noise is also addressed in Standard Response-N&V-6: Construction Noise/Truck Impacts. Regarding general opposition to at-ground or above-ground components in Acton, refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Response to Submission 4196 (Kathleen Trinity, October 17, 2022) - Continued

4196-8745

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter is concerned with operational noise impacts to the residents of Acton and construction and operational noise impacts to horses.

Please refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receivers, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which address these issues. As discussed under Impact N&V#6, operation of the SR14A Build Alternative, which is the Preferred Alternative, would result in a moderate noise effect to one noise measurement location for residents from Soledad Siphon to Acton Canyon Road; no severe noise effect to noise measurement locations for residents would occur in this area. This is because the SR14A Build Alternate would be in tunnel through the town of Acton, and noise and vibration would not be perceptible at the surface. As described in Section 3.4, Noise and Vibration, of the Draft EIR/EIS, only severe noise impacts are considered significant effects under CEQA.

4196-8746

The commenter inquired about the purpose of the project when it may cause consequences to people and the environment. See Section 1.2.5, Project Benefits, which addresses the various Palmdale to Burbank Project Section's benefits such as transportation, environmental, economic and employment concerns. Comment noted. No change has been made to the document in response to this comment.

Submission 4197 (Chris Roe, October 17, 2022)

Palmdale - Burbank - RECORD #4197 DETAIL

Status : No Action Required
Record Date : 10/17/2022
Interest As : Individual
First Name : Chris
Last Name : Roe

Stakeholder Comments/Issues :

4197-8279

High Speed Rail is the answer. To get it done: First, Palmdale to Burbank. Follow the freeway; no tunneling, no riding in the dark (which is bad). Next, Palmdale to Victorville/Las Vegas. When this is done, San Francisco will want travel to flow to our great Southland and all will want to close the gap. Palmdale will then see it done.
Christopher Roe PO Box 902915 Palmdale, CA 93590-2915 661-878-4781

Response to Submission 4197 (Chris Roe, October 17, 2022)

4197-8279

Refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the project and noted their preference of no tunneling and a route that follows the freeway. The Authority's preferred alternative, Build Alternative SR14A, will have the least amount of tunneling out of all the Build Alternatives studied in the EIR/EIS. Please refer to Standard Response PB Response-ALT-1: Alternatives Selection and Evaluation Process, Standard Response PB-Response-ALT-2: Unique Tunnel Elements –Windows, Adits, Tunnel Boring Machines, etc. and PB-Response-GEN-4: General Opinions, Opposition or Support.

Submission 4200 (Kathrine Paul, October 19, 2022)

Palmdale - Burbank - RECORD #4200 DETAIL

Status : Action Pending
Record Date : 10/20/2022
Interest As : Individual
First Name : Kathrine
Last Name : Paul

Stakeholder Comments/Issues :

4200-8477 | Katherine Paul, [REDACTED]. Our phone number is [REDACTED]. I am in favor of
4200-8478 | the no project version of this. I have a number of questions. One, at what point in the process will businesses be notified that they are to be displaced? How much water would be used with the boring machines and with dust control? And once an alternate is chosen, a build alternate is chose, how many holes will be bored. If results are more boring or problematic, what will be done next? If land is sold, private land is sold, and the chosen route and develop before the EIR is officially adopted, how does that authenticate the EIR? If, for example, 100 homes are approved for development, would these, and sold, would, 100 parcels then need to be displaced? How will environmental effects from needed building to house new workers offset environmental pollution caused by the new housing? So in other words, aren't we trying to cut down on environmental pollution rather than add to it? What kind of workers ...the Draft EIR says that local workers who would be used used for the project. What kinds of skills would the project be looking for and how would local workers fit those skills? And of course, how are you going to update things? Because this report is saying that the high peak date is 2023, which is next year. So many, many aspects to this need to be updated to make it viable and useful. So does that count? Or do we just kind of ignore that? Anyhow, thank you very much. I'll probably call again sometime. Bye.

Response to Submission 4200 (Kathrine Paul, October 19, 2022)

4200-8477

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter provides a preference for the No Project Alternative. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's opposition to the HSR project is acknowledged and included in the record for consideration by decisionmakers. 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.

4200-8478

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-4: Greenhouse Gas Emissions, PB-Response-GEN-1: Frequently Asked Questions, PB-Response-PUE-3: Water Demand and Usage, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter expresses concerns regarding business and residential displacements, tunnel boring elements, dust control, air quality, use of local workers, and the adequacy of the data presented in the analysis. Each of these comments, and responses to them, are provided below in their respective order.

Businesses will be notified that they are to be displaced after certification of the Final EIR/EIS, and before the start of construction, the Authority's Right-of-Way acquisition process would notify all impacted businesses and residents of displacement and begin the process of relocation. CEQA requires analysis and disclosure of potential environmental effects of any proposed project. The cumulative impact analysis included in this EIR/EIS discusses potential growth inducement impacts, including growth from employment opportunities created as a result of the HSR system. The Authority, to the best of its ability and using the currently available information, has evaluated potential environmental impacts, including potential displacements, that are reasonably foreseeable. Table 8-2 in Chapter 8, Preferred Alternative and Station Sites, of the EIR/EIS presents the anticipated displacements for each of the build alternatives analyzed in the EIR/EIS. Environmental impacts from specific housing development projects to accommodate population growth would be evaluated at the project level to satisfy CEQA requirements for each project.

The exact amount of water required for construction, specifically for boring machines and dust control, is not known at this time. As discussed in Section 3.6, Public Utilities and Energy, and further addressed in Section 3.19, Cumulative Impacts, of this EIR/EIS, construction of the Build Alternatives would use water for the following activities: dust control, tunneling (increasing the water content of soil optimizes tunnel boring), preparing concrete, and reseeding/ replanting temporary use areas. As such, water demand from construction of all six Build Alternatives would require the allocation of additional water entitlements. Mitigation Measure PUE-MM#1, described in Section 3.6

Response to Submission 4200 (Kathrine Paul, October 19, 2022) - Continued

4200-8478

will require the Authority to prepare an updated water supply analysis that identifies detailed water supply needs for construction and operation of the selected Build Alternative. Based on the results of the water supply analysis, the Authority will coordinate with applicable water agencies to determine if allocations for additional water supply are needed for project construction and operation. In the event that additional water supply is needed from the State Water Project, the Authority shall pay the water agencies its fair share of the State Water Project fees (per acre-foot of their allocations), which are used for constructing and operating the State Water Project conveyance facilities. In addition, the Authority will be required to utilize non-potable water during construction and operation, to the extent feasible. The number of bored tunnels depends on the Alternative chosen. The HSR alignment from Palmdale to Burbank may include anywhere from three to five tunnels, with the potential for dual-bore tunnel design. This may total between six and ten boring locations in this Project Section.

In regard to the selling of land before the EIR/EIS is finalized, CEQA requires an environmental analysis of the existing conditions at the time an environmental analysis is initiated, compared to reasonably foreseeable future projects or changes to the existing conditions. Once the EIR/EIS is certified, and a preferred alternative is selected, potential acquisition of the property would be disclosed to any potential buyer. Regardless of any change in ownership of a privately held property, the Authority would work with property owners during the right-of-way acquisition process, prior to the start of construction.

As discussed above, CEQA requires analysis and disclosure of potential environmental effects of any proposed project. The cumulative impact analysis included in this EIR/EIS discusses potential growth inducement impacts, including growth from employment opportunities created as a result of the HSR system. Environmental impacts from specific housing development projects to accommodate population growth would be evaluated at the project level to satisfy CEQA requirements for each project.

As discussed throughout the EIR/EIS, the Authority will make every effort to employ local workers during construction and operation of the HSR system. Employment opportunities will vary from construction worker positions during construction to track and trainset maintenance, service, security, and other positions during operation.

4200-8478

The analysis in the EIR/EIS is based on data collected around the time of the 2014 Notice of Preparation. Substantive portions of the EIR have been updated as revised data has become available. The Final EIR/EIS has been updated to include substantive updated information received since publication of the Draft EIR/EIS.

Submission 4202 (DAMIAN PARK, October 20, 2022)

Palmdale - Burbank - RECORD #4202 DETAIL

Status : Action Pending
Record Date : 10/20/2022
Interest As : Individual
First Name : DAMIAN
Last Name : PARK

Stakeholder Comments/Issues :

4202-7718

I am very interest in how this construction will affect quite mountain neighborhood. Also, if this will have a direct impact near our community

Response to Submission 4202 (DAMIAN PARK, October 20, 2022)

4202-7718

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-5: Impacts of Spoils Hauling (Noise), PB-Response-TRA-3: Construction Traffic/Truck Impacts in the San Fernando Valley.

The commenter requested information on effects to communities from the HSR Palmdale to Burbank Project Section.

The Draft EIR/EIS considered potential impacts to communities, including impacts related to transportation/traffic, air quality, noise and vibration. In addition, Chapter 3.12, Socioeconomics and Communities of the Draft EIR/EIS considered potential impacts to communities, including impacts related to displacement. For concerns related to traffic on community, please refer to Standard Response PB-Response-TRA-3: Construction Traffic/Truck Impacts in the San Fernando Valley. For concerns related to air quality on communities, please refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, and PB-Response-AQ-3: Construction Air Quality/Truck Impacts. For concerns related to noise and vibration on communities, please refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, and PB-Response-N&V-5: Impacts of Spoils Hauling (Noise).

Submission 4204 (Anonymous, October 20, 2022)

Palmdale - Burbank - RECORD #4204 DETAIL

Status : No Action Required
Record Date : 10/20/2022
Interest As : Individual
First Name : Anonymous
Last Name : Anonymous
Attachments : PB-4204_Anonymous_Original_Letter_Submission.pdf (419 kb)

Stakeholder Comments/Issues :

4204-7717

- The complete project is a total waste of \$ money.
- Use the money to improve the State.
- Build dams, supply energy, green energy is fine, but not at the people's expense.
- We are surrounded by water build desalination plants. Cut water for all the people you welcoming to this State? Homeless rampant.
- PG&E keeps burning towns & people to death, you do not take action because PG&E donate heavily!
- No-one can trust you. Phoney! Fraud!
Tear down a home of four, build a mega building and stuff hundreds just for your tax.

THE COMPLETE PROJECT IS A TOTAL WASTE OF \$ MONEY.
USE THE MONEY TO IMPROVE THE STATE.
BUILD DAMS, SUPPLY ENERGY, GREEN ENERGY IS FINE, BUT NOT AT THE PEOPLE'S EXPENSE.
WE ARE SURROUNDED BY WATER, BUILD DESALINATION PLANTS. CUT WATER FOR ALL THE PEOPLE YOU ~~KEEP~~ WELCOMING TO THIS STATE? HOMELESS RAMPANT.
PG&E ~~KEEPS~~ BURNING TOWNS & PEOPLE TO DEATH, YOU DO NOT TAKE ACTION BECAUSE PG&E DONATE HEAVILY!
NOW YOU WANT TO BE PRESIDENT?
NO-ONE CAN TRUST YOU. PHONEY!
TEAR DOWN A HOME OF FOUR, BUILD A MEGA BUILDING & STUFF HUNDREDS JUST FOR YOUR TAX.

Response to Submission 4204 (Anonymous, October 20, 2022)

4204-7717

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter states that the cost of the project is not a good use of taxpayer money and that project funding should be redirected to tackle other state issues such as drought, homelessness, and wildfires. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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.

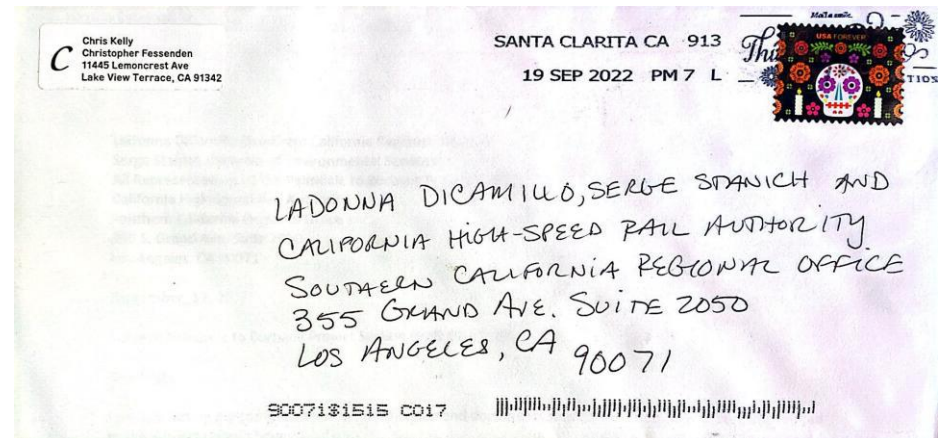
Submission 4205 (Chris Kelly, September 12, 2022)

Palmdale - Burbank - RECORD #4205 DETAIL

Status : Ready for Delimiting
Record Date : 10/20/2022
Interest As : Individual
First Name : Chris
Last Name : Kelly
Attachments : PB_4205 C Kelly_ Mailed Letter Submission 09-12-22.pdf (1 mb)
PB_4205_C_Kelly__Mailed_Letter_Submission_091222.pdf (1 mb)

Stakeholder Comments/Issues :

See attached letter.



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Submission 4205 (Chris Kelly, September 12, 2022) - Continued

LaDonna DiCamillo (Southern California Regional Director)
Serge Stanich (Director of Environmental Services)
All Representatives of the Palmdale to Burbank Project Section of the CA High Speed Rail Project
California High-Speed Rail Authority,
Southern California Regional Office
355 S. Grand Ave. Suite 2050
Los Angeles, CA 90071

September, 12, 2022

Subject: Palmdale to Burbank Project Section Draft EIR/EIS Comment

Greetings,

I am submitting my comments per the notification and documents sent to me dated August 26, 2022 related to the Subject noted above.

4205-9874 **FIRST** – I endorse a decision of “NO PROJECT Alternative”, as the plan has deviated from the original proposal for the following reasons:


1. The original proposal voted on by the public years ago described high-speed rail along established transportation routes.
 - a. The proposed routes deviate from that design promise and will have significant and devastating impacts on natural areas and communities based on the reports.
 - b. The actual rail appears not to be a high-speed (bullet train) alternative to standard rail, and does not match the proposal that was voted on by the public. This is not an improvement, or a forward thinking alternative – and frankly seems like a potential waste of money. If Southern California is proposing new train transit, consider something like Germany’s new hydrogen-powered system which is emission-free and low-noise with only steam and condensed water issuing from the exhaust. It is renewable energy and saves thousands of gallons of diesel fuel a year.

- 4205-9875
2. Southern California currently faces at least two significant crises NOW that should be priorities, and would better benefit from our tax dollars.
 - a. Water Shortage – Both our water supply and our pipe infrastructure need to be addressed NOW. The bottom line is that we need water to survive as a population. Trains should take a backseat to this.
 - b. Fires – Fighting fires, and protecting our land and homes needs greater attention and funding than ever before due to drought and increasing temperatures. Again, trains should take a backseat while this matter of protecting life, land, and property is supported.

4205-9876 **SECOND** – If this project must be executed – the route that appears to cause the least amount of damage to environment and community is the Preferred SR14A Build Alternative. All the others, SR14A, E1, E2, E1A, & E2A are absolutely in violation of the original proposal that was voted on by the public – as they do NOT follow an established transportation route. It is quite obvious that self-interested parties intervened to divert the route after the project passed, and the impression is that it was private money swaying the politics in favor of these designs.

I appreciate your attention to my comments – this is a very important decision that will impact Southern Californians now, and the generations to come.

Sincerely, CHRIS KELLY (818) 635-4442 / cxkelly1@gmail.com / 11445 Lemoncrest Ave., Lake View Terrace, CA 91342



Response to Submission 4205 (Chris Kelly, September 12, 2022)

4205-9874

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter supports the No Project Alternative, stating that the project has deviated from the original proposal that was voted on and that all Build Alternatives would have devastating impacts on natural areas and communities and could be a potential waste of money. This comment does not address the sufficiency of the Draft EIR/EIS nor does it suggest edits to the document. The commenter does not raise specific issues related to natural areas and communities. Impacts associated with the Palmdale to Burbank Project Section of the California HSR System are discussed throughout the Draft EIR/EIS. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding and Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.

4205-9875

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition for the project, stating that taxpayer dollars used to fund the project should be redirected to addressing the water shortage and wildfire issues in southern California. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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.

4205-9876

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

The commenter expresses their support for the SR14A Build Alternative if the project must be executed. The commenter states the opinion that the Refined SR14, E1 E2, E1A, &E2A Build Alternatives are in violation of the original proposal that was voted on by the public. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative, along with the impact analysis presented in this Draft Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Refer to Standard Response ALT-1: Alternatives Selection and Evaluation Process, for discussion of how the build alternatives were evaluated and selected for consideration.

Submission 4206 (Alyson Rousseau, October 20, 2022)

Palmdale - Burbank - RECORD #4206 DETAIL

Status : Unread
Record Date : 10/20/2022
Interest As : Individual
First Name : Alyson
Last Name : Rousseau

Stakeholder Comments/Issues :

4206-7720 | I want to voice my strong objection to this being built:
4206-7721 | *Overall, The No Build Alternative is the only feasible alternative. Every route for the Palmdale to Burbank segment goes through the environmentally sensitive Angeles National Forest.
• crosses major seismically active area, including the San Andreas and San Fernando faults
• tunneling will likely cause dewatering of Angeles National Forest (source of some local water, plus private wells in Kagel Canyon).
4206-7722 | • does not take into account growth of hybrid and electric vehicles, thus negating the train's "clean energy" benefit
4206-7723 | • their population growth and ridership estimates appear to be grossly overstated
• 25% of all cap and trade money now and for the last few years has been given to the high speed train project because it's "green", YET the construction will require the high speed rail to purchase pollution offset credits
• will take 30 to 70 years to recoup the pollution it creates during construction through any clean air benefit the train may offer after it's operational
4206-7724 | • nearly 5 million trip trucks (round trip) hauling dirt (much of it contaminated) from portals
• years of construction will result in dust, vibration, noise, and road closures (some permanent)
4206-7725 | • permanent sales and property tax loss to cities, counties, the state, and schools due to acquiring business and residences
• will cost nearly \$1 billion to tear down newly built Avion complex near the Burbank Airport
4206-7726 | • crosses high severity fire hazard zones and could actually cause fires due to metal on metal technology (wheels and braking system) and catenaries which can spark if debris hits them during our frequent wind storms
4206-7727 | • the statewide budget has gone from \$16.5 billion on 1996 to \$105 billion in 2022. Grossly mismanaged, behind schedule, and over budget
• there are much better transportation solutions than this train—e.g., hybrids and electric vehicles. Spend the money on charging stations instead.
No one living in Burbank has any desire to go to Palmdale and no one in Palmdale can afford to go to Burbank.
This is a meme, but it's not too far from the truth!
Signed,Alyson Rousseau Living in Agua Dulce

Sent from Yahoo Mail for iPhone

Response to Submission 4206 (Alyson Rousseau, October 20, 2022)

4206-7720

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter appears to express opposition to the HSR Palmdale to Burbank Project Section. 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.

4206-7721

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter expresses support for the No Project Alternative, stating that all the HSR Build Alternatives are infeasible because they go through the environmentally sensitive Angeles National Forest, cross a seismically active area, and will likely cause dewatering of Angeles National Forest. This comment presents an opinion on the Palmdale to Burbank Project Section; please refer to PB-Response-GEN-4: General Opinions, Opposition or Support. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives, of the EIR/EIS. For a discussion of impacts related to seismicity, please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8, Hydrology and Water Resources, of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would

Response to Submission 4206 (Alyson Rousseau, October 20, 2022) - Continued

4206-7721

consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

4206-7722

The commenter states that the project does not consider growth of hybrid and electrical vehicle use, resulting in a negation of the project's clean energy benefit.

EMFAC was used to calculate the long-term benefits of the HSR project. This model takes into consideration the rate of integration of EVs and hybrid vehicles in the forecasted emission inventories, as well as considering the regulations promulgated in the state to encourage the transition to lower-emitting vehicles, and electric and alternatively fueled vehicles as discussed further in the EMFAC Technical Documentation (CARB 2021).

4206-7723

The commenter states that the population growth and ridership estimates appear to be grossly overstated. The commenter does not provide any evidence to substantiate that population growth and ridership estimates are overstated. A discussion of how the Authority identified their ridership estimates can be found in Section 2.6 of the Draft EIR/EIS. Please refer to that section.

The commenter also states that the California HSR Project has received cap and trade money but that it would require purchasing pollution offset credits, and that it would take 30 to 70 years of operation to recoup the pollution the project creates. The Authority has calculated the payback of Greenhouse Gas (GHG) Emissions for the six Build Alternatives at 4 to 6 months of project operation (Draft EIR/EIS Table 3.3-44). In other words, the Authority has demonstrated that it would take between 4 to 6 months of operation of the Palmdale to Burbank Project Section to offset construction-related GHG emissions, not 30 to 70 years. After that, the project will produce net benefits by reducing GHG emissions (Draft EIR/EIS page 3.3-126). As discussed in Section 3.3.7 of the Draft EIR/EIS, mitigation measures are included to offset and significantly lessen impacts associated with construction air emissions, via agreements with the applicable air districts (see mitigation measures AQ-MM#1 to AQ-MM#3). The purchase of offsets is an established and acceptable method to mitigate project impacts. See CEQA Guidelines section 15126.4(c)(3). As applied here, these offsets meet all the requirements for feasible mitigation included in CEQA Guidelines section 15126.4. The applicable air districts, SCAQMD and AVAQMD, have signed agreements to provide the offsets discussed in air quality mitigation measures, which will occur within the air districts.

Response to Submission 4206 (Alyson Rousseau, October 20, 2022) - Continued

4206-7724

Refer to Standard Response PB-Response-HAZ-3: Impacts of Spoils Hauling (Hazardous Materials and Waste), PB-Response-N&V-2: Noise Mitigation and selection of Proposed Sounds Barriers.

As part of their opposition to the project, the commenter notes that the construction spoils activities will result in over 5 million truck trips from spoils hauling, many of which include the transport of hazardous materials. The commenter also notes that construction will result in dust, vibration, and noise impacts as well as road closures.

Depending on the Build Alternative, there would be between 1.3 million and 4.9 million construction spoils haul trucks throughout the construction duration (estimated to be 6.4 years), based on the construction plan documented in Appendix 2-I Spoils Disposal Assumptions used for Environmental Analysis. Please refer to PB-Response-HAZ-3: Impacts of Spoils Hauling (Hazardous Materials and Waste) which discusses the transportation of potentially hazardous spoils materials during construction. As described under Impact AQ#2, IAMFs AQ-IAMF#1 and AQ-IAMF#6 would be implemented to control fugitive dust during construction of the project. PB-Response-N&V-5: Impacts of Spoils Hauling (Noise) discusses potential noise impacts from spoils hauling truck traffic during construction of the project. As discussed in Impact N&V#3, construction vibration would be temporary and intermittent and would cease once work is complete. NV-IAMF#1 and Mitigation Measure N&V-MM#2 would reduce any potential construction vibration impacts to less than significant. Construction activities associated with the six Build Alternatives could require temporary lane or road closures, as discussed in Impact TRA#7. Implementation of TR-IAMF#1 through TR-IAMF#7, TR-IAMF#11, and TR IAMF#12 will prevent circumstances that substantially would interfere with vehicle, pedestrian, bicyclist, and transit circulation or access during construction. As shown in Table 3.11-13 of the Draft EIR/EIS, there would be between 5 and 13 permanent road closures, depending on Build Alternative, and each permanent road closure would be coordinated with Caltrans or other local jurisdictions and designed in accordance with the relevant standards. 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)). While the commenter provided a comment on environmental issues, they have not

4206-7724

raised issues with the environmental analysis, so no further response is required.

Response to Submission 4206 (Alyson Rousseau, October 20, 2022) - Continued

4206-7725

The commenter states that there will be permanent effects to sales and property tax revenues to cities, counties, and schools as a result of the project, and suggests it will cost nearly \$1 billion to tear down newly built Avion complex near the Burbank Airport. Permanent effects on property and sales tax revenues from property displacements resulting from the project are evaluated and discussed under Impact SOCIO#12, in Section 3.12, Socioeconomics and Communities, of this Final EIR/EIS; permanent effects on school district property tax revenue from the project are evaluated and discussed under Impact SOCIO#13.

During project operations, the jurisdiction that would experience the largest potential property tax revenue loss is Los Angeles County with approximately \$1.12 million in lost property tax revenue annually under the Refined SR14 Build Alternative; however, this is only 0.03 percent of the county's property tax revenues. The largest estimated percentage loss of property tax revenues is within the city of Burbank under all six Build Alternatives with a loss of approximately 0.10 percent, or approximately \$44,000, in annual property tax revenues. Given the small percentage of total revenues that would be lost because of project displacements, the overall effect of these revenue losses would be small, although it is acknowledged that these effects could be cumulatively considerable with present and reasonably foreseeable future projects.

During operations, it is anticipated the Refined SR14, SR14A, E1, and E1A Build Alternatives would result in an annual net loss of \$89,000 in sales tax in the region; the E2 and E2A Build Alternatives would an annual net loss of \$46,500 in sales tax in the region. The sales tax losses presented assume a highly conservative scenario under which none of the displaced businesses resulting from the project would be able to find replacement sites in their current city.

Each of the six Build Alternative would result in similar effects on school district funding during operations. The greatest difference among alternatives would occur in the Acton-Agua Dulce Unified School District, where 0.45 percent of annual revenue would be lost with implementation of the Refined SR14 Build Alternative, 0.30 percent would be lost with implementation of either the E1, E1A, E2, or E2A Build Alternatives, and 0.18 percent would be lost with implementation of the SR14A Build Alternative. School closings are often triggered by reductions in ADA and the corresponding revenue

4206-7725

allocated to each district based on its ADA. Given that 99.6 percent of total revenue for Acton-Agua Dulce Unified School District funding is derived from ADA-based allocations, it is unlikely that a reduction in only property tax revenues would trigger any school closures within the district.

4206-7726

Refer to Standard Response PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-S&S-1: Wildfire.

The commenter indicates that the project crosses through areas designated as high severity fire hazard zones and the concern for potential wildfires resulting from the project. The Authority appreciates and acknowledges public comments regarding the health and safety of affected communities. This topic is further discussed in Standard Responses PB-Response-S&S-1: Wildfire and PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials. HSR infrastructure including OCS, traction power substations, switching and paralleling stations, and electrical interconnections would be co-located with existing infrastructure of a similar nature, and would be located in disturbed areas where possible to minimize wildfire risks, including during operations; furthermore, OCS along the project alignment would be contained within HSR right-of-way and inspected daily, minimizing wildfire risks. HSR trains would be fully electric and would not carry flammable fuel or freight. In addition, HSR trains would only carry passengers. Incorporating sprinklers and warning systems into the train design would further prevent trains from creating fire hazards. Moreover, a basic design feature of HSR systems is to contain trainsets within the right-of-way. This measure design feature would reduce fire risks from sparks caused by the friction of wheels against the rails.

Response to Submission 4206 (Alyson Rousseau, October 20, 2022) - Continued

4206-7727

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed their concern about the increase, management, and schedule of the statewide project budget for the California HSR System. The commenter also suggested spending money on more electric vehicles and charging stations instead of the Project. Additionally, the commenter expressed that the California HSR System will not be utilized enough by the residents of Burbank. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, which discusses the cost estimates developed for the project area, funding as well as the potential for cost overruns. In addition, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Submission 4207 (Chris Roe, October 21, 2022)

Palmdale - Burbank - RECORD #4207 DETAIL

Status : Unread
Record Date : 10/21/2022
Interest As : Individual
First Name : Chris
Last Name : Roe

Stakeholder Comments/Issues :

4207-7714 | Palmdale SouthwardFrom Palmdale, the rail needs to be laid to Burbank, along the 14 freeway route. It will
4207-7715 | carry a quiet fast train from Palmdale to Acton. Then it will start slowly, past Acton, no tunneling, then it will pick
4207-7716 | up speed past Acton. The riders will see all the towns to Burbank. Fast trains are quiet. There are immense
benefits to above-ground rail. It will be years before many trains travel this route. Richard Branson has been
running a railway for years; ask for his opinion. Palmdale to Burbank is easy pickings. An terrific example of a
freeway with trains and cars can be seen on the 210 freeway through Pasadena.

Chris RoeP.O. Box 902915Palmdale, CA 93590-2915(661) 878-4781

Response to Submission 4207 (Chris Roe, October 21, 2022)

4207-7714

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

The commenter suggests an alternative that follows the SR14 transportation corridor with no tunneling. The Preferred Alternative, SR14A Build Alternative, is similar to the suggested alternative as it loosely follows the existing SR14 transportation corridor. Other alternatives that closely followed the SR14 corridor were previously studied and rejected because of their environmental and community impacts. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the alternative development process, including those that follow the SR14 transportation corridor.

4207-7715

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors.

This comment presents an opinion regarding rail, including train noise being quiet. 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.

4207-7716

The commenter provided suggestions and examples of railway operations in other parts of California. The commenter appears to be asking about the non-tunnel alignment. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which address issues associated with tunnel and non-tunnel alignment alternatives. 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 4208 (Sergio Ramirez, October 21, 2022)

Palmdale - Burbank - RECORD #4208 DETAIL

Status : No Action Required
Record Date : 10/21/2022
Interest As : Individual
First Name : Sergio
Last Name : Ramirez

Stakeholder Comments/Issues :

4208-7713

Hello. My name is Sergio Ramirez. I wanted to voice my support for the high speed rail project from Burbank to Palmdale. A majority of the people so far who are against the project have very little or no understanding of the infrastructure and how we're dependent we are in California on California, especially being a very car dependent neighborhood grid and environments. So far, the high-speed rail is a necessity. Like despite what people are saying of the house are going to be bulldozed. All this other stuff, it's not it's not that cut and dry, but in reality, it's going to be helping a lot more people and it's going to be a backbone for the future high-speed rail network in the United States. Currently, it's just people who don't understand. Like we need this form of transportation, very popular in Europe. It's very popular in every other nation, even Africa recently had an expansion in West Ghana from high-speed rail. What needs to happen essentially is that a lot of people who are who were against it don't understand the purpose of it like how much actual benefits we're gonna have for the environment such as traffic, reducing traffic, making it easier to access locations. It's going to be a great in transporting in case of national security, such as mass evacuations, being able to transport supplies between emergency supplies on rail between Palmdale and Burbank. And it'll be a great backbone as it continues to be part of California's infrastructure. Unfortunately, like people still don't realize that, hey, the longer you put this off, the more, more traffic it's going to get worse. So far, I don't think a lot of people have realized, but in the past three years, more and more flights have been passing over our, in between the Palmdale and Burbank area. And like even the middle of the night, you could still hear the planes flying over. But what I wish to say is just that a lot of people who are contradicting this don't understand what its standing for, what its intentions are in the necessity of the infrastructure. They're just people who don't want change. They don't want improvement. They believe that improvement is adding an extra...an extra line to the freeway and other go less traffic when in reality it's just going to induce more demand. All right. That's my comment for all. Thank you.

Response to Submission 4208 (Sergio Ramirez, October 21, 2022)

4208-7713

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the transportation and other benefits that the Palmdale to Burbank Project Section of the California High-Speed Rail System will provide. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's support for the project is acknowledged.

Submission 4210 (Cindy Bloom, October 21, 2022)

Palmdale - Burbank - RECORD #4210 DETAIL

Status : No Action Required
Record Date : 10/21/2022
Interest As : Individual
First Name : Cindy
Last Name : Bloom

Stakeholder Comments/Issues :

Hi Geno,

4210-7728

It was nice to see you last week. Nice meeting, but I'm a little disappointed that we didn't have much time to speak to the people manning the tables. For some reason, I thought it was going to be more of an open house type event but I always learn something new at each meeting.

Well Appendix 6B is still NOT fixed! And there are more pages that have truncated columns than what I first noticed.

All Scott has to do is to open the Excel spreadsheet, make the columns larger (or reduce the font size) and then copy and paste it into the document. Then, save as pdf and post to the website.

This is pure sloppiness on his part and should have been caught during proofreading.

Thanks for following up with him again.

Cindy Bloom
818-445-5602

Response to Submission 4210 (Cindy Bloom, October 21, 2022)

4210-7728

The commenter provided positive feedback regarding the open house in general but expressed disappointment in the lack of opportunities to speak to the project team members at the information stations. The commenter also referred to a previously requested correction to Appendix 6-B and requested the correction be made to the document. Appendix 6-B has been revised in the Final EIR/EIS to avoid truncating columns per request. 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 4211 (LB Gonzalez, October 22, 2022)

Palmdale - Burbank - RECORD #4211 DETAIL

Status : No Action Required
Record Date : 10/22/2022
Interest As : Individual
First Name : LB
Last Name : Gonzalez

Stakeholder Comments/Issues :

4211-7712 | yes on electric

Response to Submission 4211 (LB Gonzalez, October 22, 2022)

4211-7712

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter says "yes on electric"; however, it not clear what this comment means. As indicated in Section 2.2.1, California High-Speed-Rail System Background in the EIR/EIS, the California HSR System will be electrically powered. 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 4212 (Mauro Diaz, October 24, 2022)

Palmdale - Burbank - RECORD #4212 DETAIL

Status : No Action Required
Record Date : 10/24/2022
Interest As : Individual
First Name : Mauro
Last Name : Diaz

Stakeholder Comments/Issues :

Palmdale_Burbank@hsr.ca.gov

4212-7711

This project Palmdale to Burbank Project Section continue to impact all of the surrounding environments.

It's impact to the local environment will much greater than any so called carbon reduction or decrease of vehicle traffic.

With Amtrak and LA Metrorail ridership continuing to decrease, this project likely do nothing but cost California taxpayer more future taxes to provide public support to kept this monstrosity of rail system running plus increase debt.

No support to this project.

Mauro Diaz
mauro.diaz@sbcglobal.net

Response to Submission 4212 (Mauro Diaz, October 24, 2022)

4212-7711

Refer to Standard Response PB-Response-AQ-4: Greenhouse Gas Emissions, PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter indicates that adverse impacts from the HSR Palmdale to Burbank Project Section to local environments will be greater than carbon reduction and decreased vehicle traffic benefits. For additional discussion on the project's benefits, please refer to Section 1.2.5 in the Final EIR/EIS, Project Benefits. Please see Standard Response PB-Response-AQ-4: Greenhouse Gas Emissions which discusses the GHG reduction benefits of the project. The commenter also indicates that the Project would be a great cost to California taxpayers and would not increase the use of public transit. Refer to Standard Responses PB-Response-GEN-4: General Opinions, Opposition or Support and PB-Response-GEN-2: Project Costs and Funding. 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. No change has been made to the document in response to this comment.

Submission 4213 (David Blekhman, October 24, 2022)

Palmdale - Burbank - RECORD #4213 DETAIL

Status : No Action Required
Record Date : 10/24/2022
Interest As : Individual
First Name : David
Last Name : Blekhman

Stakeholder Comments/Issues :

4213-7710

I am writing in support of the train if it would be powered by Hydrogen. With Biden administration investing in hydrogen hubs this angle can boost the process and help Los Angeles get high speed rail with minimum need for electrification. There are many examples in Europe.

Sincerely, David Blekhman, PhD

Hydrogen Expert

Response to Submission 4213 (David Blekhman, October 24, 2022)

4213-7710

The commenter states that he would support the project if the train were to be powered by hydrogen. Although this is not a comment raising a significant environmental issue requiring a response under CEQA or NEPA, nor is it a comment addressing the sufficiency of the Draft EIR/EIS, as discussed in Section 2.3.2, Vehicles, of the Draft EIR/EIS, most of the world's HSR systems in operation today use electric propulsion with power supplied by an overhead system. These include the Train à Grande Vitesse in France, the Shinkansen in Japan and Taiwan, and the InterCity Express in Germany, off which the California HSR System is based. Other magnetic levitation (maglev) train systems, such as those in China and Korea, do not use an overhead system of electrification. Instead, electromagnetic propulsion is provided via the tracks.

Submission 4215 (Catherine Smith, October 24, 2022)

Palmdale - Burbank - RECORD #4215 DETAIL

Status : Action Pending
Record Date : 10/24/2022
Interest As : Individual
First Name : Catherine
Last Name : Smith

Stakeholder Comments/Issues :

4215-7709 | Good morning. I'm very excited about the high speed rail authority, but I wanted to ask, will will they stop and make delivery and pick up going back to Palmdale at that Burbank airport? Thank you very much. Okay.

My name is Catherine Smith, and I would like to know about the high speed rail authority. My question is, will the train stop at the Burbank Airport and pick up at the airport? And how could it be 31 to 38 miles? Um, the distance, please. Is it possible that I can wait because I don't have a regular telephone number?

Response to Submission 4215 (Catherine Smith, October 24, 2022)

4215-7709

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-TRA-5: Connection to Existing Transportation Infrastructure.

The commenter inquired about high-speed train serving the Burbank Airport and inquired about the mileage of the project alignment.

Please refer to Standard Response PB-Response-TRA-5: Connection to Existing Transportation Infrastructure, for information about connecting transportation infrastructure. The project would have stations both at the Burbank Airport and in Palmdale to pick up and let off passengers. The mileage for the Build Alternatives ranges from 31 to 38 miles, depending on the total length of the specific Build Alternative. See Table 2-12 in Chapter 2, Alternatives, of the Draft EIR/EIS for additional details.

The commenter also expresses support for the HSR Palmdale to Burbank Project Section. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Submission 4217 (Sergio Ramirez, October 24, 2022)

Palmdale - Burbank - RECORD #4217 DETAIL

Status : No Action Required
Record Date : 10/24/2022
Interest As : Individual
First Name : Sergio
Last Name : Ramirez

Stakeholder Comments/Issues :

4217-9104

Hello. My name is Sergio Ramirez. I was. I wanted to voice my support for the high speed rail project from Burbank to Palmdale. A majority of the people so far who are against the project have very little or no understanding of the infrastructure and how dependent we are in California on California, especially being a very car dependent neighborhood and environments. So far, the high speed rail is a necessity, like despite what people are saying of the house are going to be bulldozed. All this other stuff, it's not it's not that cut and dry, but in reality, it's going to be helping a lot more people and it's going to be a backbone for the future high speed rail network in the United States. Currently, it's just people who don't understand, like we need this form of transportation, it's very popular in Europe. It's very popular in every other nation, even. Even Africa recently had an expansion in West. Gone from high speed rail. What needs to happen essentially is a lot of people who are who were against it don't understand the purpose of in like how much actual benefits are you have for the environment such as traffic, reducing traffic, making it easier to access locations. It's going to it's going to be a great transport in case of national security, such as mass evacuations, being able to transport supplies between emergency supplies on rail between Palmdale and Burbank. And it'll be a great backbone as it continues to be part of California's infrastructure. Unfortunately, like people still don't realize that, hey, the longer you put this off, the more more traffic it's going to get worse. So far, I don't think a lot of people have realized, but in the past three years, more and more flights have been arcing over our in between the Palmdale and Burbank area. And like even the middle of the night, you could still hear the plane flying over. But what I wish to say is just that a lot of people who are contradicting this don't understand what is standing for, what is intentions are in the necessity of the infrastructure. They're just people who don't want change. They don't want improvement. They believe that improvement is adding an extra line to the freeway and other less traffic when in reality it's just going to induce more demand. All right. That's my comment for all. Thank you.

Response to Submission 4217 (Sergio Ramirez, October 24, 2022)

4217-9104

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the California HSR System, citing the popularity of high-speed trains in other countries, and the benefits of reduced vehicle traffic. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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 4218 (Nathaly Hernandez, October 24, 2022)

Palmdale - Burbank - RECORD #4218 DETAIL

Status : No Action Required
Record Date : 10/24/2022
Interest As : Individual
First Name : Nathaly
Last Name : Hernandez

Stakeholder Comments/Issues :

Hello ,

4218-7707 | I am writing this in regards to my concern in this project. I know this project is going to benefit the city but it's also going to impact us people that live close to where the high speed rail is going to pass. We already deal with the noise of the train that passes during the day and night time, besides only the noise we are impacted by the pollution of the train as well and we have never got a change or even asked what can be fixed to our homes for us not to be impacted by these noises. Besides the noises of the train we are also impacted by the smelly smells of the trash disposal places enough is enough and it's time we stand up and say what is going to be done for us this time ! What benefits come to us as a community are you guys going to put double windows so we don't hear the noise of the high speed rail or what is going to be done ? Because you guys only see the benefit of the railroad in your perspective but what is our perspective what can we gain from this project as well we need a change and are tired of having to hear the train , smelling the trash smell at night , & plus you guys are trying to add more noise !!!

4218-7708 |

Response to Submission 4218 (Nathaly Hernandez, October 24, 2022)

4218-7707

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors.

The commenter acknowledges the potential for the Palmdale to Burbank Project Section to result in benefits to their city but expresses concern about potential impacts to people living in close proximity, including noise, pollution, and trash. The commenter also identifies existing noise and pollution issues associated with current train operations.

Please refer to PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, which addresses the noise effects of the proposed HSR Build Alternatives. Also, refer to Section 3.3, Air Quality and Greenhouse Gas, of the Draft EIR/EIS for a discussion regarding air emission from the project, and Section 3.6, Public Utilities and Energy, for analysis of the effects of solid waste generated during construction and operation.

4218-7708

Refer to Standard Response PB-Response-N&V-2: Noise Mitigation and selection of Proposed Sounds Barriers.

The commenter inquired what benefits the community may experience from the project and what mitigation measures will be taken relating to train noise. Commenter also expressed concerns regarding trash. For additional details about the project's benefits, see Chapter 1, Project Purpose, Need, and Objectives, Section 1.2.5, Project Benefits of the Final EIR/EIS which addresses the Palmdale to Burbank Project Section's various benefits such as transportation, environmental, economic and employment concerns. Please refer to Standard Response PB-Response-N&V-2: Noise Mitigation and Selection of Proposed Sounds Barriers. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4219 (Candice Schrage, October 26, 2022)

Palmdale - Burbank - RECORD #4219 DETAIL

Status : Unread
Record Date : 10/27/2022
Interest As : Individual
First Name : Candice
Last Name : Schrage

Stakeholder Comments/Issues :

4219-7702

Hello my name is Candice and I have a question about my properties:
They are located at 33302 Crown Valley Road in Acton and
33300 Crown Valley Road in Acton California 93510

I would like to request and or view a picture, description and or map indicating ,what portion of my property the
HSR will be requesting an underground easement on and or if they will be requesting to Acquisition my
properties.

Thank you
Candice Schrage 661-425-8778

Response to Submission 4219 (Candice Schrage, October 26, 2022)

4219-7702

The commenter requested a map or description of the portion of property HSR will be acquiring through underground easements.

As discussed in Section 3.12, Socioeconomics and Communities, based on the nature of impacts, the Authority determined where a full acquisition, partial acquisition, permanent easement (surface, subterranean, or aerial), temporary easement, or some combination of these would be required. For example, the Authority currently has 119 miles of active construction occurring between Madera south to the Kern County line. In this instance, the Authority has acquired almost all of the right-of-way parcels needed for construction along the 119-mile segment. For information on how the Authority will acquire property, see Appendix 3.12-A, Residential, Business, and Mobile Home Relocation and Assistance Brochures for more information about relocations and acquisitions.

For an interactive map of the entire California HSR System, including all the Build Alternatives for the HSR Palmdale to Burbank Project Section, please refer to this site: https://gis.data.ca.gov/datasets/83492c31c5604917856580447ab09f76_0/explore?location=34.843182%2C-118.040600%2C7.00

For an interactive map of the SR14A Build Alternative, the Authority's preferred alternative, please refer to this site: <https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>

The commenter can use these maps to identify where their house is relative to the alignments proposed for the HSR Palmdale to Burbank Project Section.

Submission 4220 (George Galesburg, October 24, 2022)

Palmdale - Burbank - RECORD #4220 DETAIL

Status : No Action Required
Record Date : 10/27/2022
Interest As : Individual
First Name : George
Last Name : Galesburg

Stakeholder Comments/Issues :

4220-7706

Yeah. My name is George Galesburg, and that population center in Palmdale is not big enough to demand a high speed rail that's going to cost millions and millions of dollars as proven out on the last attempt and all the unfinished business that cost. You just can't do it. I'm sorry. They should all take a car. And I don't really care if it is an electric or gas. Well as you move down here, everybody that needs to go back and forth, it's like any other town. But for that little population center to spend all that money is ludicrous. And my phone number [REDACTED]. I'm totally against it. I'm going to write that to you also. It's stupid just what it is, and it's for a few people to make money on and then they'll lose the project and everything is half finished. You're not capable. I'm sorry.

Response to Submission 4220 (George Galesburg, October 24, 2022)

4220-7706

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition to the California HSR System due to the population in Palmdale and the cost of the project. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4223 (Monica Coons, October 26, 2022)

Palmdale - Burbank - RECORD #4223 DETAIL

Status : Action Pending
Record Date : 10/28/2022
Interest As : Individual
First Name : Monica
Last Name : Coons

Stakeholder Comments/Issues :

4223-7705

Hi. This is Monica Coons and I just received this brochure about the rail way rail road thing. So I just want to know, does it stop at the Burbank airport? Um, because I have to go there in a couple weeks. So if it does, I'll be able to go on it. So can you give me a call at [REDACTED]. Please don't leave a message or text. I just I receive phone calls.

Thank you. Bye.

Response to Submission 4223 (Monica Coons, October 26, 2022)

4223-7705

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

The commenter inquired if the Palmdale to Burbank Project Section includes a train stop at the Burbank Airport Station. As described in Section 2.5.3.1 of the Draft EIR/EIS, all Build Alternatives would terminate at the Burbank Airport Station. As described in Table 2-35 Construction Timeline Estimates, construction of the Palmdale to Burbank Project Section Build Alternatives would take 8.33 to 9.25 years depending on the Build Alternative.

Submission 4224 (Randy Perez, October 28, 2022)

Palmdale - Burbank - RECORD #4224 DETAIL

Status : Action Pending
Record Date : 10/28/2022
Interest As : Individual
First Name : Randy
Last Name : Perez

Stakeholder Comments/Issues :

4224-7704

Yes. My name is Randy Perez. I live in Sunland. My phone number is [REDACTED]. I just want to make sure that this route that the high speed rail is going to take is not through Angeles National Forest, also not through Shadow Hills. I don't know what route exactly you're taking, but it would destroy that area. And I don't want to go to Shadow Hills either because of the horse property. It'll decimate that. Please give me a call back. I'd like to know which route is going to be taken. And, uh. How if it's going to be above ground or underground. Give me a call back at [REDACTED], please. My name is Randy Perez. Thank you.

Response to Submission 4224 (Randy Perez, October 28, 2022)

4224-7704

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter requests that the project alignments avoid the Angeles National Forest and the Shadow Hill community. The commenter requests that a member of the project team respond to their inquiry and provide more information regarding the proposed Build Alternatives. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative, along with the impact analysis presented in the Draft EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. Refer to Chapter 2, Alternatives, of the Draft EIR/EIS for a description of each Build Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. A representative of the Authority called the commenter on October 28, 2022, and left a message to share the project website (meethsrsoocal.org) to show the alignment. The representative also noted that the commenter can call back to the hotline or submit a comment via the comment's options provided online. The SR14A Build Alternative has both above ground and underground spans. The portion of the Palmdale to Burbank Project Section under Build Alternative SR14A would tunnel beneath the Angeles National Forest and be entirely underground and would avoid the Shadow Hills area. The Draft EIR/EIS includes figures that show the SR14A Build Alternative alignment. Please refer to Figure 2-2 and Figures 2-55 through 2-60. For a more interactive map, the commenter can use the following link, which has an interactive map of the California HSR system, including the six Build Alternatives for the HSR Palmdale to Burbank Section:
https://gis.data.ca.gov/datasets/83492c31c5604917856580447ab09f76_0/explore?location=34.842302%2C-118.040600%2C7.00 The commenter expresses that the project could "decimate" the Angeles National Forest. The Authority considered the potential impacts on the Angeles National Forest throughout the Draft EIR/EIS and the commenter can review the Authority's analysis in the Sections of Chapter 3 in the Draft EIR/EIS. For example, the Authority considered potential impacts on water resources within the Angeles National Forest in Section 3.8, Hydrology and Water Resources of the Draft EIR/EIS. In addition, the Authority considered potential impacts on biological resources within the Angeles National Forest in Section 3.7, Biological and Aquatic

4224-7704

Resources. The Authority also considered potential inconsistencies with the Angeles National Forest Management Plan in Appendix 3.1-B of the Draft EIR/EIS.

Submission 4225 (Michael Royal, City of Los Angeles, October 28, 2022)

Palmdale - Burbank - RECORD #4225 DETAIL

Status : Delimited
Record Date : 10/28/2022
Interest As : Individual
First Name : Michael
Last Name : Royal

Stakeholder Comments/Issues :

4225-7703

I think the better routes are E1 ,E1A and E2,E2A. This is less obtrusive and if later connection to Acton Metrolink Station is considered it would be possible to add a surface rail there. Thank you for allowing me to comment. Sincerely, Michael Royal

Response to Submission 4225 (Michael Royal, City of Los Angeles, October 28, 2022)

4225-7703

The commenter expresses a preference for the E1, E1A, E2, and E2A Build Alternatives. The commenter identifies the possibility of a later connection to the Acton Metrolink Station. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The SR14A Build Alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities.

For more information on the Preferred Alternative SR14A, please see Chapter 8, Preferred Alternative, of the Final EIR/EIS.

Submission 4226 (CG Lawler, October 29, 2022)

Palmdale - Burbank - RECORD #4226 DETAIL

Status : Action Pending
Record Date : 10/29/2022
Interest As : Individual
First Name : cg
Last Name : lawler

Stakeholder Comments/Issues :

4226-7701

please send me electronic copy of eir

Response to Submission 4226 (CG Lawler, October 29, 2022)

4226-7701

The commenter requested an electronic copy of the Draft EIR/EIS. The Draft EIR/EIS is available on the Authority website and was made available via hard copy at multiple repository locations during the public review period. 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 4229 (Dennis Mifflin, October 31, 2022)

Palmdale - Burbank - RECORD #4229 DETAIL

Status : Action Pending
Record Date : 10/31/2022
Interest As : Individual
First Name : Dennis
Last Name : Mifflin

Stakeholder Comments/Issues :

4229-9173

Question: My property is listed as partial acquisition on the current map, but we are a mile from the train line. What do those long blue lines extending from the main line mean? The current one goes down a long street, leaves the street to cover part of our property, and then goes back on the street.

My address is 32155 2nd street, Acton, CA 93510

The map I am looking at is at

<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>

Thanks, Dennis Mifflin

Response to Submission 4229 (Dennis Mifflin, October 31, 2022)

4229-9173

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter inquired about the blue lines shown on the Authority's online ArcGIS Mapping Tool. The blue lines signify the proposed footprint associated with the SR14A Build Alternative. Ancillary features such as utility lines associated with the SR14A project footprint would be located at this location and no acquisition would occur. See Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations for more information regarding parcel acquisition.

Submission 4231 (Gloria Sharpsteen, November 1, 2022)

Palmdale - Burbank - RECORD #4231 DETAIL

Status : No Action Required
Record Date : 11/1/2022
Interest As : Individual
First Name : Gloria
Last Name : Sharpsteen
Attachments : PB-4231 G Sharpsteen California_High_Speed_Rail_questions_and_comments - Comment_Letter.pdf (131 kb)

California High Speed Rail questions and comments.

October 23, 2022
 Gloria Sharpsteen
 Gloriaejs@yahoo.com

Stakeholder Comments/Issues :

To Whom it may concern:

Here are my comments and questions for the Burbank Section.

Thank you,

Gloria Sharpsteen

4231-8515

I have lived in southern California most of my life and experienced the 210 freeway construction as a child, as it took the southern part of my street in La Canada, along with many thousands of homes along its route. It took many years to complete. I also experienced the 2 freeway construction, and prior to these 2 major freeways, the only way to travel was on surface streets. Today, Southern California is much more populated. We do need better, more efficient ways to travel. I voted for the HSR. I have several concerns regarding the construction of the section from Palmdale to Burbank.

My concerns center around tunneling through the Angeles National Forest and the San Gabriel National Monument mountains. *How will construction temporarily and permanently affect intersection of the many earthquake faults? How will our underground water systems not be contaminated? How will HSR manage in an earthquake? Construction in a heavily populated area, the San Fernando valley, comes with significant daily inconvenience and disruption for many. Is it possible to upgrade and modernize our existing metro system already in place, which would be less costly?*

Sent from Mail for Windows

4231-8516

3.9 Geology, Soils, Seismicity and Paleontological Resources

“During stakeholder outreach efforts, commenters expressed concern about the following issues pertaining to geology, soils, seismicity and paleontology:

- Risk of seismic activities and potential for construction activities to trigger earthquakes (seismic hazards addressed in Section 3.9.5)1
- Tunnel stability in mountainous areas near active fault zones and routes crossing several active fault zones (seismic hazards addressed in Section 3.9.5.5; refer to Section 3.11, Safety and Security, for a discussion of seismic safety)
- Soil compaction and subsidence (subsidence addressed in Section 3.9.5.4) • Storage, transport, and disposal of fill material from tunnel construction (refer to Section 3.6, Hazards and Hazardous Materials, for an analysis of tunnel spoils offhaul and disposal)
- Disturbed soils during construction releasing fungal spores that lead to Valley fever (refer to Chapter 3.11, Safety and Security, for a discussion of Valley fever.”

The Alquist-Priolo Earthquake Fault Zoning Act provides policy and direction to licensed professional to build responsibly. *How is it possible to build upon and intersect with the San Andres Fault? Please show how is it possible to build upon the other faults listed in Table 3.9-4, when this act prohibits development across active faults?*

Submission 4231 (Gloria Sharpsteen, November 1, 2022) - Continued

4231-8516

The Seismic Hazards Mapping Act *Do we have known data of site-specific hazards regarding tunneling at depths of 500-1600 feet intersecting faults? We have not experienced an earthquake of 8 or larger.*

“3.9.5.5 Seismicity Seismic hazards result from earthquake activity along active faults. Most faults are the result of repeated displacement that could have taken place suddenly and/or by slow creep over time. Los Angeles County experiences regular seismic activity from multiple hazardous fault complexes in the region. For the purpose of this analysis, “hazardous faults” experienced ruptures within the last 11,000 years, and “potentially hazardous faults” experienced ruptures between 11,000 years and 1.6 million years ago. Table 3.9-4 lists fault zones within the primary seismic hazard RSA; of these, the San Andreas Fault Zone, San Gabriel Fault Zone, Sierra Madre Fault Zone – San Fernando Section, and Verdugo Fault Zone are considered hazardous or potentially hazardous. Figure 3.9-15 through Figure 3.9-17 depict the regional system of faults; Figure 3.9-18 shows a history of seismic activity throughout Los Angeles County. Additionally, faults that are classified as “unknown” are typically nonhazardous faults where either no data is available or the alignment would not cross the fault. Seismic activity along one of these faults/fault zones could result in primary seismic hazards (fault rupture and ground shaking) or secondary seismic hazards (liquefaction; lateral spreading; ground lurching; seismically induced landslides; or seismically induced flooding from tsunamis, seiche, or dam failure.”

Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area shows that we have not recently experienced an earthquake greater than 7.5. (3.9-46) *Please describe and explain the designs in which underground tunnels, above ground stations, structures, railings and trains will be able to withstand fault rupture, liquefaction, violent ground shaking, ground lurching and vertical and horizontal ground displacement? The US Forest Service Resource Analysis showed that the ANF and the SGNMM are susceptible to landslides and seismic induced landslides. Will the fault chambers be constructed only at all fault crossings? What will happen if the fault chamber is too small or insufficient in length?*

When coming into the San Fernando Valley, a heavily weighted and populated area, please explain how the effects of ground subsidence will be evaluated, studied and managed over the operating lifetime of the project.

4231-8517

I am concerned that the tunnel construction will cause changes and irreparable damage to our groundwater, our aquifers and wells by tunneling near or on fault lines where water is present. Pollutants and contamination with drilling muds, sediments and lubricants used during tunneling activities can enter these fault lines and into the groundwater. These are risks that we cannot predict or prevent, when boring and tunneling through the landscape. *What methods will be used to prevent this from occurring? Only six bore holes have been made, how many more will be needed?*

4231-8518

From reading the section on paleontology, I understand that it may not be known that a paleontological site has been breached when boring and tunneling. *Please describe what will be the alternative process if this should occur?*

“Construction Aggregate Availability Mineral land classification studies in Los Angeles County define production-consumption (P-C) regions, which cover aggregate production districts (a group of producing

4231-8518

aggregate mines) and the market area they serve. The project would be located within the following two P-C regions:

- San Fernando Valley/Saugus-Newhall P-C region
- Palmdale P-C region

According to CGS’s 2012 aggregate study, the Palmdale P-C region contained 152 million tons of remaining permitted aggregate reserves, which could meet projected regional demand until 2023–2033. The San Fernando Valley/Saugus-Newhall P-C region had 77 million tons of remaining permitted aggregate reserves, which would be insufficient to meet projected regional demand until 2022.” 3.9-66

Please explain where will sufficient construction aggregate come from to complete the project?

4231-8519

3.8 Hydrology and Water Resource

“During stakeholder outreach efforts, commenters expressed concern about issues pertaining to hydrology and water resources, including impacts on streams and groundwater. Impacts to streams and groundwater are addressed in Section 3.8.6.3”

“Safe Drinking Water Act (42 U.S.C. Section 300 et seq.) The Safe Drinking Water Act was originally passed by Congress in 1974 to protect public health by regulating the nation’s public drinking water supply. The act authorizes the USEPA to set national health-based standards for drinking water to protect against both naturally occurring and human-produced contaminants that may be found in drinking water. The Safe Drinking Water Act applies to every public water system in the United States. The Sole Source Aquifer Protection Program is authorized by Section 1424(e) of the Safe Water Drinking Act. The sole source aquifer designation is used to protect drinking water supplies where there are few or no alternative sources and where, if contamination occurred, use of an alternative source would be extremely expensive. All proposed projects to receive federal funds are subject to USEPA review to ensure that they do not endanger the water source.”

I am concerned that those who receive their water supply from wells may be impacted by the tunnel construction and above ground construction. I am concerned that contamination could occur from disturbing the underground soils, and water sources. All six routes cross over a variety of water resources, as watersheds, springs, flood plains, groundwater basins. There is not enough data to know if the tunneling will be below the water table. Impact Avoidance and Minimization Features will be done, but this is a very complicated project.

Please explain how tunnel liners and grouting will be sufficient to prevent seepage during the daily operations and how will these materials will manage in a strong earthquake? How will contaminated waters, drilling muds, lubricants and sediments not be able to seep into cracks and crevices during construction of tunnels and structures? Please describe what safety measures will be in place for construction workers while drilling where the water pressure is high.

“3.8.6.2 No Project Alternative The No Project Alternative assumes that the population in the surface hydrology and water quality RSA would continue to moderately grow, and changes and improvements to transportation infrastructure in and near the Palmdale to Burbank area would be implemented by agencies other than the Authority. Overall, development would be focused within the urbanized portions of the Antelope Valley and San Fernando Valley. Between these urban centers, vast areas of

Submission 4231 (Gloria Sharpsteen, November 1, 2022) - Continued

4231-8519

the San Gabriel Mountains would likely remain intact and undisturbed because of their protected status as part of the National Forest System. Construction projects could alter surface water drainage patterns, modify watercourse capacity and water-flow height, increase erosion and sedimentation, degrade surface water or groundwater quality, and increase flood risks by altering flood hazard areas. Long-term effects associated with these projects could include increases in stormwater runoff speed and rates, permanent alterations of watercourse hydraulic capacity, degradation of surface water or groundwater quality, increased flood heights, or decreased groundwater recharge. However, new development projects would be subject to federal, State, and local regulations designed to control stormwater runoff, which require construction-period pollution controls, prevent floodplain development, provide for adequate groundwater recharge, and otherwise protect hydrologic resources and water quality. Adherence to these regulations would avoid and minimize hydrology and water resource impacts under No Project Alternative conditions. It is reasonable to assume that foreseeable development associated with the No Project Alternative would not entail the construction of tunnels in the tunnel construction RSA. Such construction, which is unique to the Build Alternatives, could affect groundwater hydrology, as further detailed below. The No Project Alternative would avoid such effects.”

4231-8520

If the existing Metro system is upgraded and developed to increase passenger capacity to the Burbank area, less monies would be needed and an alternative to doing irreparable damage to our land.

Thank you.

Gloria Sharpsteen

Response to Submission 4231 (Gloria Sharpsteen, November 1, 2022)

4231-8515

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter inquired regarding tunneling impacts on the Angeles National Forest and the San Gabriel National Monument, specifically those related to seismic activities, water quality, and traffic. The commenter also inquired if an alternative that would utilize the existing Metrolink system is possible.

The HSR system project design includes several components that would be implemented as part of GEO-IAMF#6 (Ground Rupture Early Warning Systems), which would minimize the effects of seismic events and the potential safety risks from seismic events. These include a train control system with earthquake early warning detection systems and operational responses to notification of a seismic event including stopping or slowing of trains and inspection of infrastructure. This would help identify situations where fault creep or rupture have the potential to damage facilities and enable control of trains in a manner that would reduce the potential for accidents. GEO-IAMF#7 (Evaluate and Design for Large Seismic Ground Shaking) will require documentation through preparation of a technical memorandum, which evaluates large seismic ground shaking, and GEO-IAMF#10 (Geology and Soils) will implement engineering and safety protocols to limit fault rupture and ground shaking hazards during construction.

Regarding potential impacts to subsurface water supply, pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only

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limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Impact HWR#2 (Construction Activities Required for the Build Alternatives) addresses the potential for groundwater contamination from construction activities. The Refined SR14 Build Alternative would require footprint within four groundwater basins: the Antelope Valley, the Santa Clara River Valley East Sub-basin, the Acton Valley, and the San Fernando Valley. The E1 and E2 Build Alternatives would require footprint within Antelope Valley and San Fernando Valley groundwater basins. One optional adit (E1-A2) for the E1 Build Alternative would require the construction of a utility easement within the Santa Clara River Valley East Sub-basin. As described in greater detail in Impact HWR#2, construction activities, such as trenching and installation of bridge piers,

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could require dewatering to remove groundwater from the construction site. Dewatering activities could degrade groundwater through the introduction of sediment or potential release of contaminated groundwater. As summarized for groundwater below, local water inflows during portal and tunnel excavations are expected in some areas. Disposal of water flow into the tunnel could release water contaminated with drilling muds, sediments, and lubricants used during the tunneling activities. Water quality may be affected by the construction method. In accordance with HYD-IAMF#3, a construction Stormwater Pollution Prevention Plan (SWPPP) (HYD-IAMF#3) will be prepared that will establish best management practices (BMPs) to minimize water quality impacts caused by short-term sedimentation throughout construction. HMW-IAMF#5 through HMW-IAMF#9 would minimize risks associated with use, transportation, storage, and disposal of hazardous materials. Although these measures and the construction-related SWPPP (HYD-IAMF#3) would minimize water quality impacts related to channel dewatering, the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives could still substantially degrade groundwater quality during tunnel construction and, therefore, result in a significant impact.

Standard Response PB-Reponse-ALT-1: Alternatives Selection and Evaluation Process discusses alternative alignments that were considered but not carried forward, including options that utilized the existing Metrolink corridor.

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Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter quotes a section from the Draft EIR/EIS (pages 3.9-1 through 3.9-2) that summarizes concerns expressed during stakeholder outreach, including risk of seismic activities from construction triggering earthquakes, tunnel stability near active fault zones, soil compaction, subsidence, storage transport and disposal of fill materials, and Valley fever. This quote also contains references to where each impact is addressed in the EIR/EIS. The commenter also asks about the possibility of building the HSR Palmdale to Burbank Section given it crosses active faults and given the Alquist-Priolo Earthquake Fault Zoning Act prohibits development across active faults, inquired about site-specific hazards regarding tunneling depths that intersect faults. Additionally, the commentor requested an explanation regarding the design in which permanent structures (i.e., tunnels, above ground stations etc.) would be built to withstand fault rupture, liquefaction, ground shaking, ground subsidence ground lurching, and vertical and horizontal ground displacement, and inquired about fault chambers.

General Geological Concerns

The comment's references to geologic and seismic hazard impacts quote the EIR/EIS. The quote itself indicates where in the EIR/EIS those issues are addressed, and also describes seismic hazards. To elaborate, geologic risks and impacts are analyzed in detail in Section 3.9, Geology, Soils, Seismicity and Paleontological Resources, specifically in Impact GSSP#1 (Ground Subsidence and Ground Settlement Could Endanger People or Structures During Construction), Impact GSSP#3 (Landslides Could Endanger People or Structures During Construction), Impact GSSP#7 (Fault Rupture and Seismic Ground Shaking Could Endanger People or Structures During Construction), Impact GSSP#8 (Liquefaction, Lateral Spreading, and Ground Lurching Could Endanger People or Structures During Construction), and Impact GSSP#16 (Effects of Geologic Hazards During Operations).

Please also refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity.

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Alquist-Priolo Earthquake Fault Zoning Act

Regarding the Alquist-Priolo (A-P) Earthquake Fault Zoning Act, its prohibition on development on active faults, the description of the Act in EIR/EIS Section 3.9.2.2 specifies that: "This act provides policies and criteria to assist cities, counties, and State of California agencies in the exercise of their responsibilities to prohibit the location of developments and structures for human occupancy across the trace of active faults." The Alquist-Priolo Act does not preclude construction of non-habitable structures like bridges, culverts and tunnels. For example, the fourth bore of the Caledecott Tunnel was constructed across an Alquist Priolo Fault Zone between 2010 and 2013 (CCTA 2018, CGS 2024). The proposed project is not a structure for human occupancy and therefore the Act does not prohibit its construction across active faults.

Seismic Hazards Mapping Act and Earthquakes of Magnitude 8 or Larger

The commenter references the Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, Section 2690-2699.6) which directs the Department of Conservation, California Geological Survey to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking. The purpose of the SHMA is to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards. For discussion of tunnel depths, refer to Section 2.9.5.3, Tunnels, in Chapter 2, Alternatives.

Regarding the comment about earthquakes of a magnitude of 8 or larger, note that the USGS reports that an earthquake larger than a magnitude 8.3 occurring on the San Andreas fault is extremely unlikely. Sufficient information is currently known to evaluate impacts under CEQA and NEPA related to seismic hazards. However, additional investigation work would be conducted for additional design. Potentially hazardous faults crossed by the HSR Build Alternatives would be evaluated by conducting field investigations to establish updated estimates of levels of ground motion prior to construction and during final design. As discussed in Section 3.9, Geology, Soil, Seismicity, and Paleontological Resources, design-level geotechnical investigations will be completed during final design to further assess the specific characterization of

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geological resources and hazardous conditions in the geology, soils, and seismicity resource study areas (RSAs). During final design, the Authority would conduct geotechnical investigations that focus on defining precise geology, groundwater, seismic, and environmental conditions along the Preferred Alternative (SR14A). 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. The geotechnical investigations would be conducted in-situ within boreholes, drilled to the approximate depth below ground surface of the Preferred Alternative alignment tunnels, and would be located at approximately 50 to 100 sites along the selected Build Alternative. Final design would be further supported by additional seismic studies and compliance with Caltrans seismic design criteria.

Fault Chambers

Regarding hazards of tunneling at depth and intersecting faults, both fault rupture and ground shaking are addressed under Impact GSSP#16 in the EIR/EIS. At the San Gabriel and Sierra Madre Fault Zones, the tunnel design would include fault chambers, an additional excavated spaces designed to help accommodate fault displacement at subsurface fault crossings.

Regarding the potential for inadequate fault chambers, construction of fault chambers at hazardous fault locations where a highly compressible material is installed between the interior tunnel lining and the primary support of the fault chamber would allow for large deformation redistribution and avoiding shear failure. Where the tunnels cross a Hazardous Fault zone, a larger cross-section has been considered to allow clear passage and realignment of the tracks after a seismic event. Also, the length of the track realignment zone has been extended beyond the fault zone. The fault chamber is designed to accommodate fault displacement by the failure of the initial lining while preserving the integrity of the interior lining. Please refer to Draft EIR/EIS Volume 3 Tunnel Plans Drawings TN-C0300 through TN-C0302 for a description of the fault chamber design. Before and after the fault chamber, the tunnel will have a widened cross section to allow the alignment recovery.

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The fault chambers design would be based on requirements of GEO-IAMF#7. The fault chambers would reduce the amount of earthwork needed for maintenance if there were a displacement event, which would reduce costs and the need for closures to perform repairs. The HSR system project design also includes several components that minimize the effects from seismic events and the potential safety risks from seismic events (GEO-IAMF#6). These include a train control system with earthquake early warning detection systems; operational responses to notification of a seismic event including stopping or slowing of trains and inspection of infrastructure. This would help identify situations where fault rupture has the potential to damage facilities and enable control of trains in a manner that would reduce the potential for accidents. GEO-IAMF#6 requires that project design incorporate early warning systems to track strong ground motion associated with fault rupture to minimize the potential for accidents, referred to here as an Early Earthquake Detection System (EEDS). The EEDS is triggered by strong ground motion association with ground rupture. GEO-IAMF#7 requires that a contractor prepare a technical memorandum documenting large seismic ground shaking evaluation and project design criteria.

Soil Concerns (i.e., liquefaction, ground subsidence)

Liquefaction and ground lurching hazards are described in EIR/EIS Section 3.9.5.7, and impacts related to them are addressed in Impact GSSP#8. Technical Memorandum 2.9.10 and GEO-IAMF#10 provide specific design criteria, such as the design of bridge foundations and structures, retaining walls, and construction specifications for HSR infrastructure that would reduce vulnerability to liquefaction, lateral spreading, and ground lurching during construction. With adherence to Technical Memorandum 2.9.10 and GEO-IAMF#10, the Refined SR14, E1, and E2 Build Alternatives would not increase exposure to loss of life, injuries, or destruction resulting from liquefaction, lateral spreading, or ground lurching hazards.

Impact GSSP#16 also evaluates subsidence. As explained in the EIR/EIS Section 3.9.5.3 Geologic Hazards, ground subsidence results from subsurface fluid extraction, which causes the collapse and compaction of void previously occupied by the removed fluid and results in a gradual drop in ground surface elevation. Ground subsidence is to be differentiated from tunneling ground settlement discussed in Section IV.H, above.

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The effects of subsidence on permanent structures and trackway could translate into differential settlement, in which soils underlying a structure settle at different rates, could sustain foundational and structural damage. If unaddressed, ground subsidence and settlement would represent a direct, permanent hazard throughout the project's operating lifetime. GEO-IAMF#9 requires subsidence and ground settlement monitoring where the potential for long-term settlement and subsidence exists, to allow for proactive risk management. With adherence to GEO-IAMF#9, the operation of all six Build Alternatives would be properly assessed during settlement and subsidence monitoring, and therefore would not result in on- or off-site subsidence or collapse during operation.

Response to Submission 4231 (Gloria Sharpsteen, November 1, 2022) - Continued

4231-8517

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter raises questions regarding the potential for the project to cause contamination of groundwater resources. Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for a discussion of impacts to groundwater volume and quality as well as impacts to wells. Potential impacts are analyzed in detail in Section 3.8.6.3, specifically in Impact HWR#2 (Construction Activities Required for the Build Alternatives) and Impact HWR#5 (Changes in Hydrogeologic Conditions Associated with Tunnel Construction Beneath the ANF which May Affect Surface and Subsurface Water Resources). Construction of the Palmdale to Burbank Project Section Build Alternatives could result in the contamination or pollution of surface waters within or adjacent to the construction area. This represents a potential temporary water quality impact that could occur during the construction period. As discussed in HWR-IAMF#3, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared to outline Best Management Practices for spill prevention and would provide procedures and responsibilities for addressing accidental releases. Although the SWPPP would minimize water quality impacts, all six Build Alternatives could still substantially degrade groundwater quality during tunnel construction and, therefore, result in a significant impact. As discussed in Section 3.8.8, HWR-MM#1 will require the Authority to treat potential groundwater contamination pursuant to RWQCB permit requirements. Through treatment of groundwater and installation of groundwater barriers (where necessary), application of this mitigation measure would prevent degradation of groundwater quality. Treatment methods for groundwater would include constructed wetland systems, biofiltration and bioretention systems, wet ponds, organic mulch layers, planting soil beds, and vegetated systems (biofilters), such as vegetated swales and grass filter strips. Therefore, with HWR-MM#1, the impact associated with contaminated groundwater resources during construction activities would be less than significant. Impact HWR#2 evaluates construction-related chemicals and soils exposed through ground-disturbing activities like grubbing, vegetation removal, and grading could temporarily affect surface water quality during the construction period; and excavation,

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trenching, tunneling, and dewatering activities would potentially increase the risk of groundwater contamination for all Build Alternatives in areas where construction over groundwater aquifers is proposed. However, mitigation measure (HWR-MM#1) addresses Impact HWR#2 by requiring controls for the isolation, treatment, and contaminant disposal of likely groundwater contamination. Regarding changes in hydrogeological conditions associated with tunnel construction (Impact HWR#5), impacts would be avoided or minimized with the engineering and design approaches described in HYD-IAMF#5 through HYD-IMAF#7 requiring the use of state-of-the-art tunneling techniques, utilizing a tunnel liner system appropriate to the groundwater conditions/pressures, and using grout injected into the subsurface material to avoid and minimize seepage into the tunnel. In the event that groundwater and/or water wells are adversely impacted within the Angeles National Forest (ANF), the Authority will implement an Adaptive Management and Monitoring Plan (AMMP) as required by mitigation measure HWR-MM#4. The AMMP includes provisions for augmenting water supplies for wells and actions to restore affected resources, if necessary. Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells.

The commenter notes that the Authority conducted six bore holes and asks how many additional bore will be required. The Authority conducted preliminary geotechnical investigations in 2016 at six exploratory bore hole sites to evaluate tunnel feasibility and subsurface conditions within the ANF. As explained in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the Authority will conduct additional geotechnical investigations during final design of the Preferred Alternative. The number and locations of bore holes that may be required during final design is currently unknown and will be determined during final design.

Response to Submission 4231 (Gloria Sharpsteen, November 1, 2022) - Continued

4231-8518

Refer to Standard Response PB-Response-GSSP-2: Impacts on Paleontological Resources.

The commenter inquires if there is an alternative process if paleontological resources are identified during tunnel boring activities. The commenter also provides information about production-consumption (P-C) regions for aggregate and asks where sufficient construction aggregate will come from for the HSR Palmdale to Burbank Section.

Paleontological Resources

Regarding impacts to paleontological resources from tunnel boring, impacts to paleontological resources are discussed under Impact GSSP#15: Surface Excavation and Subsurface Tunneling Could Destroy Unique Paleontological Resources. During the final design, the Authority and its contractor would conduct several pre-construction activities to determine how construction of the Palmdale to Burbank Project Section should be staged and managed. Geotechnical investigations would be conducted along the selected Build Alternative, focusing on defining precise geology, groundwater, and seismic conditions. The results would inform the final design and construction methods for foundations, underground structures, tunnels, stations, grade separations, aerial structures, systems, and substations. The investigations would be conducted in-situ within boreholes, drilled to the approximate depth below ground surface of the selected Build Alternative alignment tunnels, and would be located at approximately 50 to 100 sites along the selected Build Alternative.

Impact Avoidance and Minimization Feature (IAMF) GEO-IAMF#11 through GEO-IAMF#15 will implement measures to protect paleontological resources. GEO-IAMF#11 will require the contractor to retain a Paleontological Resource Survey (PRS) tasked with establishing a framework for protecting paleontological resources affected by construction. The PRS would analyze the 90 percent design plans, as required by GEO-IAMF#12, to evaluate the location, extent, and anticipated depth of disturbance to inform paleontological monitoring. The Paleontological Resource Monitoring and Mitigation Plan (PRRMP) would require pre-construction surveys for unsurveyed geologic units with high or low paleontological sensitivity, as determined by the PRS. GEO-IAMF#13 will require the PRS to prepare and implement the PRMMP, that would outline the use of construction monitoring and emergency discovery procedures in project construction.

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The PRMMP would also establish protocols for preconstruction surveys and procedures for fossil specimen recovery. GEO-IAMF#14 will require the contractor to provide training to workers involved in ground-disturbing activities to increase workers' awareness of paleontological resources procedures. GEO-IAMF#15 will require a protocol for addressing the unexpected discover of paleontological resources, which will include a halt to construction to allow for evaluation of discovered resources.

While implementation of the aforementioned IAMFs would avoid or reduce some paleontological impacts, there are no feasible protocols that would avoid or reduce impacts from tunneling activities on unique paleontological resource or site that could be encountered; therefore, no alternative process or mitigation is feasible. As a result, the EIR/EIS concludes that this impact would be significant and unavoidable. Please see Standard Response PB-Response-GSSP-2: Impacts on Paleontological Resources for further discussion of project construction impacts on paleontological resources, including IAMFs and mitigation measures that will be implemented to minimize and/or avoid impacts to paleontological resources during surface construction.

Construction Aggregate

As described in Impact GSSP#11 (Regional Availability of Aggregate Resources During Construction) of the Draft EIR/EIS, there are two P-C regions in Los Angeles County which supply aggregate for construction, the San Fernando Valley/Saugus-Newhall and the Palmdale P-C regions. Construction aggregate from both of these P-C regions will be utilized to meet project's construction aggregate requirement. The commenter specifies that, according to CGS's 2012 aggregate study, the Palmdale P-C region contained 152 million tons of remaining permitted aggregate reserves, which could meet projected regional demand until 2023–2033. The San Fernando Valley/Saugus-Newhall P-C region had 77 million tons of remaining permitted aggregate reserves. This is consistent with the statement within Impact GSSP#1, which states that a total 229 million tons of remaining permitted aggregate reserves are available. That analysis notes that the build alternatives would require up to 9.3 million tons of aggregate, which is far below that which is available. Based on this estimate, there would be sufficient aggregate available to provide material for the project without harmfully depleting available sources.

Response to Submission 4231 (Gloria Sharpsteen, November 1, 2022) - Continued

4231-8519

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter expressed concern about impacts from the tunnel construction and above ground construction and concerns that contamination could occur from disturbing the underground soils and water sources. The commenter raises questions regarding whether tunnel linings and grouting will be sufficient to prevent seepage during the daily operations, and if the tunnels would be able to withstand seismic activities. The commenter asked what safety measures will be in place for construction workers while drilling where the water pressure is high.

For information regarding the potential effects of tunnel construction in Angeles National Forest (ANF) on hydrologic resources, see Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest. Please see Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for discussion on impacts to wells outside of the ANF. These Standard Responses also address potential impacts to water quality. Tunnel construction could temporarily affect groundwater levels during construction of any of the six Build Alternative due to groundwater seepage into tunnels. Water supply wells along, or in proximity to, faults are most vulnerable to impacts when tunnel construction intersects faults and areas of high-water pressure, causing some water within fractures to enter the tunnel excavation prior to the installation of a tunnel lining system.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8, Hydrology and Water Resources, of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Several groundwater wells are located within 1 mile of the alignment

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centerline of each of the six Build Alternatives. The locations of the active groundwater wells are displayed in Figure 3.8-A-21 through Figure 3.8-A-23 in Appendix 3.8-A, Hydrology and Water Resources Figures Part 1, in Volume 2 of this Final EIR/EIS. Based on available information, in total, there are 30 active groundwater wells within 1 mile of the Refined SR14 and SR14A Build Alternatives, 24 active groundwater wells for the E1 and E1A Build Alternatives, and 22 active groundwater wells for the E2 and E2A Build Alternatives. Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. Outside the Angeles National Forest (ANF), tunnel depths would be shallower than in the ANF and the tunnels would not encounter high water pressures during construction, which greatly reduces the risk of water seepage into the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts

Response to Submission 4231 (Gloria Sharpsteen, November 1, 2022) - Continued

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to wells and correlating mitigation measures and IAMFs. Additionally, both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest detail that additional site-specific investigations of surface and subsurface conditions would be conducted in advance of final tunnel design, including geotechnical investigations along the tunnel alignment to characterize the differing rock types (strength, fracturing, in-situ stresses, etc.), groundwater pressures at tunnel depth, potential flow quantities, and structural geology along the tunnel alignment, including faults and gouge zones. These studies would inform the groundwater modeling, tunneling process, lining installation.

Regarding worker safety, the Authority will develop and implement the Safety and Security Management Plan (SS-IAMF#2), which includes construction worker safety standards, worker safety and health plans, fire and life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of construction workers and the public during HSR construction. Through the implementation of SS-IAMF# 2, which includes safety programs and safety standards, impacts from construction site hazards and accident risks that could compromise the safety or health of workers or nearby community members would be minimized.

4231-8520

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-2: Project Costs and Funding.

The commenter states that upgrading the existing Metro system would be more cost efficient and have less impact environmentally than the proposed project. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process and Standard Response PB-Response-GEN-2: Project Costs and Funding. 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 4232 (Mike Ralphs, November 1, 2022)

Palmdale - Burbank - RECORD #4232 DETAIL

Status : Action Pending
Record Date : 11/1/2022
Interest As : Individual
First Name : Mike
Last Name : Ralphs

Stakeholder Comments/Issues :

4232-8820

My question is in regard to SR14A footprint as it applies to the Crown Valley area of Acton above Sierra Highway. There is a beige area on either side of Crown Valley, it appears that those areas are determined to be partial acquisition. My question is, what do the blue lines indicate that are displayed on either side of Crown Valley? The legend shows that blue is Elevated/Aerial Structure, however, on the website description of the SR14A, it says that the HSR is underground through Acton. If the blue lines are actually black, then the legend indicates Cut and Cover, what does that mean?

Thank you,
Michael Ralphs

Response to Submission 4232 (Mike Ralphs, November 1, 2022)

4232-8820

The commenter inquired about the blue lines shown within the alignment figure for SR14A.

The blue lines in question from the commenter are shown in Figure 2-58 of the Draft EIR/EIS. As indicated in the legend of the figure, blue lines indicate “elevated / aerial structure.” For a discussion of elevated/aerial structures, please refer to Section 2.3.4.7 in the Draft EIR/EIS.

The SR14A Build Alternative alignment is primarily within tunnel in Acton, except for a viaduct structure in between tunnels where the alignment crosses Sierra Highway and Route 14.

Submission 4233 (Cindy Bloom, October 18, 2022)

Palmdale - Burbank - RECORD #4233 DETAIL 4233-8539

Status : No Action Required
Record Date : 11/2/2022
Interest As : Individual
First Name : Cindy
Last Name : Bloom

Stakeholder Comments/Issues :

4233-8535

My name is Cindy Bloom, and I'm from Shadow Hills, and I think we need to look at this project from a cost-benefit perspective. HSR states that the benefits will be a cleaner energy mode of transportation connecting Northern and Southern California, but the benefits are based on unknown and overly aggressive ridership projections, but the costs are based on known components. For example, crossing seismic areas including the San Andreas Fault, running through high fire hazard severity zones using spark inducing metal wheels and catenaries, nearly five million truck trips hauling dirt from excavation portals of millions of bulk

4233-8536

cubic yards of contaminated soil. Tunneling will likely cause dewatering of

4233-8537

the Angeles National Forest to the source of local water plus private wells through Kagel Canyon. It doesn't take into account the growth of hybrid and electric vehicles, thus negating the train's clean energy benefit. 25 percent of all cap and trade money now and for the last few years have been given to the High-Speed Train Project because it is green, yet the construction will require the High-Speed Rail to purchase pollution offset credits because it will then become a polluter. It will take 30 to 70 years to recoup the pollution it creates during construction through any clean air benefit the train may offer after it's operational.

4233-8538

The years of construction will result in dust, vibration, noise and road closures, some permanent; permanent sales and property tax loss to cities, counties, states and schools due to acquiring businesses and residences. It will cost nearly 1 billion to tear down a newly built avian complex near the Burbank Airport.

The statewide budget has gone from 16.5 billion in 1996 to 105 billion in 2022. It is not a commuter train because it's too expensive. It's not a business train because it will take too long, and it's not a pleasure train because it's too expensive for more than one person to ride. So you have to ask what is it? What is the purpose of this train? I think there are much better transportation solutions than this train, especially when the year -- now estimated to roll out which is 2033, we have hybrids and electric vehicles. If you truly want to support clean transportation, I think we need to spend the money on charging stations instead. I'm done. I yield.

Response to Submission 4233 (Cindy Bloom, October 18, 2022)

4233-8535

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-S&S-1: Wildfire.

The commenter raises questions about the costs and benefits of the project and raised concerns about the project crossing through the San Andreas Fault and high fire hazard severity zones. The commenter also raised concerns about the hauling of contaminated soils offsite.

The Palmdale to Burbank Project Section is an essential component of the statewide HSR system as it would provide access to a new transportation mode and contribute to increased mobility throughout California. There is no requirement in CEQA or NEPA for a cost-benefit analysis to be included in an EIR/EIS. The Authority publishes ridership and revenue forecasts in its business plans on a biannual basis, but this mandate does not require further efforts for the purpose of environmental disclosure in an EIR/EIS.

The analysis presented in this Draft EIR/EIS was initiated using the Authority's 2016 Business Plan. On February 9, 2024, the Authority released its Draft 2024 Business Plan for public review and comment. The draft business plan included new Phase 1 systemwide ridership projections. The projections rely on the California Rail Ridership Model, prepared by the Authority in collaboration with the Caltrans Division of Rail and Mass Transportation. Although the new model forecasts a slight increase in projected Valley to Valley ridership, the Phase 1 systemwide forecast is roughly 30 percent lower than what was presented in the 2020 or 2022 Business Plans, primarily because of a decrease in California population projections. The Phase 1 medium-ridership is now forecast at 28.4 million, and the high-ridership forecast is 30.6 million (Authority 2024). Despite this meaningful reduction, the Authority continues to conclude that building the electrified system in California remains economically beneficial (Draft 2024 Business Plan, Chapter 5). As noted above for the 2018 and 2020 Business Plan assumptions, the impacts associated with train operations in 2040 would be less than the impacts presented in this Final EIR/EIS, and the benefits accruing to the Palmdale to Burbank Project Section (e.g., reduced VMT, reduced greenhouse gas emissions, reduced energy consumption) also would be less than the benefits presented in this Final EIR/EIS.

4233-8535

Inasmuch as the comment suggests that the project is not cost-effective enough to receive government funding or cap-and-trade auction proceeds from unrelated programs and projects associated with a reduction in GHG emissions, this is not a "significant environmental issue" associated with the project requiring a response under CEQA (see CEQA Guidelines section 15088(a)). NEPA, too, does not require the cost-benefit analysis that the commenter seeks. To address the commenters specific concerns regarding crossing through the San Andreas Fault, refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

To address the commenters' specific concerns regarding the project crossing through high fire hazard severity zones, refer to Standard Response PB-Response-S&S-1: Wildfire. To address the commenters' specific concerns regarding the hauling of construction materials offsite, refer to Standard Response PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials.

Response to Submission 4233 (Cindy Bloom, October 18, 2022) - Continued

4233-8536

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage.

The commenter is concerned about groundwater resources in the Angeles National Forest (ANF) being adversely affected by tunnel construction. The Authority understands tunnel construction in the ANF has the potential to affect surface and subsurface hydrologic resources. These potential impacts are analyzed in detail in Section 3.8, Hydrology and Water Resources, specifically in Impact HWR#4 (Changes in Groundwater Recharge Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives) and HWR#5 (Changes in Hydrogeologic Conditions Associated with Tunnel Construction Beneath the ANF which May Affect Surface and Subsurface Water Resources). Potential impacts to groundwater and surface waters would be avoided and minimized through the use of state-of-the-art design features and construction methods, including through the use of tunnel boring machines (TBMs) with features to reduce or prevent inflows and grouting and tunnel-lining approaches that have proven effective at controlling water seepage. These measures are identified in HYD-IAMF#5 (TBM Design Features), HYD-IAMF#6 (Tunnel Lining Systems), and HYD-IAMF#7 (Grouting). HYD-IAMF#5 would use closed-mode operations to effectively prevent water seepage from occurring at the TBM cutterhead area, with ports for drilling horizontal probe holes through the TBM cutterhead, and angled probe holes through the TBM shields. These holes would allow for water pressures and flow rates to be measured ahead of the TBM, and further allow for pre-excavation grouting ahead of the TBM to cut-off groundwater inflows into the tunnel. HYD-IAMF#6 directs the use of a single segmental, precast, concrete lining with bolted and gasketed joints under conditions where groundwater pressures are 25 bar or less. A single lining is sufficient to ensure watertight tunnels over time. In sections where groundwater pressures are above 25 bar, a second tunnel lining would be installed to provide further assurances of watertight tunnels. HYD-IAMF#7 involves pouring coarse mortar into various narrow cavities along the tunnel lining. Several grouting methods will be used during the construction of the tunnels to avoid and minimize groundwater flows into the tunnels, including pre-excavation grouting, backfill grouting with two-component grout, and check grouting (refer to Appendix 2.0-E of the Palmdale to Burbank Project

4233-8536

Section Draft EIR/EIS for further descriptions of IAMFs that will be implemented as part of the project, including HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7). Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF (including in Kagel Canyon) that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures

Response to Submission 4233 (Cindy Bloom, October 18, 2022) - Continued

4233-8536

and IAMFs.

The Authority considered water supply in its analysis in the Draft EIR/EIS (see Impact PUE#3 and PUE#8 in Section 3.6, Public Utilities and Energy in the Draft EIR/EIS). In addition, further information about water demand and use associated with the HSR Palmdale to Burbank Section can be found in Standard Response PB-Response-PUE-3: Water Demand and Usage. Finally, the Authority intends to minimize its use of potable water during construction. As described in Impact PUE#3 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS, PUE-MM#1 will require the Authority to utilize non-potable water from regional water utility service providers for construction activities where feasible, as well as recycling/reusing water used for tunnel construction, minimizing demand for water supplies.

4233-8537

The commenter inquired as to how the project would still be environmentally beneficial with the increasing number of hybrid and electric vehicles. While it is true that vehicles will continue to result in fewer emissions in the future, there will still be vehicles that emit emissions into the environment. By replacing some of those vehicle trips that emit emissions with trips on the California HSR system, there will be a beneficial reduction in emissions. In addition, the modeling conducted in the Draft EIR/EIS did account for vehicles becoming cleaner in the future. Page 3.3-38 of the Draft EIR/EIS identifies that the “changing fleet composition” was included in the modeling.

The commenter also states that the California HSR Project has received cap and trade money but that it would require purchasing pollution off set credits, and that it would take 30 to 70 years of operation to recoup the pollution the project creates. The Authority has calculated the payback of Greenhouse Gas (GHG) Emissions for the six Build Alternatives at 4 to 6 months of project operation (Draft EIR/EIS Chapter 3.3, Table 3.3-44). In other words, the Authority has calculated that it would take between 4 to 6 months of operation of the Palmdale to Burbank Project Section to offset construction-related GHG emissions, not 70 years. After that, the project will produce net benefits by reducing GHGs (Draft EIR/EIS Chapter 3.3, page 3.3-126). As discussed in Draft EIR/EIS Chapter 3.3.7, mitigation measures are included to offset and significantly lessen impacts associated with construction air emissions, via agreements with the applicable air districts (see AQ-MM#1 to AQ-MM#3). The purchase of offsets is an established and acceptable method to mitigate project impacts. See CEQA Guidelines section 15126.4(c)(3). As applied here, these offsets meet all the requirements for feasible mitigation included in CEQA Guidelines section 15126.4. The applicable air districts, SCAQMD and AVAQMD, have signed agreements to provide the offsets discussed in these air quality mitigation measures, which will occur within the air districts.

Response to Submission 4233 (Cindy Bloom, October 18, 2022) - Continued

4233-8538

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-6: Construction Noise/Truck Impacts, PB-Response-TRA-1: Temporary Traffic Associated with Construction, PB-Response-TRA-5: Connection to Existing Transportation Infrastructure.

The commenter expresses concerns regarding years of construction-related dust, vibration, noise, and road closures and makes an assertion about the cost to demolish a new "avian complex." The Authority believes that the commenter is referring to an aviation complex, potentially the Burbank Airport's replacement passenger terminal to be located in the northeastern area of the Hollywood Burbank Airport. General comments regarding construction-related air quality (including dust) are addressed in Standard Responses PB-Response-AQ-1: Construction-Period Impacts and PB-Response-AQ-3: Construction Air Quality; general comments regarding construction noise and vibration are addressed in Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses and PB-Response-N&V-6: Construction Noise/Truck Impacts; general comments regarding construction impacts on traffic are addressed in PB-Response-TRA-1: Temporary Traffic Associated with Construction. Regarding the commenter's claims about loss of property taxes, refer to Impact SOCIO#12, which evaluates long-term effects on property and sales tax revenues from operations, which concludes, "The largest estimated percentage loss of property tax revenues is within the city of Burbank under all six Build Alternatives with a loss of approximately 0.10 percent, or approximately \$44,000, in annual property tax revenues." To clarify, the project does not require demolition of Hollywood Burbank Airport structures. As explained in Standard Response PB-Response-TRA-5, the project supports connectivity to the Airport.

4233-8539

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter notes the project budget increases and questions the purpose of the project. The commenter noted the cost to use the HSR train and suggested other means of clean transportation may be an alternative to the project in the future. Regarding project budget increases, please refer to PB-Response-GEN-2: Project Cost and Funding. As noted in Section 1.2.2, Purpose of the Palmdale to Burbank Project Section, the purpose of the proposed project is to: provide the public with electric-powered HSR service that provides predictable and consistent travel times between major urban centers consistent with Proposition 1A, and connectivity to airports, mass transit systems, and the highway network in the Antelope Valley and the San Fernando Valley; and to connect the northern and southern portions of the statewide HSR system. The Authority, in accordance with Section 15124 of the CEQA guidelines, has adopted project objectives that include various policies such as meeting future intercity travel demand that would be unmet by current transportation systems, increasing capacity for intercity mobility, and maximizing intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways.

Submission 4237 (Nicole Unknown, September 8, 2022)

Palmdale - Burbank - RECORD #4237 DETAIL

Status : No Action Required
Record Date : 11/3/2022
Interest As : Individual
First Name : Nicole
Last Name : Unknown

Stakeholder Comments/Issues :

4237-7786

Hello. My name is Nicole, and I'm trying to get a sense of the route and if it comes through my community or my neighborhood or maybe for that matter my street. And what alternatives do I have with regards to that? If that's the case, does high speed rail provide any type of support in the case of loss of business or household. So, if you can please give me a call back, I would appreciate that. My number is [REDACTED]. I am on your web site and I'm trying to blow up the different routes to see where the actual cross-sections are, and how impacted we are. And I guess I'd also like to know what are the plans to make sure communities aren't destroyed, but maybe are they going to invest in communities and building infrastructure? So I just have some questions. So, it'd be nice to someone to give me a call. Thank you so much. Again, my name is Nicole. My number is [REDACTED]. Thank you.

Response to Submission 4237 (Nicole Unknown, September 8, 2022)

4237-7786

The commenter expresses that they were looking for further information regarding the project in relation to their property and what alternatives are available. The interactive map for the Palmdale to Burbank Section can be found on the Authority's website. An interactive map of the Authority's preferred alternative can be accessed here: <https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>. An interactive map of the whole California HSR System, including all six Build Alternatives considered for the HSR Palmdale to Burbank Section can be accessed here: https://gis.data.ca.gov/datasets/83492c31c5604917856580447ab09f76_0/explore?location=34.840974%2C-118.040600%2C7.00. Users can type in their address to see the proximity of their house to the HSR alignments. The commenter also asks whether the Authority would provide support in the case of loss of a business or household. The Authority considered potential impacts to businesses and residences in Section 3.12, Socioeconomics and Communities of the Draft EIR/EIS. As described in this section, the Authority would require 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. The commenter also asks what the plans are to make sure communities are not destroyed. The Authority considered whether the project would divide established communities in Section 3.12, Socioeconomics and Communities of the Draft EIR/EIS. In addition, in its development of the project, the Authority developed the tunnel as a means of avoiding impacts on communities. For additional information about the Alternatives considered by the Authority, please refer to Chapter 2, Alternatives of the Draft EIR/EIS. Regarding the commenter's question of "...what alternatives do I have..." if the HSR project comes through their community or neighborhood, the Authority is reviewing public comments. The Authority's Board will decide what Alternative to select during its Board Meeting. The Authority has identified the SR14A Build Alternative as its preferred alternative.

Submission 4240 (Marcus Navarra, November 7, 2022)

Palmdale - Burbank - RECORD #4240 DETAIL

Status : No Action Required
Record Date : 11/7/2022
Interest As : Individual
First Name : Marcus
Last Name : Navarra

Stakeholder Comments/Issues :

Hello,

4240-7781

After reading the EIR/EIS for the Palmdale to Burbank project section, I am in favor of alternative E1A. My only concern with E1A is the higher risk of hitting high-pressure groundwater. We are building this project for future generations, so if the authority thinks that there is a significant risk of groundwater seepage for alternative E1A, then I believe that alternative SR14A is the best choice, in spite of its flaws. Thank you for listening to us.

Sincerely,
Marcus Navarra

Response to Submission 4240 (Marcus Navarra, November 7, 2022)

4240-7781

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-1: Frequently Asked Questions.

The commenter expresses a preference for the E1A Build Alternative but also notes the potential high groundwater issues that could be encountered along this route and identifies as their second preference the SR14A Build Alternative (the Preferred Alternative). As noted in Section 3.8, Hydrology and Water Resources of the Final EIR/EIS, the E1A Build Alternative would cross 1 groundwater basin within the construction footprint while the Preferred Alternative would cross 3 groundwater basins.

HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods that will address potential groundwater intrusion including the installation of a tunnel liner, which because of the low-water pressures expected to be encountered, would be sufficient to effectively control inflows into the tunnels. As such, groundwater inflow during construction would be minimal and temporary, this impact would be less than significant for all Build Alternatives. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments on whether and how the Preferred Alternative was selected, refer to PB-Response-GEN-1.

Submission 4242 (Miranda Le Claire, November 8, 2022)

Palmdale - Burbank - RECORD #4242 DETAIL

Status : No Action Required
Record Date : 11/8/2022
Interest As : Individual
First Name : Miranda
Last Name : Le Claire

Stakeholder Comments/Issues :

4242-7776

As a Los Angeles resident currently residing in the San Fernando Valley, after reviewing the draft EIR/EIS, I have come to the conclusion that I support the state's preferred alternative, SR14A which I believe minimizes impact to surrounding areas including wildlife, environment, locales and residences. I am in full support of that section moving forward and being chosen for the final alignment from Palmdale to Burbank Airport.

Response to Submission 4242 (Miranda Le Claire, November 8, 2022)

4242-7776

The commenter expressed support for the Palmdale to Burbank Project Section SR14A Preferred Build Alternative. The commenter's support for the Preferred Build Alternative is acknowledged. 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 4243 (David Schwegel, November 8, 2022)

Palmdale - Burbank - RECORD #4243 DETAIL 4243-7773

Status : No Action Required
Record Date : 11/8/2022
Interest As : Individual
First Name : David
Last Name : Schwegel 4243-7774

Stakeholder Comments/Issues :

THE PUBLIC SPEAKER: Okay. So this is David Schwegel. Can you hear me
 MS. ARELLANO: Yes, we sure can. Welcome, David.
 THE PUBLIC SPEAKER: And I need to figure out how to turn on my camera.
 MS. ARELLANO: It's up to you.
 THE PUBLIC SPEAKER: Actually -- microphone -- okay. Tell you what. You'll see me on Thursday with my high-speed rail hat, but you can -- so the name is David, D-a-v-i-d; Schwegel, S-c-h-w-e-g-e-l. The last name is spelled like Schwegel, and it rhymes with bagel. I've participated in remote High-Speed Authority Board meetings. I actually had the pleasure of working with Precision Civil Engineering on the Merced to Sacramento section of the High-Speed Rail project.
 THE COURT REPORTER: I'm sorry. Can you slow down please. I can't hear what you're --
 THE PUBLIC SPEAKER: I sure can. I've hit the brake. Okay. So I recall the June 2015 board meeting in Los Angeles where there were 142 public comments. My role with Precision Civil Engineering was logging in all of those public comments and keeping track of who was opposed, who was supportive, and almost all 142 of those public comments were negative.
 And I figured, okay, if there's one project that is the engineering and public relations challenge of the century, it is the Palmdale to Burbank section. Now, LaDonna, I have not met you in person, but I did reach out to Crystal, and I let her know that I've been on my knees praying for you that we would reach this milestone, and I am grateful that we have reached this milestone.
 And one of the things that I explained at the June board meeting is that once we get Palmdale to Burbank environmentally cleared and we get Merced to Sacramento into construction, then I will gladly go to

bat to try to get 50, 5-0, billion dollars from the federal government to expedite the completion of Phases 1 and 2 by the time the Olympics come to Los Angeles in 2028.
 Back to Palmdale to Burbank. I noticed that almost the entire project is underground. I personally grew up in an equestrian community. The concerns that are brought by Acton Agua Dulce and Shadow Hills, they have merit. I want to encourage us to make the messaging clear on what the impacts would be to horses with a train passing through a tunnel.
 I would think the impact would be nil. I'm also a licensed civil and traffic engineer in the State of California and licensed civil engineer in the state of Washington. Seattle, Washington, is one of the most exciting places in the world to be a traffic engineer. The traffic concerns are well-taken. The traffic impacts, we're going to have a lot more traffic in and around the stations, but along the SR-14 corridor, we're going to see a lot less traffic, and I finally think in terms of former Palmdale Mayor Jim Ledford, this is a game changer.
 What normally is a two hour commute from Palmdale to Los Angeles becomes a 15-minute commute.
 Wow. Keep up the great work, and I'll look forward to the finalized EIR and continue to go to bat for the 50 billion dollars. Thank you.

4243-7773

Response to Submission 4243 (David Schwegel, November 8, 2022)

4243-7773

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the project. The commenter's support is acknowledged. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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.

4243-7774

Refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

The commenter encourages clear messaging regarding impacts to horses from trains passing through tunnels. There would be no surface noise or vibration impacts from trains traveling through tunnels beneath the Acton, Agua Dulce, and Shadow Hills communities. Please refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife for noise effects on domestic animals, including horses.

4243-7775

The commenter notes that there will be traffic impacts near stations, but less activity on the freeways, and that HSR operations will be faster than driving. No further response is needed, as the comment does not raise any CEQA/NEPA issues or address the adequacy of the EIR/EIS analysis.

Submission 4245 (Adrienne Simmons, October 18, 2022)

Palmdale - Burbank - RECORD #4245 DETAIL

Status : Action Pending
Record Date : 11/8/2022
Interest As : Individual
First Name : Adrienne
Last Name : Simmons

Stakeholder Comments/Issues :

4245-7771

My name is Adrienne Simmons. I'm a long time resident of Sylmar. I'm very concerned in regards to the rail being proposed. I'd like to know what the ramifications are in regards to installation of the rail underground through the Pacoima, Sylmar and other areas. How will this impact our property? Will it cause disturbances? How deep will the rail be, and what property damage will any of the residents incur for that being drilled right up under, and how far the parameters around the drilling area, what damages or -- would be expected or anticipated as a result of doing this drilling?
I know when we did a freeway project down at the 405, a lot of property damage incurred, and that wasn't even underground. That was above ground with drilling and explosions and all that. I'd like to know what the -- what the outcome of all that be to the area.

4245-7772

The other question I would like to know is who do we contact or how will our questions be answered?
I just wanted to clarify what you just said. How will our questions be answered? I know this is just for the record. They want to know what questions we have, but who will respond back, or is there anyone who will respond back to all of the inquiries that were made today during this meeting?

Response to Submission 4245 (Adrienne Simmons, October 18, 2022)

4245-7771

Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expressed concern regarding tunneling in Pacoima, Sylmar, and other areas, specifically concerns about how the underground tunnels will impact their property, possible property damages, and possible disturbances from tunnel drilling. The commenter also inquired about how deep the rail will be underground and the perimeter of the tunnel.

With regard to tunnel construction-related impacts, please refer to Standard Response: PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which discusses disturbance issues of tunneling. Each of the six Build Alternative alignments would employ cut-and-cover tunneling. Tunnel depths are anticipated to range between 30 feet and 90 feet for shallow depths and could have a maximum depth of 920 feet below ground surface. Refer to Chapter 2, Alternatives, for information on tunnel features, including width, depth, and length of the tunnels.

For concerns related to property values, please refer to Standard Response PB-Response-SOCIO-2: Property Values.

4245-7772

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

The commenter inquired how questions and comments on the Draft EIR/EIS will be addressed. 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)). A response to each comment will be provided in Volume 4 of the Final EIR/EIS.

Submission 4248 (Mariana Franco, October 18, 2022)

Palmdale - Burbank - RECORD #4248 DETAIL
Status : Action Pending
Record Date : 11/8/2022
Interest As : Individual
First Name : Mariana
Last Name : Franco

4248-7767

Stakeholder Comments/Issues :

4248-7766

Hi.
 So this is the third meeting that I've been to, the first one that I was given notice about.
 Yes. I'm Mariana Franco. I live in Pacoima, which is -- we're on that crux of the map where it starts to veer from the San Fernando Road and head into the Sylmar Mountains. We were given notice on September 2nd like you said. The community here is massively all Latinos, and we speak Spanish. All these notices that we received on September 2nd were in English. These meetings online are only available if you are aware of how to use Zoom. And also these are inconvenient because everyone works at these hours. I took time off to come here to be present at these meetings. For the one that took place on October 12, for the one that took place at the Montague Elementary School on October 1 and this one. And it is asinine to have very little people being presented here because people work, and you're not giving us enough time. You guys have had so much time yourselves since 2008 or 2005 with this project, and not -- it is not sufficient. You're just causing more problems for the communities here in regards to this train that's not going to have a stop here in Pacoima.

4248-7767

So people will still have to drive to the Burbank Airport or somewhere else to be able to catch this train, and then right now, we're being given a stimulus supposedly to help with the inflation of gas prices. Why not instead of using this money build a railroad, provide free transportation for people to be available to go on the bus because we have buses. We do have another train. It would be nice one day where people can ride the train -- ride the bus for free. How about give us 60 days, 90 days, half of the year to ride the bus for free?

We're going to be given so many tax hikes in these coming elections. Instead of tax-hiking us, give us some breaks. How about that? I also like to say and ask what is going to be the cost of being able to get on this train for an individual that lives in Pacoima? I mean, are we -- are we trying to commute? Are you guys trying to get people from San Francisco to work in Los Angeles? Is this (unintelligible) --

Right now it's concluded until further notice.

Response to Submission 4248 (Mariana Franco, October 18, 2022)

4248-7766

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

The commenter noted that they attended multiple meetings with the project team. The commenter expressed concern that notices should have been posted in Spanish to accommodate the Latino community. The commenter also noted that the meeting time was not ideal for the public. These concerns are noted. The Authority provided a broad notice of the availability of the Draft EIR/EIS and in person meetings. Notification efforts included an e-blast, notification through social media channels, and promotion through local newspapers in English and Spanish. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, which provides additional information regarding the outreach efforts conducted by the project team. 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.

4248-7767

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter stated that tax hikes will occur. The commenter also inquired as to how much an individual train ticket will cost as well as the project's intentions to promote commuting. Currently, there is no exact cost per ride. For discussion of long-term effects on property and sales tax revenues due to operations, see Impact SOCIO#12 in Section 3.12, Socioeconomics and Communities. Regarding the commenter's inquiry specifically about the project's intentions to promote commuting, the California HSR System meets future intercity travel demand that would not be met by current transportation systems, increasing capacity for intercity mobility. This would help to increase overall efficiency of California's intercity transportation system, as it would provide a sustainable reduction in travel time between major urban centers. HSR travel would be faster than conventional rail and competitive with air travel when considering added time needed for airport access and waiting times. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Submission 4249 (Lynne Johnson, October 18, 2022)

Palmdale - Burbank - RECORD #4249 DETAIL

Status : Action Pending
Record Date : 11/8/2022
Interest As : Individual
First Name : Lynne
Last Name : Johnson

4249-7764

Stakeholder Comments/Issues :

Yes. Thank you. My name is Lynne Johnson, and I live in -- I live in Sylmar. So I'm a concerned resident. Thank you. So there are just a few comments that I want to make. First of all, I've been trying to get from city and state officials regarding the alternative route that goes -- part through the national forest, what streets and addresses this alternate route will affect. You know, I'd like to know if this railway is going to be going up under my home or not. No one has -- you know, I've gotten people saying that they're going to try to get it for me, but I haven't got any information, and the map that was provided by the transit system is very, very vague, and so it's difficult to find out what impact it will have on me or my neighbors in the Sylmar area. So I'd like to know if a more detailed map can be provided to the residents that this may be potentially affecting if this alternate route does go through. So that's the first thing.

4249-7765

The next thing that I wanted to mention is that I don't think that this is really the time for this in terms of meeting the needs of the citizens. I think that it is more of a showpiece before legislation and construction at this point in time that we're suffering, I think everybody in the country, and particularly with inflation and gas prices that are being affected, and I think that the money could be channeled in a better -- in better areas, but I would, as a concerned citizen and resident, like to know if this is really going to impact my neighborhood or me, and so if anyone can provide that information, I would really appreciate it.

Response to Submission 4249 (Lynne Johnson, October 18, 2022)

4249-7764

The commenter is asking for a map showing whether the HSR Palmdale to Burbank Project Section would affect resident's homes.

The interactive map for the Palmdale to Burbank Project Section can be found on the Authority's website. An interactive map of the Authority's preferred alternative can be accessed here:

<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>. An interactive map of the whole California HSR System, including all six Build Alternatives considered for the HSR Palmdale to Burbank Project Section can be accessed here:

https://gis.data.ca.gov/datasets/83492c31c5604917856580447ab09f76_0/explore?location=34.840974%2C-118.040600%2C7.00. Users can type in their address to see the proximity of their house to the HSR alignments.

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.

4249-7765

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter cites concerns related to the project's timing, cost, and its impact on their community. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Commenter is also concerned how the HSR Palmdale to Los Angeles Project Section will impact their neighborhood. Refer to the online HSR interactive project alignment map at

<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>.

The web map enables members of the public, property owners, agencies, and interested parties to review the preliminary footprint for the build alternatives described in the Palmdale to Burbank Project Section Draft EIR/EIS released by the Authority. The draft footprint does not represent any commitment by the Authority to disturb or acquire any property contained within the areas, because the project design and associated land use areas are preliminary, the project is not yet formally approved, and final design has yet to be completed.

Submission 4250 (Tamala Takahashi, October 18, 2022)

Palmdale - Burbank - RECORD #4250 DETAIL 4250-7763

Status : Action Pending
Record Date : 11/8/2022
Interest As : Individual
First Name : Tamala
Last Name : Takahashi

Stakeholder Comments/Issues :

4250-7761

Yes. My name is Tamala Takahashi, and I'm a resident in Burbank, and my comment today is specifically about the station at the Burbank Airport.
 I'm looking at the map of the proposed station updates and how it's going to be proposed to be integrated with the new airport. As you know, we are building a new airport in Burbank and moving it to the north location.
 So as I'm looking at this map, I have a few questions. I'm not quite clear looking at this map of how it's going to integrate in with the new airport plan, specifically around parking, around the traffic, around the airport and the new proposed station for the train and also how -- the connections to the bus network and the bike network. So that is not really -- is clear that they can -- it might -- it could be in the map.
 And I'm interested in how that's all going to be integrated together. I don't think that's a -- that's a bad location for the station, but it is not clear how that's going to impact and be integrated in with the new airport.

4250-7762

The second concern I have at that station location is that the indicated area of where that station's facilities are going to be are at what's considered to -- what is the currently just finished area of the avian project, and so it's not clear if that is going to be -- if that whole area is going to be bought out and reconstructed or what's going to happen with all those businesses there and then how that whole property is going to be used moving forward.
 So that's also not clear in the -- as far as I can see -- I didn't read every word of the EIR, but that is -- I could not find information on how that property is going to be converted from a completely commercial property to this new station.

4250-7763

And then, lastly, with my one minute that I

have left, I would like to just talk a little bit about kind of that -- that section there, if you look, it's basically like every possible transportation way of moving around all in one place.
 We've got airport, train, Metrolink and freeway and bike lanes. We have everything all in one place, and I think that that -- while we're integrating that in it -- it makes sense to put everything all in one place, but at the same time, that is going to be a very densely transportation network, and I feel like as a community member it's important to be incredibly smart and thoughtful about how are we going to make sure that all of those things put together on top of each other are going to integrate well together so that we don't have traffic problems, we don't have safety problems, we don't have too much focus in one area. So these are my comments, and thank you for putting them in the public comment section.

Response to Submission 4250 (Tamala Takahashi, October 18, 2022)

4250-7761

Refer to Standard Response PB-Response-TRA-5: Connection to Existing Transportation Infrastructure.

The commenter expressed concern in regard to the proposed station updates at the Burbank Airport. Figure 2-45 depicts the Burbank Airport Station overlap area. 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. Burbank Airport straddles the boundary between the cities of Burbank and Los Angeles, and 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 Burbank to Los Angeles project Section within the City of Burbank. The pink depiction on this map covers the entirety of the station overlap area and not just the station itself. The commenter expressed concern regarding the integration of the new airport plan regarding parking, around the traffic, around the airport and the new proposed station for the train and also how the connections to the bus network and the bike network. Refer to Standard Response PB-Response-TRA-5: Connection to Existing Transportation Infrastructure, which describes the HSR connection to local transit connections. The Authority has been working with the Burbank-Glendale-Pasadena Airport Authority on coordinating the new passenger terminal to its new location. Note also that 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 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. Because the Authority has already approved the Burbank to Los Angeles Project Section, which includes the Burbank Airport Station, the information and analysis within this Final EIR/EIS regarding the Burbank Airport Station overlap area is for information and for reference only.

4250-7762

The commenter expressed concern on the development of the Burbank Airport Station in relation to other adjacent projects including the Avion Burbank project. The precise footprint for the Burbank Airport Station is available in Appendix 3.1-A, Footprint Mapbook, of this Final EIR/EIS (Map 27). Section 3.19, Cumulative Impacts, of this Final EIR/EIS takes into account the development of the Avion Burbank project in regard to environmental analyses. The Burbank Airport Station was approved as part of the Burbank to Los Angeles Project Section in January 2022 and was presented in this EIR/EIS for informational purposes.

Following the evaluation of comments on the Draft EIR/EIS, the Authority has identified that the Avion Burbank development, which would include 53 estimated additional business properties (50 commercial business and 3 industrial businesses, on a property located at 3615 N San Fernando Boulevard in Burbank), would be affected by the proposed Burbank Airport Station. Because the property was vacant at the time the displacement analysis was originally performed, the Draft EIR/EIS did not identify any displacements that would result from construction of the Burbank Airport Station on this property. Because the Avion Burbank development will likely be completed and occupied prior to right-of-way acquisition and relocation activities resulting from the HSR project, the analysis provided in Impact SOCIO#6 and Impact SOCIO#12, in Section 3.12, Socioeconomics and Communities of the Final EIR/EIS, have been updated to include these business displacements.

The Authority has committed to developing a multi-modal access plan prior to the design and construction of the Burbank Airport Station, which will also evaluate how to promote transit-oriented development (TOD), including any redevelopment of parcels to maximize their TOD potential relative to the station. This plan will be done in coordination with the City of Burbank and with the Burbank-Glendale-Pasadena Airport Authority and will include a parking strategy that will inform the final location, amount, and phasing of parking. The plan will also assess the improvements provided by the Avion project (i.e., shade trees, bike lanes, expanded pedestrian pathway and Metrolink parking) and consider opportunities for incorporation into future station area plans.

Response to Submission 4250 (Tamala Takahashi, October 18, 2022) - Continued

4250-7763

The commenter notes that all modes of transportation are present within the study area, and they need to be thoughtfully planned to reduce traffic and safety concerns. No further response is needed, as the comment does not raise any CEQA/NEPA issues or address the adequacy of the EIR/EIS analysis.

Submission 4252 (Thomas Smith, October 18, 2022)

Palmdale - Burbank - RECORD #4252 DETAIL

4252-7760

Status : No Action Required
Record Date : 11/8/2022
Interest As : Individual
First Name : Thomas
Last Name : Smith

Stakeholder Comments/Issues :

4252-7759

Hi. My name is Thomas Smith of Granada Hills. So I'm near on the passage -- on path of the line, but, first, I'm a fan of the project. I think as otherwise we'll have to add a lot of freeway lanes and airport terminals and facilities and the like which at this rate is probably going to be even more expensive and slow in the current project. I see the 5 Freeway and Burbank which is right at the end of this project area right now anyways, and I'm sure this one's going to be slow too. Other high speed lane -- high-speed rail lines around the world have also taken a lot of time and money and now are well liked.

4252-7760

But, anyways, to get to the point I wanted to mention, I'm also somewhat concerned about the -- Burbank's Airport -- current -- the current plan location for the Burbank Airport station. The large underground turns and the whole underground station seemed to be -- they might -- they might be expensive and somewhat excessive, especially considering, as the other commenter just mentioned, that property has -- Burbank Airport has just now in the past couple of years developed that whole property, which makes me -- which means either the entire thing has to be torn down, rebuilt, and et cetera, or it will have to be tunneled under, and regardless of what happens, it will be even more expensive. And sure there's some benefit of having the station at the new terminal. I'm not sure the benefits are worth the cost, and so my thought -- and, you know, what I do know -- is that it may make more sense to have the line just follow the Antelope Valley Metrolink line all the way down, which probably is a little cheaper and then provide some sort of intra-airport connection between the HSR station, the new terminal, the old terminal, which will have some -- which I think will still have parking and or rental car and other such facilities, and the south Metrolink station.

Because the airport's -- again, I haven't checked the Burbank Airport plans so what do I know, but the airport is going to need some sort of intra-airport connection anyways so why not connect that to a cheaper high-speed rail station, you know, where the current -- somewhere around where the current Burbank Airport north station is. And then through a people mover or a bus shuttle or an extension of the Red Line or something like that, connect that HSR station to the new terminal to the old terminal and to the -- and to the Burbank Airport south station. Anyhow, that's my comment. Thank you again for making this event, and I hope -- I hope the project will eventually be completed and hopefully before I'm too old to ride it. Thank you.

Response to Submission 4252 (Thomas Smith, October 18, 2022)

4252-7759

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed general support for the California HSR System. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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.

4252-7760

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-2: Project Costs and Funding.

Additional information regarding impacts in the Burbank Airport Station overlap area can be reviewed in the Burbank to Los Angeles EIR/EIS. The commenter expresses support for the HSR Palmdale to Burbank Project Section. However, the commenter expresses concern regarding the Burbank Airport Station, and inquired about the benefits of the Burbank Airport Station regarding adjacent development (i.e., Avion Development). The commenter suggested the Palmdale to Burbank Project Section follow the Antelope Valley Metrolink line. The 2015 and 2016 Supplemental Alternatives Analysis (SAA) Reports documented that following the existing transportation corridors (the SR 14 freeway and the Metrolink Antelope Valley corridor) into the San Fernando Valley would result in substantial community and environmental justice impacts, particularly in the City of San Fernando. In response, the 2016 SAA Report recommended modifying the Refined SR14 Build Alternative to avoid the northeast San Fernando Valley and associated community and environmental justice impacts. Therefore, the Authority determined the Antelope Valley alternative was not feasible. For additional information, refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. The Burbank Airport Station, which is located at the southern end of the Palmdale to Burbank Project Section and included in the alternative's description in this EIR/EIS, was also evaluated as part of the Burbank to Los Angeles Project Section. As discussed in Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, the location of the Burbank station at the Burbank Airport was determined to maximize transit connectivity with Metrolink and other transit options. This type of multi-modal connectivity is a stated purpose for the project purpose. Figure 2-45 depicts the 'overlap area' including 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 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). Because the Authority has already approved the

Response to Submission 4252 (Thomas Smith, October 18, 2022) - Continued

4252-7760

Burbank to Los Angeles Project Section, which includes the Burbank Airport Station, the information and analysis within this Final EIR/EIS regarding the Burbank Airport Station overlap area is for 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. Refer also to Standard Response PB-Response-GEN-2: Project Costs and Funding, for cost concerns.

Submission 4254 (Pam Wolter, Acton Town Council, October 18, 2022)

Palmdale - Burbank - RECORD #4254 DETAIL 4254-7744

Status : No Action Required
 Record Date : 11/8/2022
 Interest As : Individual
 First Name : Pam
 Last Name : Wolter

Stakeholder Comments/Issues :

4254-7741

This is Pam Wolter. I am a 34-year resident of Acton and a member of the Acton Town Council. I have several comments here today that are disturbing to me. I've been following this project for -- I guess it's 12 to 14 years now, and I -- my concerns are what it's going to do to our rural community.

4254-7742

I'm going to start out with the water, which is -- I consider vital to our community. I believe that this is going to cause some serious depleting of the water basin in Acton following this construction phase of all this boring and everything that's going on. I'm very uncomfortable with that, and I really haven't gotten answers from the engineering staff, which I would like to -- since I was not able to attend the program that you guys did in Acton a week ago Saturday. I had a family commitment that I absolutely could not get out of at the last minute. So that's a big deal to me. I'm very concerned about the water.

4254-7743

I have a well on my property. It's 900 feet, and it cost me \$45,000 when we built this house ten years ago. The other problem that I have is that this looks like it's going to be 600 feet under my home. That's disturbing to me, very disturbing since -- I'm a retired contractor. My husband and I had a construction firm where we rebuilt custom homes and commercial properties together for many years. My husband is deceased now. So I have to rely on getting the information on how it's going to affect my house by you, and my concern as a retired real estate broker is the value of my home will be significantly impacted by this boring machine and all of the other -- I'm somewhat familiar with boring machines. I come from a long line of contractors, my father, my three brothers. So I've been raised in this industry. I'm deeply concerned about that.

The next problem that I'm concerned about is the noise level at -- where it comes out of ground right next to our high school. I cannot believe that you cannot find another route or make another route that wouldn't affect our two schools. The other school right there is the middle school on Crown Valley right next to the 14 Freeway. The problem with that is that there's going to be heavy equipment going in and out throughout the day for three years or however long it takes to actually build this tunnel that's coming through Acton. The danger to our kids at these two schools makes this project almost impossible for me to accept. I'm trying to understand how another route away from the center of Acton was not feasible, and I've asked this question of your team, Rick and everybody else, for many years now.

4254-7745

I'm going to assume that the traffic coming off of the freeway with this heavy equipment moving around is going to be extremely dangerous. We're going to have an accident at that intersection. The other thing is -- I'm sorry. Yeah. No, I can't.

4254-7746

Okay. And the other question that I have is that I can't figure out how you guys are -- how the project is going to be funded. This is not what the State of California, the residents voted for in November of 2008. Yeah. That's a long time ago, but now this project has quadrupled in price, and I'm sitting here thinking how is that going to affect my property values? builder, I know that my house will not have the same value (unintelligible) --

THE PUBLIC SPEAKER: -- (unintelligible) frustrated --

I will.

Can I have the last name -- I have one other

Submission 4254 (Pam Wolter, Acton Town Council, October 18, 2022) - Continued

question.

4254-7747

And I am wondering if Rick and the team can come back out here in a month or something and not do the big presentation like you did at the middle school, but come and have a public meeting in our library where people that were not informed about the meeting -- because we don't have a local newspaper anymore like we had before, which you're very familiar with --

It just seems like we need -- we need answers.

Make --

(Unintelligible) --

Thank you. So --

I would really appreciate it.

(Unintelligible) --

Thank you.

Correct.

Thank you.

(Unintelligible).

1 five o'clock.

2 Again, you are with us today at the formal
3 public hearing of the Palmdale to Burbank Project
4 section. It is being proposed as one of the build
5 alternatives for the California High-Speed Rail Authority
6 program here in the State of California.

7 The complete project information is now
8 available to the public, and the panel of Authority
9 representatives assembled here today are here to listen
10 to public comments regarding the draft environmental
11 document.

12 I'd like to acknowledge that we have
13 another hand raised by a member who is joining us by
14 phone. If I can ask the individual whose phone number is
15 6916, the last four digits, to please unmute yourself
16 and -- or you will be unmuted, and we are ready to listen
17 to your public comment.

18 Can you hear us?

19 THE PUBLIC SPEAKER: Good afternoon. Yes,
20 I can.

21 MS. ARELLANO: Excellent.

22 THE PUBLIC SPEAKER: This is Pam Wolter. I
23 am a 34-year resident of Acton and a member of the Acton
24 Town Council.

25 I have several comments here today that are

Submission 4254 (Pam Wolter, Acton Town Council, October 18, 2022) - Continued

1 disturbing to me. I've been following this project
2 for -- I guess it's 12 to 14 years now, and I -- my
3 concerns are what it's going to do to our rural
4 community.

5 I'm going to start out with the water,
6 which is -- I consider vital to our community. I believe
7 that this is going to cause some serious depleting of the
8 water basin in Acton following this construction phase of
9 all this boring and everything that's going on.

10 I'm very uncomfortable with that, and I
11 really haven't gotten answers from the engineering staff,
12 which I would like to -- since I was not able to attend
13 the program that you guys did in Acton a week ago
14 Saturday. I had a family commitment that I absolutely
15 could not get out of at the last minute. So that's a big
16 deal to me. I'm very concerned about the water.

17 I have a well on my property. It's
18 900 feet, and it cost me \$45,000 when we built this house
19 ten years ago. The other problem that I have is that
20 this looks like it's going to be 600 feet under my home.
21 That's disturbing to me, very disturbing since -- I'm a
22 retired contractor. My husband and I had a construction
23 firm where we rebuilt custom homes and commercial
24 properties together for many years.

25 My husband is deceased now. So I have to

1 rely on getting the information on how it's going to
2 affect my house by you, and my concern as a retired real
3 estate broker is the value of my home will be
4 significantly impacted by this boring machine and all of
5 the other -- I'm somewhat familiar with boring machines.
6 I come from a long line of contractors, my father, my
7 three brothers. So I've been raised in this industry.
8 I'm deeply concerned about that.

9 The next problem that I'm concerned about
10 is the noise level at -- where it comes out of ground
11 right next to our high school. I cannot believe that you
12 cannot find another route or make another route that
13 wouldn't affect our two schools.

14 The other school right there is the middle
15 school on Crown Valley right next to the 14 Freeway. The
16 problem with that is that there's going to be heavy
17 equipment going in and out throughout the day for three
18 years or however long it takes to actually build this
19 tunnel that's coming through Acton.

20 The danger to our kids at these two schools
21 makes this project almost impossible for me to accept.
22 I'm trying to understand how another route away from the
23 center of Acton was not feasible, and I've asked this
24 question of your team, Rick and everybody else, for many
25 years now.

Submission 4254 (Pam Wolter, Acton Town Council, October 18, 2022) - Continued

1 I'm going to assume that the traffic coming
2 off of the freeway with this heavy equipment moving
3 around is going to be extremely dangerous. We're going
4 to have an accident at that intersection.
5 The other thing is --
6 MS. ARELLANO: Um --
7 THE PUBLIC SPEAKER: I'm sorry.
8 MS. ARELLANO: I know you can't see the
9 screen, Pam. Please --
10 THE PUBLIC SPEAKER: Yeah. No, I can't.
11 MS. ARELLANO: You're right. Go right
12 ahead and finish up your comment. We're right at the end
13 here. Go right ahead.
14 THE PUBLIC SPEAKER: Okay. And the other
15 question that I have is that I can't figure out how you
16 guys are -- how the project is going to be funded. This
17 is not what the State of California, the residents voted
18 for in November of 2008.
19 Yeah. That's a long time ago, but now this
20 project has quadrupled in price, and I'm sitting here
21 thinking how is that going to affect my property values?
22 No one seems to be able to answer that question, and as a
23 builder, I know that my house will not have the same
24 value (unintelligible) --
25 MS. ARELLANO: Pam --

1 THE PUBLIC SPEAKER: -- (unintelligible)
2 frustrated --
3 MS. ARELLANO: I hear you. Thank you very
4 much for your comment. I expect and know that you may
5 have additional points to make. Feel free to stay online
6 and or continue with the public comment in writing or
7 otherwise.
8 THE PUBLIC SPEAKER: I will.
9 MS. ARELLANO: I can -- absolutely.
10 THE COURT REPORTER: Can I have the last
11 name --
12 THE PUBLIC SPEAKER: I have one other
13 question.
14 MS. ARELLANO: Yeah.
15 THE PUBLIC SPEAKER: And I am wondering if
16 Rick and the team can come back out here in a month or
17 something and not do the big presentation like you did at
18 the middle school, but come and have a public meeting in
19 our library where people that were not informed about the
20 meeting -- because we don't have a local newspaper
21 anymore like we had before, which you're very familiar
22 with --
23 MS. ARELLANO: Sure.
24 THE PUBLIC SPEAKER: It just seems like we
25 need -- we need answers.

Submission 4254 (Pam Wolter, Acton Town Council, October 18, 2022) - Continued

1 MS. ARELLANO: Make --
2 THE PUBLIC SPEAKER: (Unintelligible) --
3 MS. ARELLANO: Thank you. So --
4 THE PUBLIC SPEAKER: I would really
5 appreciate it.
6 MS. ARELLANO: Absolutely. Make a note --
7 THE PUBLIC SPEAKER: (Unintelligible) --
8 MS. ARELLANO: I appreciate you making that
9 request.
10 Ron, for your benefit, the speaker's name
11 is Pamela Wolter, W-o-l-t-e-r, a resident of Acton.
12 THE COURT REPORTER: Thank you.
13 THE PUBLIC SPEAKER: Correct.
14 MS. ARELLANO: Thank you.
15 Thank you, Pam.
16 THE PUBLIC SPEAKER: Thank you.
17 (Unintelligible).
18 MS. ARELLANO: Absolutely.
19 With that, I would go ahead and ask the
20 panel -- we're going to take a -- and let everyone know
21 that we are going to take a ten minute break. I see
22 we're -- we are at 4:54 right now. So we'll resume back
23 on screen at 5:05 to allow ten minutes for a quick break,
24 stretch your legs, and, again, those of you online, thank
25 you so much for joining us today. Please continue to

Response to Submission 4254 (Pam Wolter, Acton Town Council, October 18, 2022)

4254-7741

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed concerns related to HSR Palmdale to Burbank's impact on the Town of Acton. Responses for the commenter's specific comments are addressed in Response to Comment #7742 through Comment #7747.

4254-7742

Commenter is concerned with availability of water. Section 3.8.6.3 of the EIR/EIS indicates that while project construction could temporarily affect groundwater conditions in certain High Risk Areas, this effect would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater recharge in a groundwater basin. Additionally, groundwater intrusion into tunnels would be mitigated by HYD-IAMF#5 (tunnel boring machine design features), HYD-IAMF#6 (tunnel lining systems), and HYD-IAMF#7 (grouting), therefore, mitigating the depletion of groundwater resources due to tunnel construction. In the event that wells are adversely impacted, the Authority will implement an Adaptive Management and Monitoring Plan (AMMP) as required by mitigation measure HWR-MM#4. The AMMP includes provisions for augmenting water supplies for wells and actions to restore affected resources, if necessary.

4254-7743

Refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expressed concern regarding tunneling under her homes and concerns regarding property values of houses above the tunnels. As discussed in Chapter 2, Alternatives, of the Draft EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. Further, as discussed in Standard Response PB-Response-SOCIO-2: Property Values, studies show that, in general, the potential exists for the values of residential and commercial properties to appreciate as a result of HSR projects. Property value increases can result from both new access to a HSR transportation system and the associated intensification of development that can occur around station locations. However, given the potential for nuisance effects (e.g., noise and visual effects) resulting from operation of HSR trains, it is possible that some properties could experience a decrease in value. This potential for a decrease in property value may be particularly true for residences and businesses in locations considerably removed from train stations but exposed to nuisance effects of the HSR project. These non-station residences and businesses would enjoy relatively few benefits (mainly those deriving from improved accessibility) to offset the nuisance effects. This balance between the amount of benefit enjoyed compared to the nuisance effects would be unique for each property and would be only one of the many factors influencing the ultimate market value of any particular property. As noted in Section 3.4.6.3 of this EIR/EIS, given the depth of the bored tunnels (ranging from approximately 70 to 500 feet below the surface), it is unlikely vibration would be perceptible during construction or operation. For a response to comments on noise and vibration associated with tunneling, refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses. For a response to comments on unique tunneling elements, refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements - Windows, Adits, Tunnel Boring Machines, etc.

Response to Submission 4254 (Pam Wolter, Acton Town Council, October 18, 2022) - Continued

4254-7744

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

The commenter expresses concerns related to HSR operational noise near the high school and middle school, which the Authority assumes refers to Vasquez High School and High Desert Middle School. As a matter of clarification, the Authority's preferred alternative is the SR14A Build Alternative. Vasquez High School is more than 700 feet from the SR14A tunnel, which will be located underground, and High Desert Middle School is more than 500 feet from the SR14A tunnel. The intermediate window (construction shaft leading to the tunnel) is located more than 2,300 feet from Vasquez High School and more than 2,500 feet from High Desert Middle School. In addition, as shown in Table 3.4-49 in the Draft EIR/EIS, there would be no spoil haul route severe noise impacts for the SR14A Build Alternative. Also, notably, both schools are well outside the daytime screening distances. Detailed screening distances for the assessment of noise impacts during construction are included in Table 3.4-24 in the Draft EIR/EIS. As school would not be in session during the nighttime, the nighttime screening distances would not apply. Impacts related to traffic and air quality from hauling trucks are addressed in Sections 3.2, Transportation and 3.3, Air Quality and Global Climate Change respectively, of the Draft EIR/EIS. As discussed in Section 3.2.6.3 of the Draft EIR/EIS, IAMFs TR-IAMF#1, TR-IAMF#2, TR-IAMF#6, TR-IAMF#7, and TR-IAMF#8 would be implemented to minimize traffic impacts during construction, including those related to traffic safety (see Section 3.2.4.2 for the full text of IAMFs). Additionally, Mitigation Measure TR-MM#12 (Section 3.2.7.5) will require the development of a Transportation Construction Management Plan to manage circulation during the construction duration, which also would address safety issues. IAMFs AQ-IAMF#3 and AQ-IAMF#5, described in Section 3.3.4.2 of the Draft EIR/EIS, would be implemented to reduce emissions from spoils hauling trucks by requiring that renewable diesel fuel and 2010 model year or newer trucks be used during construction. Mitigation Measure AQ-MM#3 requires the use of at minimum, 25 percent of all heavy-duty on-road vehicles, including spoils hauling trucks, utilize zero emission and/or near zero emission technology. The commenter also enquires about the possibility of an alternative that does not go through Acton. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process for details regarding the Build Alternatives development process and why the SR14A Build Alternative was

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selected as the Preferred Alternative.

4254-7745

The commenter expressed concern regarding the intersection of Crown Valley Road at Highway 14 and traffic hazards during project construction. Impact S&S#7 in Section 3.11, Safety and Security of this Final EIR/EIS, further discusses temporary exposure to traffic hazards during the construction phase of the project. The Authority will develop and implement a construction safety transportation management plan (SS-IAMF#1), which will specify the contractor's procedures for implementing temporary road closures, including maintaining vehicle, bicycle, and pedestrian access to residences and businesses during construction, lane closure safety barriers, signage and flag persons to direct vehicle and bicycle traffic and pedestrians, temporary detour provisions, alternative bus and delivery routes, emergency vehicle access, and alternative access locations. The construction safety transportation management plan will establish procedures for the contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during HSR construction. The contractor will identify traffic hazard impacts during HSR construction and will consult with each potentially negatively affected local jurisdiction to establish and implement a plan to maintain traffic safety during project construction. The plan will address the design and implementation of road closures and realignments; timing of construction work; operation of construction work areas including placement of barriers, signage, and flag persons; and procedures for movement of construction vehicles into and out of the work areas.

Response to Submission 4254 (Pam Wolter, Acton Town Council, October 18, 2022) - Continued

4254-7746

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-SOCIO-2: Property Values.

The commenter inquired how the project would be funded, and expressed concern about their property value being impacted by the project. Refer to Standard Response PB-Response-GEN-2: Project Cost and Funding, and PB-Response-SOCIO-2: Property Values, which address concerns related to funding and property values. 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.

4254-7747

The commenter requested an additional public meeting at the library in Acton. The commenter's request has been noted and a member of the project team replied to their request. 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 4255 (Gary Lokum, October 18, 2022)

Palmdale - Burbank - RECORD #4255 DETAIL		4255-7739
Status :	No Action Required	4255-7740
Record Date :	11/8/2022	
Interest As :	Individual	
First Name :	Gary	
Last Name :	Lokum	

Stakeholder Comments/Issues :

Hi. Gary Lokum. Can you hear me?

Sure.

4255-7737

Yeah, sure. Gary

Lokum, L-o-k-u-m. So I'm a resident of the Sylmar area, and so looking at the latest map, the train does tunnel directly under the community that I'm in that has about 300 homes.

So, obviously, concerned about noise, vibration, you know, from that standpoint because when I look at the depth chart, it looks like it's about a hundred feet below or to surface level, and then my area slopes pretty steeply, and so, you know, one area is probably going to be like a little over a hundred feet. It might get much closer to the surface area as it goes -- as the train goes, as the tunnel goes. So, once again, very concerned about that.

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And then my understanding is that because there's no -- there isn't a high-speed rail in the United States; is that correct? Like this is kind of the first? That -- you can't guarantee basically noise, vibration or anything because there really isn't any -- this technology doesn't exist here. So you're kind of making guesses about what it may or may not do. So that's also a concern because we just don't have anything to compare it to locally.

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Also, in my area it's kind of a double whammy. You have an exit tunnel happening probably two miles from my community where you're going take out all the debris and everything else. So definitely concerned about environmental impacts, health, air quality, where you have this tunnel kind of occurring where you're just pulling out all this debris and everything else that's kind coming from the tunnel. And then, you know, probably, you know,

my -- you know, those are two big concerns. My last biggest concern is really that I kind of feel like Sylmar, Pacoima, San Fernando, that area, is really being unfairly burdened by this.

There really is no benefit to this area, and it's -- it's an underprivileged area kind of in general because there's no train stop that we can -- we can take advantage of. So it really doesn't benefit anyone in the community.

When I look at the map that kind of goes through the north kind of coming through, it doesn't -- it really impact the train more affluent neighborhoods but does benefit them, but I do feel that, you know, this is really just burdening our community in general because you have this exit tunnel that's happening. You have this train going underneath these homes of residents, and, once again, it's no benefit to us at all. Like we're not going to be able to use this train because there's no stops kind of in the immediate area.

So from my standpoint, you know, it's -- it's really just a triple whammy in terms of the impact to my home, to my life, to my community in general, and it's really not, you know, a project that I support in any way.

Response to Submission 4255 (Gary Lokum, October 18, 2022)

4255-7737

Refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter expresses concern with noise and vibration effects on residences in the Sylmar area from tunneling. Please see PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses these concerns. For a response to comments on unique tunneling elements, refer to PB-Response-ALT-2.

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The commenter expresses concerns related to the HSR noise and vibration due to a lack of comparison of similar high speed train projects in the United States. As described in Section 3.4.4.3 of the Draft EIR/EIS, operational noise was analyzed using the FRA High-Speed Ground Transportation Noise and Vibration Impact Assessment guidance (FRA 2012). This guidance was developed based on extensive measurements of HSR trains in Europe and Asia. The measurements consisted of hundreds of noise and vibration measurements for various types of HSR train set pass-bys in multiple countries throughout Europe and Asia, where HSR trains have been operating for decades, and the noise and vibration levels and mitigation of noise and vibration from HSR operations are well understood. The Authority has built on that information in the noise and vibration assessment. For the project, the propulsion and wheel-rail source noise levels come from the high-speed electric multiple unit (EMU) components found in Table 4-1 in Section 4.3.1 of the Noise and Vibration Technical Report. For the aerodynamic noise, the Very-High-Speed (VHS) Electric components also found in Table 4-1 are used to predict the project's noise levels. The train vibration source level was based on the Force Density Level for the Pendolino EMU high-speed train, as reported on Figure 9-5 of the FRA guidance manual and shown in Figure 4-7 in Section 4.8.2 of the Noise and Vibration Technical Report

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Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-HAZ-3: Impacts of Spoils Hauling (Hazardous Materials and Waste).

The commenter expresses concern regarding environmental impacts, health, and air quality associated with debris from tunneling. Table 3.3-48 in Section 3.3, Air Quality and Global Climate Change, of the Draft EIR/EIS shows that for Impact AQ#2, Impact AQ#3, and Impact AQ#5, construction of the project would lead to significant and unavoidable impacts after implementation of AQ-IAMF#1 through AQ-IAMF#6 and AQ-MM#1 through AQ-MM#3. All other impacts related to construction would be less than significant. In addition, the operation of the project would be less than significant for all operation-related Impacts.

Response to Submission 4255 (Gary Lokum, October 18, 2022) - Continued

4255-7740

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the project and concern about effects on environmental justice communities in the San Fernando Valley including Sylmar, Pacoima, and San Fernando, and the potential for effects on residences from the project tunnel alignment.

The Authority has recognized the Build Alternatives' impacts on EJ communities, and it has endeavored to reduce disproportionate and high impacts, to prevent those communities from unfairly bearing construction and operation burdens. It has made progress toward that goal, and it is incorporating additional measures to reduce impacts while also seeking to provide benefits to those communities. As described in Section 5.8.2, in Chapter 5, Environmental Justice of this Final EIR/EIS, EJ populations are prevalent in Los Angeles County. As a consequence, any possible alignment between Palmdale and Burbank would likely encounter EJ populations. Although the Build Alternatives for the Palmdale to Burbank Project Section were designed to avoid EJ populations where reasonably possible, avoiding them entirely was not feasible. As described in Section 5.5 and depicted in Figures 5-4 through 5-6, in Chapter 5, Environmental Justice, of the Final EIR/EIS, the SR14A Build Alternative (Preferred Alternative) alignment would traverse the following EJ communities: the Boulders at the Lake Mobile Home Park south of Palmdale, the Agua Dulce area, San Fernando Valley area (including the Sylmar, Pacoima, and Sun Valley neighborhoods), and in Burbank in proximity to the Hollywood Burbank Airport. The other Build Alternatives' alignments also pass through some or all of these EJ communities.

The Build Alternatives evolved during the environmental analysis in part to reduce impacts on EJ communities. From 2010, for the Palmdale to Burbank Project Section, the Authority prepared a Preliminary Alternatives Analysis (PAA) Report. This was followed by Supplemental Alternatives Analysis (SAA) Reports in 2011, 2012, 2014, and 2016. Prior to 2016, the alternatives focused on alignments that followed the SR14 freeway from Palmdale to Santa Clarita and then followed the existing Metrolink corridor from Sylmar to Burbank (see Chapter 2, Alternatives, of the Final EIR/EIS for a detailed

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discussion of alternatives previously considered). The 2010 PAA Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. A potential station in Santa Clarita was also eliminated from further consideration based on comparatively higher residential displacements (although Santa Clarita is not an identified EJ community).

The 2016 SAA Report introduced the Refined SR14 Build Alternative. The Refined SR14 Build Alternative was developed to be less impactful to EJ communities than the previously developed SR14 alternatives. Specifically, the Refined SR14 Build Alternative avoided impacts to the identified EJ communities within the City of San Fernando and had reduced impacts to the identified EJ communities within Sylmar and Pacoima. As documented in the 2016 SAA, the Refined SR14 Build Alternative reduced total residential impacts by 8 multi-family homes and 32 single-family homes. Total business displacements were reduced by 125 commercial parcels and 85 industrial parcels. The number of residential properties within 2500 feet of the HSR centerline was reduced by more than 7,000. Following a presentation of the 2016 SAA to the Authority's Board of Directors in April 2016, the Refined SR14 Build Alternative was carried forward and the previous SR14 alternatives were dropped from consideration. As stated above, the primary reason for these changes was to reduce impacts to EJ communities.

The Authority continued its design process to respond to community input and to further reduce impacts on EJ communities. As presented in the 2016 SAA Report, the Refined SR14 Build Alternative, as well as the E1 Build Alternative (which is identical to the Refined SR14 Build Alternative in the San Fernando Valley), entered the Metrolink corridor in the vicinity of Sheldon Street. At that time, the Refined SR14 Build Alternative included a viaduct structure to carry the project up and over the Metrolink tracks so that the HSR line could enter the Metrolink corridor on the southwest side. As the design was further developed in 2017 and 2018, and public meetings were held in 2018, significant input was received from the community and elected officials opposing the viaduct. The primary concerns were noise and visual impacts of having the train elevated in close proximity to residential neighborhoods. As a result, the design was modified in 2018 to bring HSR into the Metrolink corridor on the northeast side (avoiding the need for HSR

Response to Submission 4255 (Gary Lokum, October 18, 2022) - Continued

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to cross over Metrolink) and keeping the project at ground level through Sun Valley. This design refinement was incorporated into the design of the Refined SR14 and E1 Build Alternatives when the Palmdale to Burbank Project Section was presented to the Authority's Board of Directors at its November 2018 meeting. At that meeting, the Board adopted the Refined SR14 Build Alternative as the State's Preferred Alternative. Although the Board subsequently adopted the SR14A Build Alternative as the State's Preferred Alternative in 2020, the SR14A Build Alternative is identical to the Refined SR14 Build Alternative in the San Fernando Valley and also reduces impacts on EJ communities.

The commenter asserts that the project would not affect more affluent neighborhoods. In fact, the Build Alternatives would affect more affluent neighborhoods, as well. Nonetheless, the Authority recognizes that construction and operation of the Build Alternatives may have adverse environmental effects, including disproportionately high and adverse effects on minority populations and/or low-income populations (i.e., EJ populations). As described in Section 5.5 and depicted in Figures 5-4 through 5-6, in Chapter 5, Environmental Justice, of the Final EIR/EIS, the SR14A Build Alternative (Preferred Alternative) alignment would traverse both non-EJ and EJ communities. This includes following EJ communities: Boulders at the Lake Mobile Home Park south of Palmdale, the Agua Dulce area, San Fernando Valley area (including the Sylmar, Pacoima, and Sun Valley neighborhoods), and in Burbank in proximity to the Hollywood Burbank Airport. Please refer to Section 5.7 and Table 5-24, in Chapter 5, Environmental Justice, of the Final EIR/EIS, which evaluates and describes each Build Alternative's potential to result in adverse effects on communities, including both non-EJ and EJ communities. Please also refer to Section 5.9, in Chapter 5, Environmental Justice, of the Final EIR/EIS, which describes which adverse effects have been determined to be disproportionately high and adverse on EJ populations. Potential effects on the human and natural environment from implementation of the Build Alternatives will be minimized and/or avoided through the implementation of Impact Avoidance and Minimization Measures (IAMFs) that will be implemented as part of the project design, and mitigation measures will be implemented to mitigate significant impacts from the project, as described in the Chapter 3 resource sections of this Final EIR/EIS (please refer to Appendix 2-E, Impact Avoidance and Minimization Measures, and Appendix 3.1-C, Standardized Mitigation Measures, for full descriptions of IAMFs

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and mitigation measures that will be implemented as part of the project, respectively).

Section 5.7.2.8, in Chapter 5, Environmental Justice, of the Final EIR/EIS, evaluates whether the Build Alternative would result in disproportionately high and adverse residential or business displacement impacts on EJ communities. The SR14A Build Alternative would displace residences and also commercial and industrial businesses. The residential, commercial, and industrial business displacements would occur along the alignment within the Acton area, Agua Dulce area, San Fernando Valley area, and Burbank Subsection. As shown in Table 5-13, most residential displacements (80 –86 percent, depending on the adit options chosen) and business displacements (56 –59 percent, depending on window options chosen) would take place in EJ communities. As discussed in Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS, sufficient replacement housing would be available for the residential units displaced by the SR14A Build Alternative. Sufficient replacement properties would be available to accommodate most businesses displaced by the SR14A Build Alternative except within the Los Angeles neighborhoods of Pacoima and Sun Valley; however, given the number of businesses in Pacoima and Sun Valley that would have to relocate outside of their current communities—and potentially cities—this effect would be adverse. SOCIO-IAMF#3 will be incorporated into the project design, requiring the Authority to develop a relocation mitigation plan to minimize economic disruption related to relocation. New EJ-IAMF#5 will require the construction contractor's EJ liaison to coordinate with the EJ relocation ombudsman on the relocation mitigation plan on a monthly basis to address any relocation inquiries presented by EJ communities (as identified in Table 5-24 and Section 5.5, in Chapter 5, Environmental Justice, of the Final EIR/EIS) in order to minimize residential and business displacement impacts on EJ communities. However, as discussed in Section 5.9.2, in Chapter 5, Environmental Justice, of the Final EIR/EIS, after the implementation of IAMFs, the Authority has concluded that business displacement effects would remain disproportionately high and adverse.

While there would be no HSR station site in the San Fernando Valley, the Metrolink Antelope Valley line provides transit service connections between Sylmar/San Fernando, Sun Valley, and the Burbank Airport, allowing residents in these EJ communities to utilize transit services to access the HSR Burbank Airport Station and the greater HSR system. As evaluated and described in Section 5.8.3 of Chapter 5,

Response to Submission 4255 (Gary Lokum, October 18, 2022) - Continued

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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 level of service (LOS) of the regional roadway system and reduce the overall VMT compared with existing conditions and compared to the No Project Alternative. Because this benefit would be statewide, both EJ and non-EJ populations, including those residing in communities in the San Fernando Valley, would experience this net benefit. Reductions in VMT would have the added benefit of reducing 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. Both EJ and non-EJ populations, including those residing in communities in the San Fernando Valley, would experience this regional benefit. 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 Build Alternatives would also include the implementation of grade separations along the existing Metrolink Valley Subdivision tracks, which will be reprofiled from the Tujunga Wash to Tuxford Street to facilitate the new grade separation over Sheldon Street, improving safety along the existing Metrolink corridor (please refer to Table 2-21, in Chapter 2, Alternatives, of the Final EIR/EIS, for descriptions of roadway modifications and grade separations that would be implemented for the SR14A Build Alternative, including those that would be implemented in the San Fernando area). The reduction in traffic congestion as a result of the California HSR System would in turn decrease the occurrence of vehicular, pedestrian, and cycling 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 both EJ and non-EJ travelers

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in the project study area, including travelers in the San Fernando Valley.

In addition, during November 2023, December 2023 and January 2024, 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 EJ communities. These measures are listed in Section 5.4.2 in Chapter 5, Environmental Justice, and described in Appendix 2-E, Impact Avoidance and Minimization Features 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 OMMs. 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 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 and OMMs. These responsibilities include 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. 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. As described in another IAMF, 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.

Response to Submission 4255 (Gary Lokum, October 18, 2022) - Continued

4255-7740

The commenter expressed concern regarding effects from the tunnel alignment on residences. As discussed in Chapter 2, Alternatives, of the Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. The Refined SR14, SR14A, E1, and E1A Build Alternative tunnel alignments would emerge east of the existing Antelope Valley Metrolink Corridor near Montague Street in the Pacoima neighborhood of Los Angeles. The SR14A Build Alternative also includes two options for an additional intermediate window, only one of which would be selected to provide construction access to tunnels. As described in Table 2-19 and depicted in Figure 2-60, in Chapter 2, Alternatives, of the Draft EIR/EIS, both intermediate window options would be in proximity to the I-210/SR 118 interchange. The first option (SR14-W1) would be directly north of the intersection of these freeways, and the second option (SR14-W2) would be south of the intersection of these freeways. As depicted in Figure 3.12-25, in Section 3.12, Socioeconomics and Communities, of the Draft EIR/EIS, neither intermediate window option would result in residential displacements. In regard to noise and vibration: as evaluated in Impact N&V#3, intermediate window SR14-W2, if selected, could result in construction vibration impacts to those residences located within 135 feet (intermediate window SR14-W1 would be located further than 135 feet of existing residences). In any given location along the Build Alternative alignments, construction vibration would be temporary and intermittent and would cease once work is complete. Furthermore, implementation of NV-IAMF#1 and Mitigation Measure N&V-MM#2 would minimize and reduce construction vibration effects. In regard to air quality: Figure 3.3-3, in Section 3.3, Air Quality and Global Climate Change, of the Draft EIR/EIS, depicts the areas included for the construction scenario health risk analysis. Intermediate windows SR14-W1 and SR14-W2 are in the Case 8 location. As discussed in Impact AQ#4 and AQ#5, in Section 3.3, Air Quality and Global Climate Change, of the Draft EIR/EIS, the Case 8 location would not exceed applicable thresholds for toxic air contaminant emissions or criteria pollutants during construction. Implementation of AQ-IAMF#1 through AQ-IAMF#5, and Mitigation Measure AQ#3 would further minimize and reduce construction emission effects.

As detailed above and throughout the Final EIR/EIS, the project incorporates standardized features to avoid and/or minimize impacts and new IAMFs have been

4255-7740

incorporated specific to concerns of EJ communities. These IAMFs and will be implemented during project design, construction, operation, and maintenance as relevant to the HSR project section, to avoid or reduce impacts. These features are considered part of the project, and the Final EIR/EIS explains how they will work and describes their effectiveness. Owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program. The claims process is not considered mitigation because none is required. However, the claims program is part of an already established program. More information on filing a claim may be obtained online at the following link: <https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim#@ViewBag>

Submission 4256 (Jackie Ayer, October 18, 2022)

Palmdale - Burbank - RECORD #4256 DETAIL

4256-7736

Status : No Action Required
Record Date : 11/8/2022
Interest As : Individual
First Name : Jackie
Last Name : Ayer

Stakeholder Comments/Issues :

Okay. Thank you very much. My name is Jacqueline Ayer. I'm a resident of Acton.

4256-7735

Vasquez High School is less than 1,600 feet from the elevated structure in Refined SR14A, and since the elevated structure will not be ballast and tie construction, the noise level within 50 feet of the tracks will exceed 103 decibels. This means that every train that passes along this track will generate a 90 decibel noise (unintelligible) Vasquez High School. According to the high-speed rails ridership report, there will be more than 98 round trips per day through Acton. This means that Vasquez High School and the residence surrounding the school will experience these 90 decibel noise events at least 196 times per day, yet the Draft EIR concludes this is not a significant noise impact.

I dispute this conclusion and further dispute the methodologies that the high-speed rail has employed for assessing noise impacts, and I will challenge the EIR in court if the final decision is to approve the Refined SR14A.

4256-7736

I am also concerned that the Draft EIR concludes that there is not sufficient water supply to construct the central portions of any of the alternatives. Table 3-6-21 assumes that AVEC receives 46,750 acre feet during dry years, but in fact AVEC has barely received 7,000 acre feet per year for the last several years, and AVEC's water is already fully subscribed by the hundreds of thousands of residents of East Kern County and the Antelope Valley. The EIR admits that the impact from construction water demand is significant, but the mitigation measure is simply to update the water supply analysis and then buy water from local agencies. The problem is you cannot buy something that does not exist, and if you use your statutory powers

to force water agencies to sell you water that is intended for residential and municipal purposes, then that will produce profound water shortages on the communities who have already had their water coopted for tunnel construction. These are significant impacts that must be identified, fully described and mitigated. Finally, also, shortfalls in water resources cannot be made up by tapping into local ground water basins in rural communities like Acton and Agua Dulce because doing so will cause residential domestic wells in these communities to dry up and force residents from their homes, thereby causing terrible community impacts. Thus, it is important that the final EIR clearly assert that local ground water basins will not be -- will not be relied upon to supply water for tunnel construction purposes. Thank you for your time.

Response to Submission 4256 (Jackie Ayer, October 18, 2022)

4256-7735

The commenter expresses concerns related to the noise impacts on Vasquez High School due to the SR14A Build Alternative, disputes the Draft EIR/EIS conclusions, and disputes the methodologies used in the noise analysis. Vasquez High School is located near an underground section of the SR14A Build Alternative. Because the train will travel underground there, and not on an elevated track, the SR14A Build Alternative will not cause any noise effects on the high school. Vasquez High School is located approximately 2,500 feet from the Refined SR14 Build Alternative alignment (1,600 feet from the northern edge of the High School's property boundary, where athletic fields are located). The high school is located on the other side of highway SR 14 from the alignment, and substantially outside the 600-foot screening distance for noise impacts for HSR operations near that busy highway. The criteria used to measure significant noise impacts, including the threshold for significant noise impacts is from the 2012 FRA HSR noise and vibration guidance manual. The analysis in the EIR/EIS is based on this criteria. The FRA noise criteria are based on a combination of the existing noise levels and the change in noise that a new project (HSR) would have. HSR operations would cause hourly Leq at this location to reach approximately 57 dBA, which is below the noise levels generated by SR 14, and below the threshold for even a moderate noise impact using the FRA noise impact criteria.

4256-7736

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

The commenter states that the Table 3.6-21 in the Draft EIR/EIS incorrectly identifies the AVEK water supplies during the dry years as 46,750 AFY and that AVEK's has recently receive 7,000 AFY for the past several years. The commenter does not provide a citation for the AVEK's received water supply of 7,000 AFY and it unclear where these numbers are derived. The Draft EIR/EIS used the AVEK's 2015 Urban Water Management Plan to identify the projected water supply during dry years. According to AVEK's 2015 Urban Water Management Plan, Table 6-8 indicates the actual water supply in 2015 to be a total water volume of 47,464. AVEK's updated 2020 Urban Water Management Plan indicates an annual water supply volume for 2020 of 60,234 (AVEK 2020). As shown in the Urban Water Management Plan the actual water supply is greater than identified by the commenter. In addition, the Draft EIR/EIS is consistent with projections shown in Table 7-3 (AVEK 2015). Regarding the comments about the feasibility of obtaining water for construction and the commenter's concern about using groundwater, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which explains how there is sufficient water supplies for construction water demand and that the project would not directly use groundwater for construction.

Submission 4258 (Emeline Mendez, October 18, 2022)

Palmdale - Burbank - RECORD #4258 DETAIL		4258-7733
Status : No Action Required Record Date : 11/8/2022 Interest As : Individual First Name : Emeline Last Name : Mendez		
Stakeholder Comments/Issues :		
4258-7729	<p>Yes. My name is Emeline Mendez. I'm a resident of Sylmar, California, and I went to a meeting at Montague Charter Academy last week, and this is the second meeting that I've come to. I'm here to voice my opposition.</p>	<p>lower their -- their real estate. So I oppose it. That's it.</p>
4258-7730	<p>I disagree with the way the rail is going, the way the route is going. Why is the east side of the San Fernando Valley being affected? It's a low socioeconomic. This train will not serve the community. It will further marginalize. The community will not benefit from it. It will not have a stop. The train will actually surface at Montague Street and San Fernando Road, which is an area that now has a lot of pollution because of the surrounding areas.</p>	4258-7734
4258-7731	<p>It has homeless shelters being built, and last week, when I went to the meeting, we were told that the soil, whatever was coming out of those tunnels that are being dug up, is going to go to the spreading grounds, which is a really nice name for toxic land. I oppose that the San Fernando Valley be further -- especially the -- the east side of the San Fernando Valley be exposed to more toxicity. Why add toxicity on top of toxicity?</p> <p>My name is not Emilina. It's Emeline.</p> <p>No, no.</p>	<p>I have one question. Why is the chat closed, and why can we not see other people on here?</p> <p>I -- I oppose that it lacks transparency. You do not provide an opportunity for people to -- if people disagree, for people to be able to talk to one another, see who's there so that people can be proactive in either endorsing or opposing, in my case opposing. Thank you.</p>
4258-7732	<p>My statement is I want to know what Valencia -- the Valencia, the -- and the Santa Clarita Valley did to remove the routes from their neighborhoods. What do we have to do in the east side of -- in the east -- northeast part of the valley to get that route removed?</p>	
4258-7733	<p>You're causing further marginalization of a community that is already living in poverty. You would</p>	

Response to Submission 4258 (Emeline Mendez, October 18, 2022)

4258-7729

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition for the HSR Palmdale to Burbank Project Section. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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. 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.

4258-7730

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

The commenter expresses opposition to the project and concern about effects on the east side of the San Fernando Valley.

As described in Section 5.8.2, in Chapter 5, Environmental Justice of this Final EIR/EIS, EJ populations are prevalent in Los Angeles County. As such, any possible alignment between Palmdale and Burbank would likely encounter EJ populations. Although the Build Alternatives for the Palmdale to Burbank Project Section were designed to avoid EJ populations where reasonably possible, avoiding such populations entirely was not feasible.

For the Palmdale to Burbank Project Section, the Authority prepared a Preliminary Alternatives Analysis (PAA) Report in 2010. This was followed by Supplemental Alternatives Analysis (SAA) Reports in 2011, 2012, 2014, and 2016. Prior to 2016, the alternatives focused on alignments that followed the SR14 freeway from Palmdale to Santa Clarita and then followed the existing Metrolink corridor from Sylmar to Burbank (see Chapter 2, Alternatives, of the Final EIR/EIS for a detailed discussion of alternatives previously considered). The 2016 SAA Report introduced the Refined SR14 Build Alternative. The Refined SR14 Build Alternative was developed to be less impactful to EJ communities than the previously developed SR14 alternatives. Specifically, the Refined SR14 Build Alternative avoided impacts to the City of San Fernando and had reduced impacts to the communities of Sylmar and Pacoima.

As documented in the 2016 SAA, the Refined SR14 Build Alternative reduced residential impacts by 8 multi-family homes and 32 single-family homes. Business displacements were reduced by 125 commercial parcels and 85 industrial parcels. The number of residential properties within 2500 feet of the HSR centerline was reduced by more than 7000. Following a presentation of the 2016 SAA to the Authority's Board of Directors in April 2016, the Refined SR14 Build Alternative was carried forward and the previous SR14 alternatives were dropped from consideration. The primary reason for these changes was to reduce impacts to EJ communities. As presented in the 2016 SAA Report, the Refined SR14 Build Alternative, as well as the E1 Build Alternative (which is

Response to Submission 4258 (Emeline Mendez, October 18, 2022) - Continued

4258-7730

identical to the Refined SR14 Build Alternative in the San Fernando Valley), entered the Metrolink corridor in the vicinity of Sheldon Street. At that time the Refined SR14 Build Alternative included a viaduct structure to carry the project up and over the Metrolink tracks so that the HSR line could enter the Metrolink corridor on the southwest side.

As the design was further developed in 2017 and 2018, and public meetings were held in 2018, significant input was received from the community and elected officials opposing the viaduct that would carry HSR over Metrolink near Sheldon Street. The primary concerns were noise and visual impacts of having the train elevated in close proximity to residential neighborhoods. As a result, the design was modified in 2018 to bring HSR into the Metrolink corridor on the northeast side (avoiding the need for HSR to cross over Metrolink) and keeping the project at ground level through Sun Valley. This design refinement was incorporated into the design of the Refined SR14 and E1 Build Alternatives when the Palmdale to Burbank Project Section was presented to the Authority's Board of Directors at its November 2018 meeting. At that meeting, the Board adopted the Refined SR14 Build Alternative as the State's Preferred Alternative. While the Board subsequently adopted the SR14A Build Alternative as the State's Preferred Alternative in 2020, it should be noted that the SR14A Build Alternative is identical to the Refined SR14 Build Alternative in the San Fernando Valley.

As evaluated and described in Section 5.8.3 of 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 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. Because this benefit would be statewide, both EJ and non-EJ populations, including those residing in communities in the San Fernando Valley, would experience this net benefit.

Reductions in VMT would have the added benefit of reducing emissions and improving air quality. As discussed in Section 5.7.1.2, in Chapter 5, Environmental Justice of this

4258-7730

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 because of a decrease in emissions as a result of transportation modes shift (refer to Section 3.3, Air Quality and Global Climate Change, for information on operational emissions).

Both EJ and non-EJ populations, including those residing in communities in the San Fernando Valley, would experience this regional benefit. In order to minimize both temporary and permanent disruption to neighborhoods and communities, the Authority has identified multiple Impact Avoidance and Minimization Features (IAMF), Offsetting Mitigation Measures (OMM) and Mitigation Measures (MM) including measures to reduce and/or minimize effects to communities (e.g., communities of Pacoima and Sun Valley in the San Fernando Valley): 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), SOCIO-IAMF#1 (Implementation of a Construction Management Plan), NV-IAMF#1 (minimization of noise near sensitive receptors), AQ-IAMF#1 (implementation of a fugitive dust control plan), TR-IAMF#2 (implementation of best management practices through a Construction Transportation Plan) as well as SO-MM#1 (Implement measures to reduce impacts associated with the division of residential neighborhoods) and SO-MM#2 (Implement measures to reduce impacts associated with the division of communities). For additional discussion about the potential for temporary and permanent disruptions to neighborhoods, please refer to Impact SOCIO#1: Temporary Disruption to Community Cohesion or Division of Existing Communities from

Response to Submission 4258 (Emeline Mendez, October 18, 2022) - Continued

4258-7730

Construction and Impact SOCIO#2: Permanent Disruption to Community Cohesion or Division of Established Communities from Construction in Section 3.12, Socioeconomics and Communities.

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 vehicular, pedestrian, and cycling 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 both EJ and non-EJ travelers in the project study area, including travelers in the San Fernando Valley. As discussed above, these aforementioned improvements would result in regional benefits for residents.

4258-7731

Refer to Standard Response PB-Response-HAZ-2: Potential to Encounter PEC Sites with Known and/or Suspected Contamination during Construction, PB-Response-HAZ-3: Impacts of Spoils Hauling (Hazardous Materials and Waste).

The commenter expresses concern that soils removed from tunnel excavation would be placed in the spreading ground. The commenter expresses opposition to perceived exposure to additional toxins in the San Fernando Valley. The commenter indicates they attended an Authority meeting in November 2022, during which the commenter recalls discussion related to soil cuttings produced and extracted from HSR tunneling activity within the area being placed in "the Spreading Grounds." The Spreading Grounds consist of several locations throughout the San Fernando valley (i.e., Pacoima, Lopez) in which surface water is percolated into the ground to facilitate groundwater recharge and storage.

While specific plans for tunnel cuttings reuse and/or disposal are not specifically determined at this point, the Authority will note that any material eventually reused at the Spreading Grounds, or any other location will be non-hazardous and meet the necessary criteria for reuse in accordance with associated governing agencies. Cuttings/material that receives any type of hazardous designation will be removed and properly disposed of at an appropriate disposal facility. For additional concerns regarding hazardous wastes and materials see Standard Response PB-Response-HAZ-2: Potential to Encounter PEC Sites Known and/or Suspected Contamination during Construction, and Standard Response PB-Response-HAZ-3: Impacts of Spoils Hauling (Hazardous Materials and Waste).

Response to Submission 4258 (Emeline Mendez, October 18, 2022) - Continued

4258-7732

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

The commenter asked why certain communities do not have a build alternative proposed through them and how alternatives could be removed from traversing through their community. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses how Build Alternatives were selected and rejected.

4258-7733

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter is concerned about effects to property values to residents in the San Fernando Valley from the project. This topic is further discussed in PB-Response-SOCIO-2.

Section 7.4, Long-term Impact to Property Values, in the Economic Impact Technical Report summarizes the potential property value impacts of the HSR project (this report can be provided upon request to the Authority). The analysis included a literature review of studies related to railroad tracks and both conventional rail and HSR stations. Studies on the impact of railway stations on property value indicate that residential and commercial property values near transportation system stations typically increase and are valued higher than similar properties not in the vicinity of such stations due to improved accessibility (both of residents to regional jobs and of employers to a larger labor pool). In a study of the property value impacts associated with a variety of “disamenities,” such as environmental contamination or proximity to linear features like roadways and railroads, Simons (Simons 2006) reviewed several rigorous studies (conducted in Ohio, Georgia, and Norway) of the relationship between residential property values and proximity to rail lines, and concluded that there were negative property value impacts in the single digits (e.g., 2 or 3 percent) for residential properties within 750 feet of an active railroad track. Furthermore, he found that this negative impact could increase depending on the amount of whistle blowing and the volume of train trips. Another study that examined the residential property value impacts of four commuter rail lines and six light rail lines around the United States found a wide variety of results in different regions and concluded that home price changes were influenced more by regional housing market conditions than by proximity to railroad tracks (Baldwin and Frank 2008).

The studies show that the potential exists for the values of residential and commercial properties to appreciate as a result of HSR projects. Property value increases can result from both new access to a HSR transportation system and the associated intensification of development that can occur around station locations. However, given the potential for nuisance effects (e.g., noise and visual effects) resulting from operation of HSR trains, it is possible that some properties could experience a decrease in value. This potential for

Response to Submission 4258 (Emeline Mendez, October 18, 2022) - Continued

4258-7733

a decrease in property value may be particularly true for residences and businesses in locations considerably removed from train stations but exposed to nuisance effects of the HSR project. As discussed in Chapter 2, Alternatives, of this Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. As detailed throughout this Final EIR/EIS, the project incorporates standardized features to avoid and/or minimize impacts. These features are referred to as IAMFs and will be implemented during project design and construction, as relevant to the HSR project section, to avoid or reduce impacts. Mitigation measures N&V-MM#1 and AVQ-MM#1 would minimize impacts from temporary noise and visual changes, respectively. Mitigation Measures N&V-MM#3, N&V-MM#4, N&V-MM#5, and N&V-MM#6 would be implemented to address operational noise impacts. IAMFs AVQ-IAMF#1 and AVQ-IAMF#2 and Mitigation Measures AVQ-MM#3 and AVQ-MM#4 would minimize and mitigate adverse effects of permanent visual changes. Some measures, such as the sound barriers proposed under N&V-MM#3, will benefit adjacent properties by reducing noise from existing trains as well as HSR trains.

In summary, nuisance impacts to any properties affected by the HSR project that could have an effect on property values would be avoided, minimized, or mitigated as appropriate. However, as described above, nuisance effects would be only one of the many factors influencing the ultimate market value of any particular property. Although it is predicted that property values will increase and not decrease, owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program. The claims program is part of an already established program and is available apart of the HSR System. More information on filing a claim may be obtained online at the following link: <https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim#@ViewBag>.

4258-7734

The commenter expressed concern with the virtual meeting format and chat function. The commenter's opposition to the format of the virtual meeting is noted. 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 4260 (Mariana Franco, October 18, 2022)

Palmdale - Burbank - RECORD #4260 DETAIL

Status : No Action Required
Record Date : 11/9/2022
Interest As : Individual
First Name : Mariana
Last Name : Franco

Stakeholder Comments/Issues :

I would like to go ahead and acknowledge Mariana Franco to proceed with your public comment. Thank you for staying with us in the meeting this evening, our public hearing. We welcome your public comment on the Palmdale to Burbank Project section. Please unmute yourself and go right ahead.

4260-7758

Sinverguenza Malinche,
selling out black and brown people for profit, displacing generational families, abuelas y abuelos, great grandchildren out into the streets, exiling us from the land we call home. Money is not enough to buy out our consent. We are not in consent.
your Authority is a farce. Our land is for us. We made these cities our homes. Capitalism saw us as lesser. We made this land our communities. When investors saw us as nothing, we made this our place.
We are thriving with our culture, and now as we have become Pacoima beautiful, Sylmar beautiful, Acton beautiful, your progress will kill us, will strangle us, will exclude us and leave us only the prisons to dwell in.
You are redlining us out of history, out of our future. Your appraisals of our efforts are pennies to the blood and sweat we have sacrificed. We refuse your proposals, and I yield the rest of my time.

Response to Submission 4260 (Mariana Franco, October 18, 2022)

4260-7758

Refer to Standard Response PB-Response-EJ-1: Impacts on Environmental Justice Communities, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed concern regarding residential displacements in the communities of Acton, Pacoima, and Sylmar from the project, and does not consent to the project. Impact SOCIO#4: Permanent Displacements of Residences from Construction, in Section 3.12, Socioeconomics and Communities, in both the Draft and Final EIR/EIS, evaluates residential displacements from implementation of each project Build Alternative. Figures 3.12-19 through 3.12-29, and Table 3.12-17 through Table 3.12-22 in Impact SOCIO#4 depict the locations of residential displacements from the project. As depicted in Figures 3.12-21, 3.12-24, 3.12-25, and 3.12-26, and shown in Table 3.12-18, the SR14A Build Alternative (Preferred Alternative) would traverse underground in tunnel, and therefore not result in any residential displacements in the communities of Acton, Sylmar, and Pacoima. As described in Section 5.8.3, in Chapter 5, Environmental Justice (EJ), of the Draft and Final EIR/EIS, EJ populations are prevalent in Los Angeles County. As such, any possible alignment between Palmdale and Burbank would likely encounter EJ populations. The 2016 Supplemental Alternatives Analysis (SAA) Report introduced the Refined SR14 Build Alternative into the project. The Refined SR14 Build Alternative was developed primarily to be less impactful to EJ communities than the previously developed SR14 alternatives. Specifically, the Refined SR14 Build Alternative avoids impacts to the City of San Fernando and has reduced impacts to the communities of Sylmar and Pacoima. Following a presentation of the 2016 SAA to the Authority's Board in April 2016, the Refined SR14 Build Alternative was carried forward and the previous SR 14 alternatives were dropped from consideration. The primary reason for these changes was to reduce impacts to EJ communities. The SR14A Build Alternative (Preferred Alternative), introduced in 2020, further relocated the above-ground alignment through the community of Acton to a more southerly tunnel alignment, in order to minimize and avoid project effects to EJ communities. 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),

4260-7758

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, 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. Furthermore, 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. Reductions in vehicle trips would have the added benefit of reducing emissions and improving regional air quality. 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 accidents. Design of the system also would prevent conflicts with other vehicles, pedestrians, and bicyclists. These project benefits would be experienced by all communities in the study area, including the communities of Acton, Pacoima, and Sylmar. Refer also to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Submission 4261 (Edgar Luna, November 9, 2022)

Palmdale - Burbank - RECORD #4261 DETAIL

Status : Unread
Record Date : 11/9/2022
Interest As : Individual
First Name : Edgar
Last Name : Luna

Stakeholder Comments/Issues :

4261-7750 | Please reroute this line as i do not want it under my property for the safety of my children and those around me.

Response to Submission 4261 (Edgar Luna, November 9, 2022)

4261-7750

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-3: Health and Safety of Children.

The commenter expressed concern on project tunnel alignment effects on safety. The Authority appreciates and acknowledges public comments regarding the health and safety of affected communities. These topics are further discussed in Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-3: Health and Safety of Children. Each of these responses includes discussion of the measures being implemented to reduce and or avoid impacts on the surrounding community from project tunneling, including children health and safety.

Submission 4262 (Chris Kelly, October 18, 2022)

Palmdale - Burbank - RECORD #4262 DETAIL

Status : Action Pending
Record Date : 11/9/2022
Interest As : Individual
First Name : Chris
Last Name : Kelly
Attachments : PB_4262_Chris Kelly_Public Hearing_Comment Transcript.pdf (87 kb)

Stakeholder Comments/Issues :

I do see that we have an additional raised hand. Chris Kelly, I want to recognize your hand being raised currently. So go right ahead, unmute, and welcome to our public hearing. Go right ahead.
 THE PUBLIC SPEAKER: Thank you very much. I appreciate it. I appreciate your panel and all the information that you've put forth so far. It's been wonderfully informative.

4262-7753 I just wish to use this moment to -- to say that personally I endorse a decision of a no project alternative, and the reasoning there is that I -- part of me does believe that the plan has deviated from the original proposal that we all voted on a few years ago both in money, in the plan and in the intent and -- so for me, I -- I feel like so much has changed over the last years that this would be relooked at.

4262-7754 The other thing I think that we should do possibly with the money that is going to go to this is that we have developed a lot of challenges with water. We have challenges with fire, and I think both of these -- I feel that a lot of taxpayers may wish to have money devoted to these crises that we are undergoing now which have accelerated over the last few years versus the transportation.

4262-7755 And then that being said, also if this has to happen, the other position is I do propose the preferred alternate, which does not -- which runs across existing transportation corridors versus the versions that I've seen that cut through the national forest and pretty much destroy a lot of neighborhoods and wetlands and -- not wetlands -- I'm sorry -- and water areas. So I just wanted to put that forth, and I thank you very much for the time and the consideration. I do think that we might have better things to do with our dollars here in California than the transportation at this time.

1 here on your screen. The important note -- the important
 2 fact to note is to make sure your public comment is
 3 received by the Authority no later than Thursday,
 4 December 1st, 2022.

5 So you still have plenty of time, but we
 6 welcome all of you today to our public hearing. We will
 7 be online until eight o'clock this evening. Folks will
 8 be joining whenever it is convenient for them, and you
 9 certainly are welcome to stay for the duration. The
 10 panel is here for the entire time.

11 I do see that we have an additional raised
 12 hand. Chris Kelly, I want to recognize your hand being
 13 raised currently. So go right ahead, unmute, and welcome
 14 to our public hearing. Go right ahead.

15 THE PUBLIC SPEAKER: Thank you very much.
 16 I appreciate it. I appreciate your panel and all the
 17 information that you've put forth so far. It's been
 18 wonderfully informative.

19 I just wish to use this moment to -- to say
 20 that personally I endorse a decision of a no project
 21 alternative, and the reasoning there is that I -- part of
 22 me does believe that the plan has deviated from the
 23 original proposal that we all voted on a few years ago
 24 both in money, in the plan and in the intent and -- so
 25 for me, I -- I feel like so much has changed over the

Submission 4262 (Chris Kelly, October 18, 2022) - Continued

1 last years that this would be relooked at.

2 The other thing I think that we should do
3 possibly with the money that is going to go to this is
4 that we have developed a lot of challenges with water.
5 We have challenges with fire, and I think both of
6 these -- I feel that a lot of taxpayers may wish to have
7 money devoted to these crises that we are undergoing now
8 which have accelerated over the last few years versus the
9 transportation.

10 And then that being said, also if this has
11 to happen, the other position is I do propose the
12 preferred alternate, which does not -- which runs across
13 existing transportation corridors versus the versions
14 that I've seen that cut through the national forest and
15 pretty much destroy a lot of neighborhoods and wetlands
16 and -- not wetlands -- I'm sorry -- and water areas.

17 So I just wanted to put that forth, and I
18 thank you very much for the time and the consideration.
19 I do think that we might have better things to do with
20 our dollars here in California than the transportation at
21 this time.

22 MS. ARELLANO: Chris, thank you very much.
23 Really appreciate you making time to attend today and
24 to -- offering your public comment. We appreciate that.

25 Next, I see another hand raised by another

Response to Submission 4262 (Chris Kelly, October 18, 2022)

4262-7753

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter indicates support for the No Build Alternative. The commenter also expresses that the California HSR System has deviated from its proposal, including in terms of cost.

Regarding the comment about cost, please refer to Standard Response PB-Response-GEN-2: Project Cost and Funding.

This comment presents an opinion on the HSR Palmdale to Burbank Project Section. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the Draft EIR/EIS. 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.

4262-7754

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-PUE-3: Water Demand and Usage, PB-Response-S&S-1: Wildfire.

Commenter expressed an opinion that taxpayers would prefer to allocate their money to projects related to water and wildfire challenges. Refer to Standard Response PB-Response-S&S-1:Wildfire, for concerns regarding fire. Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, for concerns regarding water usage.

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.

4262-7755

While the commenter endorses the No Project Alternative, the commenter also expresses support for the SR14A Build Alternative because of fewer impacts on neighborhoods and water areas. The commenter also expresses the view that funding may be better spent on non-transportation projects. The commenter's preference to the SR14A Build Alternative is acknowledged. 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. For more information on the Preferred Alternative SR14A, please see Chapter 8, Preferred Alternative of the Final EIR/EIS.

Submission 4263 (Chris Kelly, October 18, 2022)

Palmdale - Burbank - RECORD #4263 DETAIL

Status : Action Pending
Record Date : 11/9/2022
Interest As : Individual
First Name : Chris
Last Name : Kelly

Stakeholder Comments/Issues :

Thank you all for joining. I do see that we have an individual with their hand raised. I will go ahead and call on Chris Kelly. I believe we heard from you earlier, but happy to receive any additional comment that you may have today on the draft environmental document. Please go right ahead.

4263-7752

THE PUBLIC SPEAKER: Thank you so much. I just had a quick question is that in the documentation that I have received, I did see that there was a no project alternative, which is -- which I wanted to double check to see is that a possibility and is that being considered along with all of the other routes that are on there?

MS. ARELLANO: Thank you so much, Chris, for your comment. We have recorded it and received it. Was there any other comment that you wanted to provide during this time?

THE PUBLIC SPEAKER: No. I said my statement earlier. I just wanted to --

MS. ARELLANO: Thank you.

THE PUBLIC SPEAKER: -- (unintelligible) on that. Thank you.

Response to Submission 4263 (Chris Kelly, October 18, 2022)

4263-7752

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-1: Frequently Asked Questions.

The commenter asks whether there is a possibility that the No Project Alternative is being considered by the Authority. Analysis for the No Project Alternative is required under CEQA and NEPA and allows for a comparison of the six Build Alternatives with existing conditions and what would be expected to occur if the project were not approved based on current plans and/or available infrastructure and community services.

The No Project Alternative does not meet the Project's Purpose and Need. Instead, the Authority's preferred Alternative is the SR14A Build Alternative. Please refer to Chapter 8 of the Draft EIR/EIS for more information regarding the Preferred Alternative. For a response to comments on the identification and evaluation of study alternatives, refer to Standard Response PB-Response-ALT-1.

Submission 4264 (Lynne Johnson, October 18, 2022)

Palmdale - Burbank - RECORD #4264 DETAIL

Status : Action Pending
Record Date : 11/9/2022
Interest As : Individual
First Name : Lynne
Last Name : Johnson

Stakeholder Comments/Issues :

MS. ARELLANO: Thomas, thank you very much. We appreciate your comments today. We are approaching the top of the hour. I'm going to be asking our team to take a break in a moment. I do see, however, Lynne Johnson, who was speaking earlier and had some time left, that you still have your hand raised. Is that from earlier, or would you like to finish your public comment? If you can unmute yourself.

THE PUBLIC SPEAKER: Oh, I would just like to -- I have another comment if you don't mind.

MS. ARELLANO: We do not mind. Please go right ahead, and then for -- just for the group to know, we will be taking a ten minute break. Go right ahead.

THE PUBLIC SPEAKER: Okay. Great. Thank you.

So I was wondering in light of most COVID restrictions have been lifted, so I'm just wondering why this -- this hearing was not a public in person, and also are any future hearings going to be made public, you know, so people can attend in person and may be held later in the evening after people get off work? I know this one extends until 8:00 but --

MS. ARELLANO: Uh-huh. Is that -- is that the end of your comment?

THE PUBLIC SPEAKER: Yes, it is. Thank you.

4264-7751

Response to Submission 4264 (Lynne Johnson, October 18, 2022)

4264-7751

The commenter inquired about the reasoning for having the public open house online instead of in person. In response to agency and stakeholder requests and in consideration of limitations caused by the novel coronavirus (COVID-19) pandemic, the Authority elected to hold both in-person and virtual opportunities for the public to engage the project team, ask questions, and provide comments on the Draft EIR/EIS. 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 4265 (John Burgos, November 9, 2022)

Palmdale - Burbank - RECORD #4265 DETAIL

Status : No Action Required
Record Date : 11/9/2022
Interest As : Individual
First Name : John
Last Name : Burgos

Stakeholder Comments/Issues :

4265-7749

I oppose this as it would negatively impact our home: both potential property value as well as quality of life. There is absolutely zero positive impact for us as we are not close to the proposed stations that will benefit from this tunnel being built.

Response to Submission 4265 (John Burgos, November 9, 2022)

4265-7749

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-2: Property Values.

The commenter expressed opposition to the HSR Palmdale to Burbank Project Section, and expressed concern about their property values and quality of life being impacted by the project. Refer to Standard Response PB-Response-SOCIO-2: Property Values, and PB-Response-GEN-4: General Opinions, Opposition or Support, which address concerns related to funding and opposition. 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 4266 (John Oh, November 9, 2022)

Palmdale - Burbank - RECORD #4266 DETAIL

Status : No Action Required
Record Date : 11/9/2022
Interest As : Individual
First Name : John
Last Name : Oh

Stakeholder Comments/Issues :

4266-7748

I am against the SR14,refined SR14, E1, E1A routes. I would prefer the E2, E2A route. Thank you for your consideration.

Response to Submission 4266 (John Oh, November 9, 2022)

4266-7748

The commenter expresses a preference for the E2 and E2A Build Alternatives. Based on the public and agency outreach information described in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. This alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments on whether and how the Preferred Alternative was selected, refer to PB-Response-GEN-1.

Submission 4268 (Thomas Matulich, November 10, 2022)

Palmdale - Burbank - RECORD #4268 DETAIL

Status : Action Pending
Record Date : 11/10/2022
Interest As : Individual
First Name : Thomas
Last Name : Matulich

Stakeholder Comments/Issues :

Hello,

4268-10240

Thank you for your response. My original correspondence included several issues but only one was addressed in your response. Could you please see my original correspondence and address the issues in some way?

Thank you,

Thomas Matulich

From: California High-Speed Rail Authority <palmdale_burbank@hsr.ca.gov>
Sent: Wednesday, November 9, 2022 10:51 AM
To: tmatulich@hotmail.com <tmatulich@hotmail.com>
Subject: California High-Speed Rail Authority, Palmdale to Burbank Project Section

Dear Thomas Matulich,

Thank you for your inquiry to the California High-Speed Rail Authority (Authority) regarding the real property you inquired about:

1. 33210 Margarita Hills Drive, Acton, CA 93510

This letter is in reference to your inquiry on tunnel depths and noise due to tunneling in relation to your above-mentioned real property. The proposed alignment tunnel will cross your property 500 feet below the surface and 275 feet south of your home. Noise impacts are not expected, neither during construction nor during operation, for your property. Please feel free to submit comments on the Palmdale to Burbank Draft EIR/EIS if you have further questions or comments regarding these topics.

The Authority is responsible for planning, designing, constructing, and operating the first high-speed rail system in the nation. The Authority has not yet finalized environmental documentation for this project section. Accordingly, the final design for this project segment has not been determined and the funding needed to purchase land has not been identified. As the planning and design work advances, the Authority will identify the precise real property that is necessary to construct and operate the System, including any underground easements. When we are ready to begin purchasing real estate, the Authority will reach out to you to begin the acquisition process if your property is needed for the System. Additional information is available at: <https://hsr.ca.gov/programs/private-property/>.

For your reference, the online interactive map can be accessed here<<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>> to see a preliminary footprint for the build alternatives described in the Palmdale to Burbank Project Section Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS) released by the California High Speed Rail Authority (Authority) on September 2022.

If you would like additional information regarding the System, the current plan for the System and the stages through which the project will advance, this can be found in the 2020 Business Plan, which is available here: https://hsr.ca.gov/docs/about/business_plans/2020_Business_Plan.pdf

Pages 118 and 119 of the Plan provide an illustration of the stages the Authority will work through as it completes the Palmdale to Burbank Project Section. The Authority is in the midst of Stage 2 of the Preliminary Engineering and Environmental Approval phase. Early Works, or Stage 4, of the process is the stage during which the Authority will commence right-of-way (property) acquisition. Once the Authority completes this stage, it will move forward with Stage 5 and procure a contractor to build the Palmdale to Burbank Project Section.

Additional information is available at: <https://hsr.ca.gov/programs/private-property/> and: https://hsr.ca.gov/wp-content/uploads/docs/programs/private_property/Your_Property_Your_HSR.pdf.

If you are interested in the latest information on the high-speed rail program, please contact us or sign up for email alerts at <https://hsr.ca.gov/contact/>.

Thank you again for your inquiry.

Palmdale to Burbank Project Team
California High-Speed Rail Authority
palmdale_burbank@hsr.ca.gov
(800) 630-1039

Response to Submission 4268 (Thomas Matulich, November 10, 2022)

4268-10240

The commenter requested a response to a previous email and comment submission.

The commenter's request is noted. The comments are addressed in Respond to Comments letter # 4193, see comment responses #9108, #9109, #9110, and #9111.

Submission 4269 (Ritchie Arce, November 10, 2022)

Palmdale - Burbank - RECORD #4269 DETAIL

Status : No Action Required
Record Date : 11/10/2022
Interest As : Individual
First Name : Ritchie
Last Name : Arce

Stakeholder Comments/Issues :

4269-7756

Notice of project for California High-Speed Rail System
To whom it may concern,
This letter to to notify you that as one of the homeowner that is located over the proposed underground railroad route, I highly reject this idea and instruct you to change route, away from our neighborhood of Mountain Glen Community.
At this point, I don't have any information on our legal rights, since this can directly impact my property and would like to avoid the hassle of going through those channels. The developers and the city of los angeles have staffed highly qualified individuals that can make these changes, and I am putting my faith for them to do so.
Thank you and please consider to abolish this proposed route.

RITCHIE ARCEHomeownerMountain Glen II Community

Response to Submission 4269 (Ritchie Arce, November 10, 2022)

4269-7756

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses disapproval of the selection of alternatives and tunneling underneath the Mountain Glen community. To clarify, the Palmdale to Burbank Project Section and the entire California HSR System are being planned, designed, and built by the California High-Speed Rail Authority, not the City of Los Angeles or a private developer. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Regarding the commenter's concern about the project's impacts on property values, refer to Standard Response PB-Response-SOCIO-2: Property Values. The Refined SR14, SR14A, E1, and E1A Build Alternatives would pass below the Mountain Glen community in a bored tunnel, while the E2 and E2A Build Alternatives would avoid the Mountain Glen area. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process for discussion of how the six Build Alternatives analyzed in the Draft EIR/EIS were developed and how the Preferred Alternative (the SR14A Build Alternative) was selected. Due to the depth of tunneling in the vicinity of the Mountain Glen community, noise and vibration during construction and operation would not be perceptible. Refer to PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for additional discussion of this topic.

Submission 4270 (Gassia Dabbaghian, Mountain Glen II in Sylmar, November 11, 2022)

Palmdale - Burbank - RECORD #4270 DETAIL

Status : Unread
Record Date : 11/11/2022
Interest As : Individual
First Name : Gassia
Last Name : Dabbaghian

Stakeholder Comments/Issues :

4270-7876

I am writing in objection of the preferred route SR14A, Palmdale to Burbank Project. As a resident of a community Mountain Glen II in Sylmar, I can not see any benefit to our community or to our city. This route will disrupt our environment, our natural mountains, our wildlife. It adds burden to an already dewatered and polluted environment. The implications of the HSR on such close community property are disturbing. I am concerned for my property in value and comfort with added noise and disruption. Again, I strongly oppose this route.

Response to Submission 4270 (Gassia Dabbaghian, Mountain Glen II in Sylmar, November 11, 2022)

4270-7876

Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-PUE-3: Water Demand and Usage, PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the SR14A Build Alternative, stating that the Project would not benefit the Mountain Glenn Community and would cause disruption to mountain and wildlife, property values, and noise. The SR14A Build Alternative would traverse the Mountain Glen Community via an underground tunnel. The EIR/EIS evaluates the environmental impacts of each build alternative and identifies mitigation measures which would avoid or mitigate environmental impacts identified as significant under CEQA or adverse under NEPA. Refer to Section 3.4, Noise and Vibration, Section 3.7, Biological and Aquatic Resources, and Section 3.12, Socioeconomics, for analysis of the project impacts related to the topics raised by the commenter. Refer also to Standard Response PB-Response-PUE-3: Water Demand and Usage, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, and PB-Response-SOCIO-2: Property Values.

Submission 4271 (Candice Schrage, November 14, 2022)

Palmdale - Burbank - RECORD #4271 DETAIL

Status : Action Pending
Record Date : 11/14/2022
Interest As : Individual
First Name : Candice
Last Name : Schrage

Stakeholder Comments/Issues :

4271-8739 | I Candice Schrage, homeowner, would like to request more specific and detailed information about my property, as referenced above. I have been receiving general emails from HSR, but nothing specific yet about my property. What I have been sent so far is only the construction updates in Northern California/Fresno area.

The following are my questions:

- 4271-8740 | 1). Will the HSR need to purchase/acquisition or eminent domain my property?
2). If HSR will not need to acquisition my property and solely ask me to grant authorization for an underground easement, will I be compensated in anyway?
- 4271-8741 | 3). According to what I have been told so far by an employee at the HSR, this easement will be go underground 60 ft (two side-by-side tunnels) and begin 40 feet into my land, which will be right through my water well vicinity. If my water source is destroyed, will HSR pay for a new water well or pay the county to connect my property to county water?
- 4271-8742 | 4). What approximate time period does the HSR project construction will begin, in the town of Acton or specifically my property.
Lastly, even though construction may not begin this year, how far in advance will HSR be requesting or notifying me in writing of an underground easement request, or ask to acquire my property.
I would also like to be provided a detailed draft/map/drawing with the dimension's, of what portion and/or area of my property, HSR intends to acquire by way of easement

P.s. I have included my contact information below, with my correct mailing address, as I do not receive mail at the subject property of: 33302 Crown Valley Road Acton, CA 93510.

Thank you in advance for your time.

Candice Schrage
661-425-8778
Homeowner
frmhello@yahoo.com
My only mailing address: P.O. Box 55026
Valencia, CA 91385-0026

Response to Submission 4271 (Candice Schrage, November 14, 2022)

4271-8739

The commenter requested more specific and detailed information on potential impacts to her property as a result of the Palmdale to Burbank Project Section.

The interactive map for the Palmdale to Burbank Project Section can be found on the Authority's website. An interactive map of the Authority's preferred alternative can be accessed here:

<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>. An interactive map of the whole California HSR System, including all six Build Alternatives considered for the HSR Palmdale to Burbank Project Section can be accessed here:

https://gis.data.ca.gov/datasets/83492c31c5604917856580447ab09f76_0/explore?location=34.840974%2C-118.040600%2C7.00. Users can type in their address to see the proximity of their house to the HSR alignments.

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.

4271-8740

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter inquired if their property would be purchased, and if authorization for an underground easement would be available. Please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, which discusses residential displacements and property acquisitions.

As described in Section 3.12, Socioeconomics and Communities of the Final EIR/EIS, based on the nature of impacts, the Authority determined where a full acquisition, partial acquisition, permanent easement (surface, subterranean, or aerial), temporary easement, or some combination of these would be required. These decisions were based on experience acquiring properties affected by other regional transportation projects. Generally, full acquisitions were designated where a significant portion of the structure or structures comprising the property's principal dwelling or business facility would be within the area to be acquired for the HSR right-of-way or for an extended period during construction. Similarly, where a property's structures would not be affected, but any physical component critical to a property's intended use (such as parking, access, or open space used for storage of goods or equipment) would be acquired, the acquisition would be considered a full acquisition.

Response to Submission 4271 (Candice Schrage, November 14, 2022) - Continued

4271-8741

Refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter expressed concern regarding potential impacts to their private well from tunneling.

Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. Please refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to private wells.

4271-8742

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

The commenter inquired about the construction schedule in Acton where their property is located, and asked how far in advance notification of the start of project construction would occur. Additionally, the commenter requested a detailed map or drawing with dimensions for their property. Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions, which explains that the timeline for construction of the Palmdale to Burbank Project Section has not yet been established as it is dependent on securing additional funding.

The Authority will continue to conduct outreach to the public and affected property owners throughout the remainder of the environmental review process. Once final design is complete, a right-of-way agent or appraiser will contact property owners to initiate the appraisal process or temporary use agreement on behalf of the Authority and conduct parcel-specific analysis based on the final design of the selected alternative. This process would be conducted in accordance with the Uniform Relocation Act (42 U.S.C. Chapter 61), which establishes minimum standards for the treatment of and compensation to individuals whose real property is acquired for a federally funded project (see Appendix 3.12-A, Residential, Business, and Mobile Home Relocation Assistance Brochures). Please also refer to the Authority's pamphlet "Private Property and High-Speed Rail: Your Questions Answered", which describes the process and general timeline by which an appraiser and right-of-way agent will coordinate with property owners of parcels affected by the HSR alignment. This document is available on the Authority's website: https://hsr.ca.gov/wp-content/uploads/docs/programs/private_property/ROW-Private-Property-Questions-Factsheet.pdf.

With respect to the commenter's request for additional design drawings in relation to their property, refer to Appendix 3.1-A, Footprint Mapbook, which overlays the project footprints of the build alternatives over public and private parcels and identifies areas of permanent impact (e.g., areas occupied by infrastructure or permanent changes to roadways or freight tracks required for each of the Build Alternatives), as well as areas of temporary impact (e.g., construction staging areas or construction easements).

Submission 4272 (Candice Schrage, November 14, 2022)

Palmdale - Burbank - RECORD #4272 DETAIL

Status : Action Pending
Record Date : 11/14/2022
Interest As : Individual
First Name : Candice
Last Name : Schrage

Stakeholder Comments/Issues :

> Begin forwarded message:
>
> Hello I am forwarding to you the email that I did send to your website. Just incase I did send it to the incorrect email address, I am also sending it to this one.
> I would like to request a meeting please, to address my specific questions and concerns on the attached email.
> Thank you!
> Candice Schrage
> 661-425-8778
>
>>
>>
>> From: Candice Schrage <frmhello@yahoo.com <mailto:frmhello@yahoo.com>>
>> Date: November 13, 2022 at 11:09:56 PM PST
>> To: news@hsr.ca.gov <mailto:news@hsr.ca.gov>
>> Subject: Candice Schrage 33302 Crown Valley Road Acton, CA 93510
>>

4272-9957

>> ?To whom it may concern at California High-Speed Rail:
>>
>> I Candice Schrage, homeowner, would like to request more specific and detailed information about my property, as referenced above. I have been receiving general emails from HSR, but nothing specific yet about my property. What I have been sent so far is only the construction updates in Northern California/Fresno area.
>>
>> The following are my questions:
>>
>> 1). Will the HSR need to purchase/acquisition or eminent domain my property?
>> 2). If HSR will not need to acquisition my property and solely ask me to grant authorization for an underground easement, will I be compensated in anyway?
>> 3). According to what I have been told so far by an employee at the HSR, this easement will be go underground 60 ft (two side-by-side tunnels) and begin 40 feet into my land, which will be right through my water well vicinity. If my water source is destroyed, will HSR pay for a new water well or pay the county to connect my property to county water?
>> 4). What approximate time period does the HSR project construction will begin, in the town of Acton or specifically my property.
>> Lastly, even though construction may not begin this year, how far in advance will HSR be requesting or

notifying me in writing of an underground easement request, or ask to acquire my property.
>> I would also like to be provided a detailed draft/map/drawing with the dimension's,
>> of what portion and/or area of my property, HSR intends to acquire by way of easement
>>
>> P.s. I have included my contact information below, with my correct mailing address, as I do not receive mail at the subject property of: 33302 Crown Valley Road Acton, CA 93510.
>>
>> Thank you in advance for your time.
>>
>> Candice Schrage
>> 661-425-8778
>> Homeowner
>> frmhello@yahoo.com <mailto:frmhello@yahoo.com>
>> My only mailing address: P.O. Box 55026
>> Valencia, CA 91385-0026
>>
>>
>>
>>
>> Sent from my iPad
>

Response to Submission 4272 (Candice Schrage, November 14, 2022)

4272-9957

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-SOCIO-2: Property Values.

The commenter requested further information on residential displacements, property values, effects to aquifers and water supply wells from the project, and the time period for construction.

Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8, Hydrology and Water Resources, of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF, added to the Final EIR/EIS describes in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the Angeles National Forest (ANF) that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the

4272-9957

need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program. The claims process is not considered mitigation because none is required. However, the claims program is part of an already established program and is available apart from the HSR System. More information on filing a claim may be obtained online at the following link: <https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim#@ViewBag>. A property owner may also claim a loss of business goodwill under California Code of Civil Procedure 1263.510 et seq. Goodwill is defined as the benefits that accrue to a business because of its location; reputation for dependability, skill, or quality; and any other circumstances resulting in probable retention of old or acquisition of new patronage. Loss of Goodwill is paid as an acquisition expense, but some of the items considered in calculating loss of goodwill may also be covered as a relocation expense.

Consistent with the requirements of the Uniform Act and California Relocation Assistance Act, the Authority is committed to working closely and proactively with residents and businesses to help them plan ahead for relocation, find a new home or business site, and solve problems related to the acquisitions and relocation.

As future funds become available for this project section, the Authority will proceed with advanced design and prepare for other pre-construction work (refer to Section 2.8 of this Final EIR/EIS for further discussion of the project construction plan and phased implementation of the project, including construction durations anticipated for each of the Build Alternatives).

Submission 4273 (David Heinrichs, November 14, 2022)

Palmdale - Burbank - RECORD #4273 DETAIL

Status : No Action Required
Record Date : 11/14/2022
Interest As : Individual
First Name : David
Last Name : Heinrichs

Stakeholder Comments/Issues :

4273-7873 | I am writing to voice my support for the proposed route Refined SR14 for the Palmdale to Burbank Project
 4273-7874 | Section of the California High Speed Rail project. My support for Refined SR14 is spurred on by multiple
 4273-7875 | benefits this route provides. Firstly, the ease of construction is far more considerable if the route follows
 Interstate 14 through Soledad Canyon. There are multiple sections where the construction on this route will be
 above ground and not require any tunnelling, but I also support this because of the viaduct that will be
 constructed over the 14 near Acton. It is in the CHSR's stated mission to decrease car dependency in the
 state. Having a viaduct prominently displayed over traffic would be a constant reminder to the commuters on
 the 14 that they could have taken the high speed rail instead. It will also be quite beautiful to see, and if we are
 to build a high speed rail, it might as well be visible so we can be proud of ourselves as Californians in the
 monumental achievement. Further south of Acton and near the 14's Agua Dulce overpass the rail would
 stick out of the tunnels again, allowing more visibility and allowing for a far easier construction. When the rail
 emerges again near Whiteman Airport, it will be visible from the 5, the 118, and the 210, once again displaying
 itself to commuters and acting as its own advertisement. I was initially concerned about the environmental
 impact of Refined SR14, but after reading it I have come to the conclusion that those effects will be mitigated
 and taken well care of by the CHRA. Please take this message as a full-throated endorsement of route Refined
 SR14.

Response to Submission 4273 (David Heinrichs, November 14, 2022)

4273-7873

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the Refined SR14 Build Alternative. Refer to Standard Response PB-Response-GEN-4: General Support or Opposition. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments on whether and how the Preferred Alternative was selected, refer to PB-Response-GEN-1.

4273-7874

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the HSR Palmdale to Burbank Project Section, and for routes following State Route 14. The Authority assumes that the commenter is referring to the Refined SR14 and SR14A Build Alternatives. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Please also note that the Authority's preferred alternative is the SR14A Build Alternative. The Authority has identified the SR14A Build Alternative as the Preferred Alternative for the Palmdale to Burbank Project Section, with the Burbank Airport Station. The Authority identified the Preferred Alternative by balancing the adverse and beneficial impacts of the project on the human and natural environment. The Authority weighed a variety of issues, including natural resource and community impacts, the input of the communities along the route, the views of federal and state resource agencies, project costs, constructability, and other differentiators to identify what the Authority believes is the best Build Alternative to achieve the project's Purpose and Need.

4273-7875

The commenter expressed support for the Refined SR14 Build Alternative. Please note that the Authority's preferred alternative is the SR14A Build Alternative. The Authority has identified the SR14A Build Alternative as the Preferred Alternative for the Palmdale to Burbank Project Section, with the Burbank Airport Station. The Authority identified the Preferred Alternative by balancing the adverse and beneficial impacts of the project on the human and natural environment. The Authority weighed a variety of issues, including natural resource and community impacts, the input of the communities along the route, the views of federal and state resource agencies, project costs, constructability, and other differentiators to identify what the Authority believes is the best Build Alternative to achieve the project's Purpose and Need.

Submission 4274 (Martin Hoecker-Martinez, November 14, 2022)

Palmdale - Burbank - RECORD #4274 DETAIL

Status : No Action Required
Record Date : 11/14/2022
Interest As : Individual
First Name : Martin
Last Name : Hoecker-Martinez

Stakeholder Comments/Issues :

CA HSR Planners,

4274-7872

It is disappointing that the Palmdale to Burbank plan has chosen a different design philosophy from the segments from Gilroy to San Francisco with regard to improving existing commuter rail right of way and grade separation to include HSR track. In the few remaining places where the proposed HSR alignment is near the existing Metrolink alignment I hope that changes can be made that will allow the two systems to benefit from shared grade separation, common stations, more direct routing, and other improvements. Maximizing the use of shared right of way whenever possible will benefit both systems and incentivize knitting HSR and Metrolink into the local transportation web as the stations would serve multiple audiences. Please remove alternatives which call for duplication of station infrastructure or additional ROW when improvements to existing tracks and right of way are feasible. I wish the proposed alignments were analogous to the significant shared use improvements along the San Jose to San Francisco section which will significantly improve CalTrain service as well as facilitate HSR. Please modify the existing plan wherever possible so that the HSR project is integrated with Metrolink. The current proposed section seems to willfully avoid improvements to Metrolink eschewing the idea of shared use. Continuing along this disparate path would result in neither system fully serving passengers and undermine local transit connectivity.

Thank you for your time,

--

Martin Hoecker-Martinez
Redlands, CA 92374

Response to Submission 4274 (Martin Hoecker-Martinez, November 14, 2022)

4274-7872

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

The commenter expresses their concern regarding the design concept and alignment of the Project with respect to the current Metrolink configuration, specifically requesting better integration with Metrolink comparable to the HSR configuration from Gilroy to San Francisco as it relates to CalTrain service. The Refined SR14, SR14A, E1, and E1A Build Alternatives would operate parallel to the Metrolink tracks generally between Sheldon Street and Tuxford Street, as shown in Figure 3.2-6 of the Draft EIR/EIS. South of Tuxford Street, the Project would enter into a tunnel configuration. Conversely, the E2 and E2A Build Alternatives would operate within a tunnel throughout the Burbank area. With this configuration, the Refined SR14, SR14A, E1 and E1A Build Alternatives would be grade-separated from all local roadways. In doing so, the Refined SR14, SR14A, E1 and E1A Build Alternatives would also grade separate the UPRR/Metrolink tracks at Sheldon Street that would also be used by Metrolink trains, as described in Impact TRA#11 of the Draft EIR/EIS. This would result in a significant safety and traffic operational improvement at this location. Metrolink and HSR trains have different size, configuration, and operating characteristics which need to be taken into account in station planning and locating, as well as track design. Additionally, as described in Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, alternatives that would closely follow the Metrolink corridor would not meet the project purpose or objective of achieving consistent and predictable statewide travel times. The proposed HSR station in Palmdale would be located adjacent to the Metrolink station. In Burbank, given that the Build Alternatives would all be underground at the Burbank Airport, it would not be feasible to share a station location with the Burbank Airport - North Metrolink Station. However, the commenter's input regarding HSR and Metrolink is included in the record for consideration.

Submission 4275 (Michele deLorimier, November 15, 2022)

Palmdale - Burbank - RECORD #4275 DETAIL

Status : Action Pending
Record Date : 11/15/2022
Interest As : Individual
First Name : Michele
Last Name : deLorimier

Stakeholder Comments/Issues :

Hi

to whom it may concern

4275-7827 I had voted originally in favor of high speed rail between LA and SF as it seemed like a way to reduce fossil fuel usage. I also had thought that the original price tag of 33 Billion estimated was steep. Now that the project is estimated to cost over 100 billion I would like to know who has the authority to press forward spending the huge overage more than the voters approved? Please provide a written response to this question.

4275-7828 Also, originally, the bond measure was promoted to the public as a project using existing corridors. I had assumed that the high speed rail would follow existing freeways since this is what was stated. How can this legally proceed when this is quite a different project now that the project greatly diverges from what was proposed to the voters. Tunneling through mountains is a far cry from using existing corridors. While I generally think that high speed rail might eventually be good for the environment, which is why I had voted in favor of the project, the fact that there is now great disruption to the environment, in terms of water usage, wildlife disruption, light pollution in the wilderness and many other factors, its no longer a net gain for the environment and I am no longer in favor of what this project has become. It is an illegitimate set of changes to what we the California voters chose.

4275-7829 Please respond to the following questions:
Why would this project be allowed to go forward since it barely resembles the project that was voted on?
What legal authority does the project have to change the scope of the project to such a great extent?

4275-7830 I sincerely hope that this project is either corrected to follow both the fiscal impact originally voted on and the existing routes that were originally voted on.
If this does not revert to the original costs and routes, can you again ask Californians to vote on the updated scope, costs and routes? This seems only fair and just.
thank you in advance to your answers to the questions above and your attention to the requests to revisit the scope of the project and cease the project until the voters have a chance to weigh in now that the project is vastly different than the original proposal.

Michele deLorimier, resident and voter in Southern California 310 345-9234

Response to Submission 4275 (Michele deLorimier, November 15, 2022)

4275-7827

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter expressed concern related to the project's increase in cost from \$33 billion to over \$100 billion and inquired about who has the authority to raise the budget. The Authority's Board of Directors are responsible for adopting the annual fiscal year budget and multiyear Program baseline budgets. For additional discussion about project costs, please refer to Chapter 6, Project Costs and Operation. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

4275-7828

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

The commenter suggests that the project follow existing freeway corridors and questions the legality of the current planning process.

The six Build Alternatives evaluated in the EIR/EIS generally follow State Route 14. As described in Chapter 8, the SR14A Build Alternative is the Preferred Alternative and loosely follows the existing SR 14 transportation corridor. Other alternatives that closely followed the SR 14 corridor were previously studied and rejected because of their environmental and community impacts.

Please refer to PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses why alternatives were selected or rejected, including those that would follow existing freeway corridors. For more information on the Preferred Alternative, please see Chapter 8 of the Final EIR/EIS.

4275-7829

Refer to Standard Response PB-Response-AVQ-3: Effects on Visual Quality during Construction, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-PUE-3: Water Demand and Usage.

The commenter expressed concerns related to project impacts on water, wildlife, and light pollution and creating disturbances to the environment. The commenter also questioned why the project is allowed to go forward despite there being changes to alignment of the Palmdale to Burbank section. For concerns regarding potential impacts to wildlife, refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife. For concerns regarding the projects' impacts on water, refer to Standard Response PB-Response-PUE-3: Water Demand and Usage. For concerns related to lighting and glare, see Standard Response PB-Response-AVQ-3: Effects on Visual Quality During Construction. For additional discussion about the project's potential to disturb the environment, please refer to Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures of the EIR/EIS which examines the potential environmental impacts of the proposed HSR system across different resource topics. This chapter also includes the discussion of the proposed Impact Avoidance and Minimization Features and Mitigation Measures that the Authority plans to implement to minimize the impacts of the proposed HSR system to the greatest extent feasible.

The following responds to the commenters' questions regarding why the project would be allowed to go forward despite there being changes from the original proposal and what legal authority does the project have to change the alignment of the project. In 1996, the California Legislature passed the High-Speed Rail Act which formed the California High Speed Rail Authority as a State governing body and legally mandated that the Authority develop an HSR system that coordinates with the states existing transportation network and sufficiently serves the state's future transportation demands. To conform with CEQA and NEPA requirements, which both require the inclusion of Build Alternatives in the environmental review process, the Authority utilized a tiered environmental review process where the "Tier 1" environmental review documents analyzed the implementation of the HSR program across the state while the "Tier 2" environmental review documents includes the analysis of specific project sections and the specific Build Alternatives for each project section. This tiered environmental review

Response to Submission 4275 (Michele deLorimier, November 15, 2022) - Continued

4275-7829

process allows for the Authority to revise the alignment in response to the unique environmental and community factors identified during the environmental review process to avoid and minimize environmental impacts to the extent feasible. Each of the Tier 2 environmental review documents, such as the Palmdale to Burbank Section Final EIR/EIS, analyzes a specific section of the HSR System and proposed alignments and stations to provide a complete assessment of the direct, indirect, and cumulative effects of the proposed project section. The changes to these Build Alternatives from the original Tier 1 decision are based in part on the potential environmental impacts as well as planning, public outreach, and design efforts but have remained largely consistent with the Tier 1 decisions. Two Build Alternatives, the Refined SR14 Build Alternative and SR14A (the Authority's preferred Alternative), utilize the selected Tier 1 corridors, with minor modifications. For additional discussion regarding the tiered environmental review process used by the Authority, please refer to Section 1.1.1 The High-Speed Rail System in Chapter 1.0, Project Purpose, Need and Objectives. For additional discussion about the development and selection of specific build alternatives in each specific project section, please see Chapter 2, Alternatives, of the Final EIR/EIS, where it explains how the alternatives were developed, taking into account alignment and station development considerations in both Palmdale and Burbank.

4275-7830

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-2: Project Costs and Funding.

The commenter expresses concerns with the cost of the HSR Palmdale to Burbank Project Section and the selection of Build Alternative routes.

Please see PB-Response-GEN-2: Project Costs and Funding, which addresses project costs, the availability of funding, and potential cost overruns. Also, please refer to PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which addresses how the Build Alternatives were selected and rejected, including routes that follow existing transportation corridors.

Submission 4276 (Annie Aldrich, November 15, 2022)

Palmdale - Burbank - RECORD #4276 DETAIL

Status : Action Pending
Record Date : 11/15/2022
Interest As : Individual
First Name : Annie
Last Name : Aldrich

Stakeholder Comments/Issues :

- 4276-7869 | With the fire danger in Los Angeles escalating and insurance companies leaving California why are you pursuing to continue this project? This project will cross high severity fire hazard zones and could actually cause fires due to the metal on metal technology (wheels and braking system) and catenaries which can spark if debris hit them during our frequent Santa Ana wind storms.
- 4276-7870 | How is this project helping the environment? The environmental impact this project will create will take 30 to 70 years to recoup the pollution it creates during construction through any clean air benefits the train may offer after it is operational.
- 4276-7871 | How is this project economical? The statewide budget has gone from \$16.5 billion in 1996 to \$105 billion in 2022. This project has been grossly mismanaged, behind schedule and extremely over budget.

Annie Aldrich

Sent from my iPhone

Response to Submission 4276 (Annie Aldrich, November 15, 2022)

4276-7869

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

The commenter expressed concern on the potential for wildfire from the project. This topic is further discussed in PB-Response-S&S-1, Wildfire. The Authority appreciates and acknowledges public comments regarding the health and safety of affected communities. HSR infrastructure including OCS, traction power substations, switching and paralleling stations, and electrical interconnections would be co-located with existing infrastructure of a similar nature, and would be located in disturbed areas where possible to minimize wildfire risks, including during operations; furthermore, OCS along the project alignment would be contained within HSR right-of-way and inspected daily, minimizing wildfire risks. HSR trains would be fully electric and would not carry flammable fuel or freight. In addition, HSR trains would only carry passengers. Incorporating sprinklers and warning systems into the train design would further prevent trains from creating fire hazards. Moreover, a basic design feature of HSR systems is to contain trainsets within the right-of-way. This measure design feature would reduce fire risks from sparks caused by the friction of wheels against the rails.

4276-7870

The commenter is inquiring as to how the project will help the environment when they indicate it will take 30 to 70 years to recoup the pollution created by construction activities.

The Authority has calculated the payback of Greenhouse Gas (GHG) Emissions for the six Build Alternatives at 4 to 6 months of project operation (Draft EIR/EIS Table 3.3-44). In other words, the Authority has determined it would take between 4 to 6 months of operation of the Palmdale to Burbank Project Section to offset construction-related GHG emissions, not 30 to 70 years. After that, the project will produce net benefits by reducing greenhouse gas emissions (Draft EIR/EIS page 3.3-126). Similarly, as described in Impact AQ#6, there would be an overall benefit related to emissions reductions.

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.

4276-7871

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter expressed concern related to the project budget and stated the project is grossly mismanaged and behind schedule. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. 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 4277 (Vic Ignacio, MGII Community, November 15, 2022)

Palmdale - Burbank - RECORD #4277 DETAIL

Status : No Action Required
Record Date : 11/15/2022
Interest As : Individual
First Name : Vic
Last Name : Ignacio

Stakeholder Comments/Issues :

4277-7810

We do not want the CA High Speed Rail SR14A running directly underneath the MGII Community in Sylmar. As expressed during the Town Hall, we are concerned about the vibrations underneath our homes and geological instability during and post-construction. There is also no benefit of a convenient rail station for our community, the closest stations would be Burbank or Palmdale.

Response to Submission 4277 (Vic Ignacio, MGII Community, November 15, 2022)

4277-7810

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses that there is no benefit to their community in building the project, because a station is not planned near their community. In addition, the commenter is concerned about vibration impacts associated with tunneling underneath their homes in Sylmar.

For information on the identification and evaluation of study alternatives, please refer to Standard Response PB-Response-ALT-1. With regard to tunneling and its potential impacts to residences and other buildings, see Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) Under Homes and Businesses, and PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events. With regard to unique tunneling elements, refer to PB-Response-ALT-2.

Submission 4278 (Uknown, November 15, 2022)

Palmdale - Burbank - RECORD #4278 DETAIL

Status : No Action Required
Record Date : 11/15/2022
Interest As : Individual
First Name : Uknown
Last Name : Uknown

Stakeholder Comments/Issues :

4278-7809

Hi. I received the deadline to respond December 1st, 2022. I am a resident of Kagle Canyon, California. I say no to the high speed rail going forward at any time and for the reasons given on the back of your paperwork. All of them apply. I do not want this going forward. I am an American with disabilities and therefore I have an attorney that can write a letter if you wish to hear from me. I would be happy to submit that if you are going to continue to go forward with this project of this train that's going nowhere. For the second time, you are going to get ripped off by the contractors. Something terrible is going to happen ...this is ridiculous. We've all said no many, many times. All of us say no.

Response to Submission 4278 (Uknown, November 15, 2022)

4278-7809

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition for the project. Please see Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. For additional information about the Authority's efforts to maximize the accessibility of environmental documents, please refer to the Accessibility webpage <https://hsr.ca.gov/accessibility/>. For additional information on how the Authority plans to design the proposed stations to be ADA accessible, please refer to the platform accessibility webpage <https://hsr.ca.gov/about/safety/platform-accessibility-ada/>. For clarification, the Authority's preferred alternative, SR14A, will avoid the Kagel Canyon Community. For additional discussion on the communities impacted by the project, please refer to Section 3.12, Socioeconomics and Communities. The commenter's opposition for the HSR Build Alternative is acknowledged.

Submission 4280 (Randall Flosi, November 16, 2022)

Palmdale - Burbank - RECORD #4280 DETAIL

Status : Unread
Record Date : 11/16/2022
Interest As : Individual
First Name : Randall
Last Name : Flosi

Stakeholder Comments/Issues :

4280-7808

I strongly object to the proposed plan. Our area has been under the burden of highway and street construction for the better part of FOUR YEARS. It has affected our quality of life and we cannot possibly be expected to endure more. If the rail is not rerouted, we will be forced to seek legal action.

Response to Submission 4280 (Randall Flosi, November 16, 2022)

4280-7808

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter raised concerns about continued construction impacting quality of life. Refer to Section 3.19, Cumulative Impacts for discussion on cumulative impacts related to construction. To minimize impacts during construction, the project will implement Impact Avoidance and Minimization Features (IAMFs) including TR-IAMF#4, TR-IAMF#5, TR-IAMF#11, and TRIAMF#12 which would reduce the project's contributions to circulation impacts during construction, AQ-IAMF#1, AQ-IAMF#2, AQ-IAMF#4, and AQ-IAMF#5 which would implement the lowest-emitting construction equipment technology and adopt best management practices to minimize construction-period emissions and N&V-IAMF#1 which requires preparation of a technical memorandum documenting guidelines for minimizing construction noise for work conducted within 1,000 feet of sensitive receivers. Additionally, the project will implement Mitigation Measures including N&V- MM #1 and N&V- MM #2 which will implement construction noise and vibration Mitigation Measures, N&V- MM #3 which will implement proposed California High-Speed Rail Project Noise Mitigation Guidelines, AVQ-MM#1, AVQ-MM#2 which will minimize visual disruption and light disturbances from construction activities. For the full text of these mitigation measures, refer to Appendix 3.1-C, Standardized Mitigation Measures. The commenter also expressed their opposition to the project. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's opposition for the HSR Build Alternative is acknowledged.

Submission 4282 (Cindi and Jim Jurgensmeier, November 16, 2022)

Palmdale - Burbank - RECORD #4282 DETAIL

Status : Unread
Record Date : 11/16/2022
Interest As : Individual
First Name : Cindi and Jim
Last Name : Jurgensmeier

Stakeholder Comments/Issues :

4282-7806 | Do you know how this is going to affect our rural equine area in Shadow Hills? Do you know that horses are afraid of the noises of the trains? Have you considered how the safety of horse AND rider will be affected by this?

4282-7807 | I say NO to the high-speed rail in our area!!!

Cynthia Jurgensmeier

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This email has been checked for viruses by Avast antivirus software.
www.avast.com

Response to Submission 4282 (Cindi and Jim Jurgensmeier, November 16, 2022)

4282-7806

Refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

The commenter expresses general concern for the impact of train noise on equestrian activities in Shadow Hills. The Authority acknowledges the commenter's concerns related to the impact of train noise on horses and appreciates the commenter's concerns. The community of Shadow Hills is approximately one and a half miles from the nearest point of the SR14A Build Alternative and, as disclosed in the Draft EIR/EIS under Impact BIO#14, Noise and Vibration (page 3.7-201), noise attenuation at this distance would not be expected to disturb domestic animals and wildlife. For more information on noise impacts to domestic animals, please Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

4282-7807

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. 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 4283 (Ken and Sandy Osmond, November 17, 2022)

Palmdale - Burbank - RECORD #4283 DETAIL

Status : Unread
Record Date : 11/17/2022
Interest As : Individual
First Name : Ken and Sandy
Last Name : Osmond

Stakeholder Comments/Issues :

4283-7805

This has been my position since the inception.

Sincerely,

Sandra Osmond
9863 Wornom Ave., Shadow Hills, CA. 91040

Response to Submission 4283 (Ken and Sandy Osmond, November 17, 2022)

4283-7805

The commenter does not identify their position; therefore, it is not possible for the Authority to know what the commenter's position on the HSR Palmdale to Burbank Section is. 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 4286 (Candice Schrage, October 26, 2022)

Palmdale - Burbank - RECORD #4286 DETAIL

Status : Action Pending
Record Date : 10/26/2022
Interest As : Individual
First Name : Candice
Last Name : Schrage

Stakeholder Comments/Issues :

4286-9100

My name is Candice Schrage and I am interested in receiving information about my properties located at 33302 Crown Valley Rd., and 33300 Crown Valley Road Acton, California 93510. Specifically I would like to be given information on how much of my property as far as dimensions go will be utilized for a possible easement underground and or a drawing or picture of what portion will be taken for use for this underground tunnel. I have a well on my property and I'm very concerned about that being disrupted and will I be compensated for this use of this underground easement. Thank you 661-425-8778

Response to Submission 4286 (Candice Schrage, October 26, 2022)

4286-9100

Refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter requested more information on the projects layout to know if it will impact their property. Additionally, the commenter expressed concerns related to the well on their property.

See the interactive map available at:

<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>. The web map enables members of the public, property owners, agencies, and interested parties to review the preliminary footprint for the build alternative described in the Palmdale to Burbank Project Section Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS) released by the California High Speed Rail Authority (Authority). The draft footprint does not represent any commitment by the Authority to disturb or acquire any property contained within the areas, because the project design and associated land use areas are preliminary, the project is not yet formally approved, and final design has yet to be completed. Please refer to Chapter 2, Alternatives of the Draft EIR/EIS, to see the proposed Build Alternatives that do not intersect the town of Acton (Alternatives E2, E2A, E1, and E1A). Please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations for more information on the right-of-way and relocation process, including how property owners would be compensated.

Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells

4286-9100

are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the Angeles National Forest (ANF), including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. Please refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating IAMFs.

Submission 4287 (Catherine Cummings, October 13, 2022)

Palmdale - Burbank - RECORD #4287 DETAIL

Status : No Action Required
Record Date : 10/13/2022
Interest As : Individual
First Name : Catherine
Last Name : Cummings

Stakeholder Comments/Issues :

4287-7868

The high speed rail will utterly ruin Acton and Agua Dulce. Two small towns that still have buildings from the 1800s. It's a quiet retreat from the hustle and bustle of the bigger cities. We love the quiet, the small town feel, and it's the best community I have ever lived in. Not only will the HSR ruin the peace and quiet, it will disrupt the town's overall feel and appeal. Please. Don't ruin these wonderful towns. I beg of you. Come and visit and see how wonderful they are. I don't know a single person in these towns that are in support of the HSR but we will all be the ones suffering from it. It saddens me that these towns are at risk of being destroyed by this. The same towns that bring in a ton of money from the movie film locations that strive on the quiet, small town vibes. Please. Please. Hear us. Don't destroy our communities. Do not put in the HSR through the heart of these towns.

Response to Submission 4287 (Catherine Cummings, October 13, 2022)

4287-7868

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

The commenter expressed their opposition to HSR due to the impacts it will have on the towns of Acton and Agua Dulce. The impacts of concern include the disruption of the peacefulness and the area's aesthetics. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the Authority's evaluation of alternative and arrival as to the Preferred Alternative - SR14A. The Authority's preferred alternative, SR14A, would be underground through the Acton and Agua Dulce communities thereby substantially reducing potential impacts on these communities when compared to other Build Alternatives evaluated. In order to minimize noise impacts of the project, the project will implement N&V- MM #1 Construction Noise Mitigation Measures, N&V- MM #3 Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines, N&V- MM #6 Additional Noise Analysis Following Final Design Prior to Construction, all of which aim to reduce the noise impacts associated with the project. In order to minimize visual impacts, the project will implement AVQ-MM#1 Minimize Visual Disruption from Construction Activities, AVQ-MM#3 Incorporate Design Aesthetic Preferences into Final Design and Construction of Non-Station Structures, AVQ-MM#4 Provide Vegetation Screening along At Grade and Elevated Guideways Adjacent to Residential Areas, AVQ-MM#6 Screen Traction Power Distribution Stations and Radio Communication Towers to minimize potential visual impacts associated with the project. The commenter's opposition is acknowledged, and the comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4289 (DAMIAN PARK, November 18, 2022)

Palmdale - Burbank - RECORD #4289 DETAIL

Status : No Action Required
Record Date : 11/18/2022
Interest As : Individual
First Name : DAMIAN
Last Name : PARK

Stakeholder Comments/Issues :

4289-7799

I highly oppose the underground construction passing our community, Mountain Glen 2. We reside in the hillside community for quite and peaceful surrounding. This major construction will bring many negative impact in our community including devalue our property

Response to Submission 4289 (DAMIAN PARK, November 18, 2022)

4289-7799

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses disapproval of the selection of alternatives and tunneling underneath the Mountain Glen II Community. As discussed in Chapter 2, Alternatives, of the Draft EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. Further, as discussed in Standard Response PB-Response-SOCIO-2: Property Values, studies show that, in general, the potential exists for the values of residential and commercial properties to appreciate as a result of HSR projects. Property value increases can result from both new access to a HSR transportation system and the associated intensification of development that can occur around station locations. However, given the potential for nuisance effects (e.g., noise and visual effects) resulting from operation of HSR trains, it is possible that some properties could experience a decrease in value. This potential for a decrease in property value may be particularly true for residences and businesses in locations considerably removed from train stations but exposed to nuisance effects of the HSR project. These non-station residences and businesses would enjoy relatively few benefits (mainly those deriving from improved accessibility) to offset the nuisance effects. This balance between the amount of benefit enjoyed compared to the nuisance effects would be unique for each property and would be only one of the many factors influencing the ultimate market value of any particular property. As noted in Section 3.4.6.3 of this EIR/EIS, given the depth of the bored tunnels (ranging from approximately 70 to 500 feet below the surface), it is unlikely vibration would be perceptible during construction or operation. For a response to comments on noise and vibration associated with tunneling, refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses. For a response to comments on unique tunneling elements, refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements - Windows, Adits, Tunnel Boring Machines, etc. Please see Standard Responses PB-Response-GEN-4: General Opinions, Opposition or Support; PB-Response-ALT-1: Alternatives Selection and Evaluation Process, and PB-

4289-7799

Response-SOCIO-2: Property Values, which address these issues. As a matter of clarification, the Refined SR14, SR14A, E1, and E1A Build Alternatives go through Mountain Glen, and the E2 and E2A Build Alternatives do not go through Mountain Glen. Additionally, implementation of mitigation measures would avoid and reduce impacts along the alignment, including in the Mountain Glen II neighborhood. Refer to Chapter 3 of the Draft EIR/EIS for a full discussion of all project impacts and mitigation measures.

Submission 4290 (Stephanie Dionisio, November 18, 2022)

Palmdale - Burbank - RECORD #4290 DETAIL

Status : No Action Required
Record Date : 11/18/2022
Interest As : Individual
First Name : Stephanie
Last Name : Dionisio

Stakeholder Comments/Issues :

4290-7825

The high speed rail will take decades to build, carry relatively few passengers, and provide no improvements to freight service. It will have more negative than positive. Huge negative impact on the neighborhoods in the surrounding areas. I do not see any benefits for building this high speed rail

Response to Submission 4290 (Stephanie Dionisio, November 18, 2022)

4290-7825

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition to the California HSR System, including the HSR Palmdale to Burbank Project Section. The commenter provides their opinion that the Palmdale to Burbank Project Section would take decades to be built. As funds become available, the Authority will proceed with advanced design and prepare for other pre-construction work (refer to Section 2.9 of this Final EIR/EIS for further discussion of the project construction plan and phased implementation of the project, including construction durations anticipated for each of the Build Alternatives). The commenter also identifies that there would be no improvements to freight service from the HSR Palmdale to Burbank Project Section and their opinion that there will be more negative impacts than positive impacts, that there will be negative impacts to neighborhoods, and that they do not see benefits from building high speed rail. 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 4291 (Monica Goodwin, November 18, 2022)

Palmdale - Burbank - RECORD #4291 DETAIL

Status : No Action Required
Record Date : 11/18/2022
Interest As : Individual
First Name : Monica
Last Name : Goodwin

Stakeholder Comments/Issues :

4291-7824

The preferred route for the high speed rail will negatively impact the homeowners of MG II. While this may be the preferred route for the company building the rail, it is not the preferred route for homeowners who will be financially and environmentally impacted by this route. As a homeowner of Mountain Glen II, I am asking for this proposal to be reconsidered and a better plan to be submitted.

Response to Submission 4291 (Monica Goodwin, November 18, 2022)

4291-7824

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter expressed concern relating to the potential financial and environmental impacts to their properties, specifically their homes, and requests the HSR Palmdale to Burbank Project Section be reconsidered and a better plan submitted. The commenter indicates that they are in the Mountain Glen II neighborhood.

As a matter of clarification, Build Alternatives Refined SR 14, SR14A, E1, and E1A go through the Mountain Glen II neighborhood, and Build Alternatives E2 and E2A do not go through the Mountain Glen II neighborhood. The Authority in its analysis did consider alternatives that do not go through the Mountain Glen II neighborhood.

For concerns related to financial impacts, please refer to PB-Response-SOCIO-2: Property Values, which addresses concerns related to impacts on property values from the HSR Palmdale to Burbank Project Section.

Submission 4293 (Boni Dionisio, November 18, 2022)

Palmdale - Burbank - RECORD #4293 DETAIL

Status : No Action Required
Record Date : 11/18/2022
Interest As : Individual
First Name : Boni
Last Name : Dionisio

Stakeholder Comments/Issues :

4293-7823

We have decided to spend the rest of our life here at Mountain Glenn. The rail would be a disadvantage to us.
We desire peaceful living.

Response to Submission 4293 (Boni Dionisio, November 18, 2022)

4293-7823

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter states that the HSR Palmdale to Burbank Project Section would be a disadvantage and that they desire peaceful living. As a matter of clarification, Build Alternatives Refined SR 14, SR14A, E1, and E1A go through Mountain Glen, and Build Alternatives E2 and E2A do not go through Mountain Glen. In response to the comment related to the commenter desiring peaceful living, the commenter does not identify any specific issues that would disrupt peaceful living. Nonetheless, the EIR/EIS considers the potential impacts on individuals near the HSR Palmdale to Burbank Project Section, including impacts related to air quality, noise, vibration, traffic, and other environmental topics.

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 4294 (Laura Dizon, November 18, 2022)

Palmdale - Burbank - RECORD #4294 DETAIL

Status : No Action Required
Record Date : 11/18/2022
Interest As : Individual
First Name : Laura
Last Name : Dizon

Stakeholder Comments/Issues :

4294-7822

I am a homeowner who will be directly impacted with an underground rail tunnel directly under the community in which I live. The community of Mountain Glen II in Sylmar is a private community where I purchase a home about 3 years ago. I am objecting to having in tunnel below our community that may cause shaking/vibration, shifting of the foundation and streets, cracks that may occur inside and outside my home, loss of property value due to the above issues among other things. I am completely against this construction and tunnel be built under the community in which I live. I ask that you please take our concerns into consideration and revise the route that would not put any homes in jeopardy by causing loss and/or damages.

Response to Submission 4294 (Laura Dizon, November 18, 2022)

4294-7822

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses objection to building the project underneath the Mountain Glen Community and requests consideration of an alternative route. The commenter cites concerns associated with vibration and property values. To clarify, the Refined SR14, SR14A, E1, and E1A Build Alternatives would travel through Mountain Glen, while the E2 and E2A Build Alternatives would avoid the Mountain Glen area. Additionally, implementation of mitigation measures would avoid and reduce impacts along the alignment, including in the Mountain Glen neighborhood. Regarding the commenters objection to tunneling underneath the Mountain Glen Community, as discussed in Chapter 2, Alternatives, of the Draft EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. For additional discussion about the development and selection of the alternatives analyzed in the Palmdale to Burbank project section, please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. Regarding the commenters concerns about vibration, as noted in Section 3.4.6.3, of Section 3.4, Noise and Vibration of this EIR/EIS, given the depth of the bored tunnels (ranging from approximately 70 to 500 feet below the surface), it is unlikely vibration would be perceptible during construction or operation. For a response to comments on noise and vibration associated with tunneling, refer to PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) Under Homes and Businesses. For a response to comments on unique tunneling elements, refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements - Windows, Adits, Tunnel Boring Machines, etc. Regarding the commenters concerns about property values, as discussed in Standard Response PB-Response-SOCIO-2: Property Values, studies show that, in general, the potential exists for the values of residential and commercial properties to appreciate as a result of HSR projects. Property value increases can result from both new access to a HSR transportation system and the associated intensification of development that can occur around station locations. However, given the potential for nuisance effects (e.g., noise and visual effects)

4294-7822

resulting from operation of HSR trains, it is possible that some properties could experience a decrease in value. This potential for a decrease in property value may be particularly true for residences and businesses in locations considerably removed from train stations but exposed to nuisance effects of the HSR project. These non-station residences and businesses would enjoy relatively few benefits (mainly those deriving from improved accessibility) to offset the nuisance effects. This balance between the amount of benefit enjoyed compared to the nuisance effects would be unique for each property and would be only one of the many factors influencing the ultimate market value of any particular property. For additional discussion about impacts to property values, please refer to the full text of Standard Response PB-Response-SOCIO-2: Property Values.

Submission 4295 (Monica Goodwin, November 18, 2022)

Palmdale - Burbank - RECORD #4295 DETAIL

Status : No Action Required
Record Date : 11/18/2022
Interest As : Individual
First Name : Monica
Last Name : Goodwin

Stakeholder Comments/Issues :

4295-7821

As a homeowner in Mountain Glen II, I am completely against this high speed rail going underneath my neighborhood. The impact would be financially devastating to our property values. There are other paths to establish this same goal. Please do not put this under my neighborhood.

~M. Goodwin

Response to Submission 4295 (Monica Goodwin, November 18, 2022)

4295-7821

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-2: Property Values.

The commenter objects to the consideration of a high-speed rail alternative being built underneath the Mountain Glen Community. As discussed in Chapter 2, Alternatives, of the Draft EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. Further, as discussed in Standard Response PB-Response-SOCIO-2: Property Values, studies show that, in general, the potential exists for the values of residential and commercial properties to appreciate as a result of HSR projects. Property value increases can result from both new access to a HSR transportation system and the associated intensification of development that can occur around station locations. However, given the potential for nuisance effects (e.g., noise and visual effects) resulting from operation of HSR trains, it is possible that some properties could experience a decrease in value. This potential for a decrease in property value may be particularly true for residences and businesses in locations considerably removed from train stations but exposed to nuisance effects of the HSR project. These non-station residences and businesses would enjoy relatively few benefits (mainly those deriving from improved accessibility) to offset the nuisance effects. This balance between the amount of benefit enjoyed compared to the nuisance effects would be unique for each property and would be only one of the many factors influencing the ultimate market value of any particular property.

Submission 4296 (Sang Chang, November 18, 2022)

Palmdale - Burbank - RECORD #4296 DETAIL

Status : No Action Required
Record Date : 11/18/2022
Interest As : Individual
First Name : Sang
Last Name : Chang

Stakeholder Comments/Issues :

4296-7820

I don't agree with your plan to pass under the populated Mountain Glen Community and San Diego Estates areas. Your idea seems to be unprofessional and unrealistic. These communities will not have any benefits from your project and their suing will make you stop this project in the end. I like to recommend you to modify your project to pass following existing railroads instead. Make a station at Sylmar existing station, from which Sylmar residents have some benefit.

Response to Submission 4296 (Sang Chang, November 18, 2022)

4296-7820

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

The commenter expressed opposition to the plans that pass under the Mountain Glen Community and San Tiego Estate areas. Additionally, the commenter noted that the community will not benefit from this project and recommended HSR use the Sylmar existing station. Please refer to Standard Response PB-Response-ALT-1 which discusses the reasoning for each Build Alternative including the station selection. See Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS which addresses the benefits that will result from the HSR project. Additionally, see Section 1.2.5, Project Benefits of this Final EIR/EIS which discusses benefits related to transportation, environmental, economic and employment concerns. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4297 (Joey Codamon, November 18, 2022)

Palmdale - Burbank - RECORD #4297 DETAIL

Status : Unread
Record Date : 11/18/2022
Interest As : Individual
First Name : Joey
Last Name : Codamon

Stakeholder Comments/Issues :

4297-7819 | as long as it doesnt make a lot of noise the project is good

Response to Submission 4297 (Joey Codamon, November 18, 2022)

4297-7819

The commenter expresses that if the project does not make a lot of noise, then the project is "good." 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 CA HSR Noise Mitigation Guidelines, which are included as Appendix 3.4-C of the Draft EIR/EIS. The primary form of noise mitigation would be noise barriers. The CA HSR Noise Mitigation Guidelines outline where noise barriers would be constructed. Barriers would need to achieve between 5 and 15 dB of noise reduction and meet a cost threshold of \$95,000 per benefited receiver to be considered reasonable and benefit a minimum number of impacted locations. In areas where barriers are not effective or not feasible, sound insulation of buildings could be considered. In some cases, the mitigation measures may not be fully effective, and locations exist where sound walls would not be feasible, based on the mitigation guidelines. Some unavoidable adverse noise effects would result from implementation of the Build Alternatives. For the SR14A Build Alternative (the Authority's Preferred Alternative), much of the alignment would be underground, and there would be no noise effects.

Submission 4298 (Kathy Grubert, November 19, 2022)

Palmdale - Burbank - RECORD #4298 DETAIL	
Status :	Ready for Delimiting
Record Date :	11/19/2022
Interest As :	Individual
First Name :	Kathy
Last Name :	Grubert
Attachments :	CleanoutScopingMeetingsFinal032615.pdf (4 mb) PB_4298_K_Grubert_Website-Original.pdf (4 mb)

4298-7859

Stakeholder Comments/Issues :

HSR should follow up on an issue that both HSR and LA Department of Public Works (LADWP) share with respect to the removal of waste material. Specifically, with respect to HSR, I am referring to HSR's proposed cleanout station adjacent to Pacoima Reservoir. One potential solution that LADWP has proposed in the past involves a conveyor and access road exiting to the north of Pacoima Reservoir (see slide #15 of the slide deck that was presented at the most recent 2015 scoping meeting). This "back route" would avoid highly populated residential areas of Sylmar. Material could be conveyed/hailed (possibly via Lopez Canyon Road) to the nearest spreading grounds (Vulcan Landfill). Such a solution would benefit HSR and LADWP and local residents in the short term and provide a long-term solution to LADWP for more regular cleanouts of the reservoir. HSR should be aware of the project and make a concerted effort to pursue the possibility of some kind of win/win collaboration. For more information, visit the LADWP's website: <https://dpw.lacounty.gov/lacfd/sediment/prj.aspx?prj=2>



Pacoima Reservoir Sediment Removal Project

Scoping Meetings
March 25, 26, & 28, 2015

Presented by:
Los Angeles County Flood Control District
USDA Forest Service

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

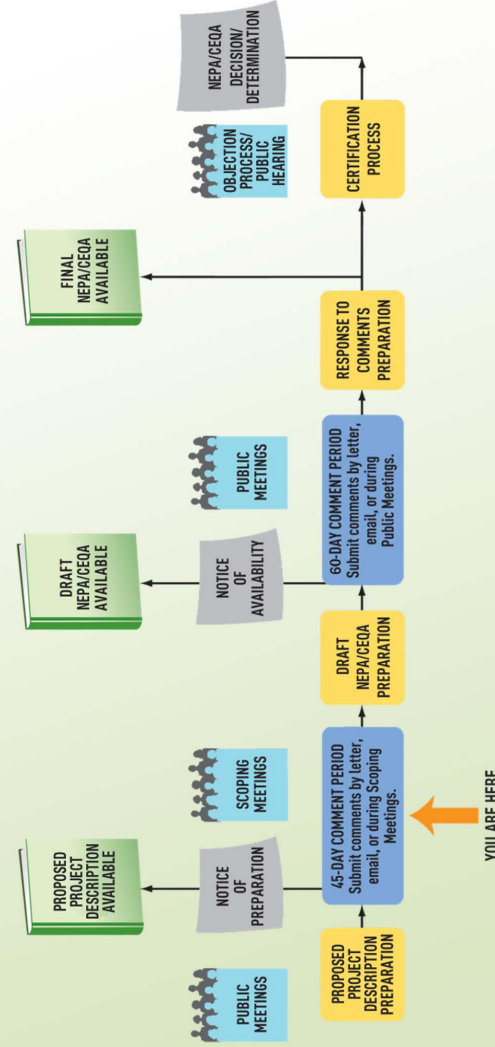
Scoping Meeting Agenda

1. Welcome and Introductions
 - Please sign in
 - Spanish translation available
2. Slideshow Presentation
 - Meeting Guidelines and Format
 - Overview and Functions of Flood Control District and Pacoima Dam and Reservoir
 - Sediment Concerns
 - Project Options
 - Purpose of CEQA, NEPA, and Scoping Meeting
 - CEQA/NEPA Topics, Requirements, and Process
 - Opportunities for Public Input
 - Next Steps
3. Community Input

Pacoima Reservoir Sediment Removal Project

Overview of Environmental Process

Environmental Document Report Process



Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Meeting Guidelines and Format

Flood Control District Presentation

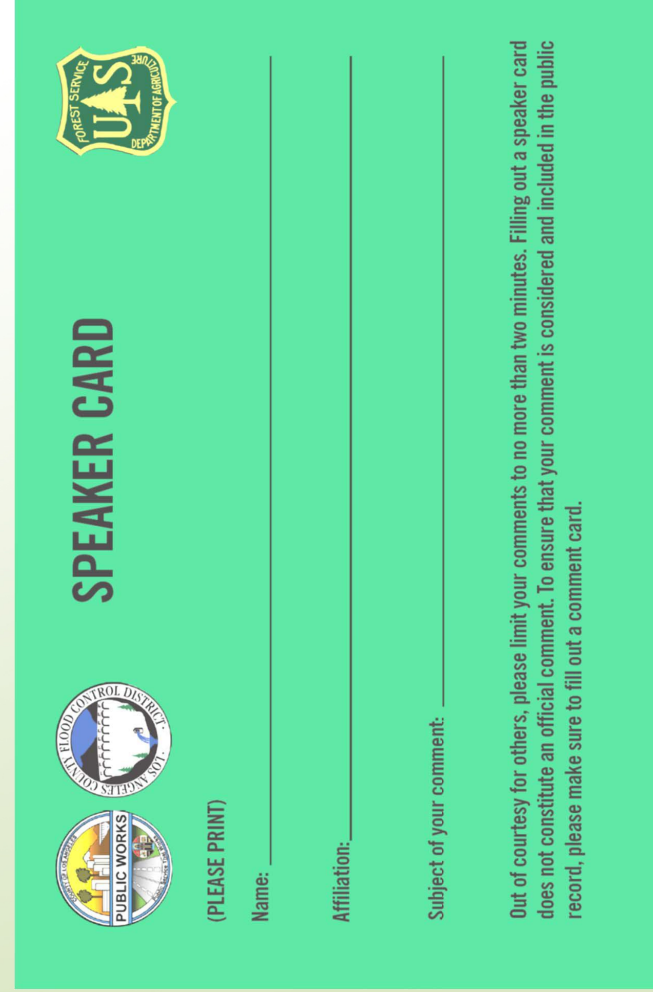
- Please hold questions/comments until after the presentation
- Please turn off cell phones and minimize side discussions

Community Input

- Please complete a speaker card
- Each speaker will have 1-2 minutes total for comments
- Please focus comments on CEQA/NEPA related topics
- Please submit any/all comments **in writing** (see Comment Cards)
- Please respect all speakers (no interruptions)
- Meeting will end at designated time

Pacoima Reservoir Sediment Removal Project

Meeting Guidelines and Format



SPEAKER CARD

(PLEASE PRINT)
Name: _____

Affiliation: _____

Subject of your comment: _____

Out of courtesy for others, please limit your comments to no more than two minutes. Filling out a speaker card does not constitute an official comment. To ensure that your comment is considered and included in the public record, please make sure to fill out a comment card.

Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Meeting Guidelines and Format

Flood Control District Presentation

- Please hold questions/comments until after the presentation
- Please turn off cell phones and minimize side discussions

Community Input

- Please complete a speaker card
- Each speaker will have 1-2 minutes total for comments
- Please focus comments on CEQA/NEPA related topics
- Please submit any/all comments **in writing** (see Comment Cards)
- Please respect all speakers (no interruptions)
- Meeting will end at designated time

Pacoima Reservoir Sediment Removal Project

Meeting Guidelines and Format

PACOIMA RESERVOIR SEDIMENT REMOVAL PROJECT
NOTICE OF PREPARATION
OF A JOINT ENVIRONMENTAL IMPACT REPORT
AND NATIONAL ENVIRONMENTAL POLICY ACT DOCUMENT
MARCH 25, 26, & 28, 2015

(PLEASE PRINT)

Name: _____
 Address: _____
 Phone: _____ Email: _____
 Comments: _____

Comments on the scope and content of the environmental information to be included in the Draft EIR and NEPA document should be sent in writing to the LACFCD at the earliest possible date, but must be postmarked or received by the LACFCD no later than the close of business on Thursday, April 9, 2015. Comments can be mailed, emailed to reservoircleanouts@dpw.lacounty.gov, or faxed to (526) 979-5436. Emailed and faxed comments should include "PISR Project" in the subject line.

Please contact me with future updates about the project.

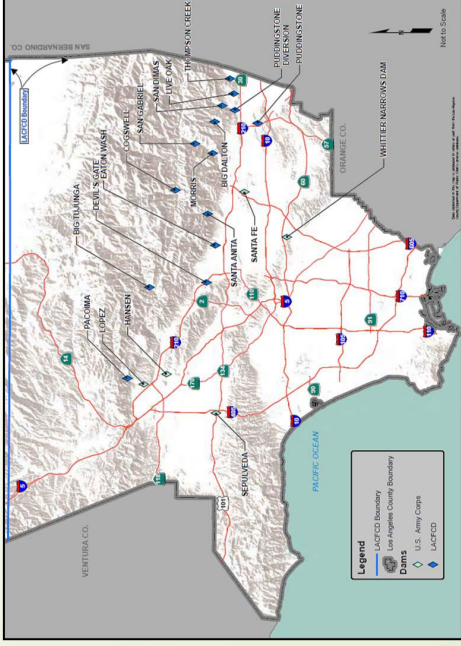
Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Flood Control District

Owens and operates complex flood protection and water conservation systems that include:

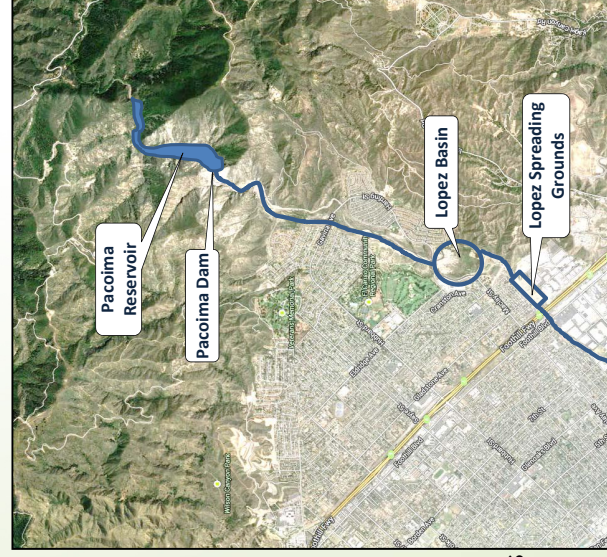
- 14 major dams
- 162 debris basins
- 500 miles of open channels
- 36 sediment placement sites
- 27 groundwater recharge facilities



Pacoima Reservoir Sediment Removal Project

Pacoima Dam and Reservoir

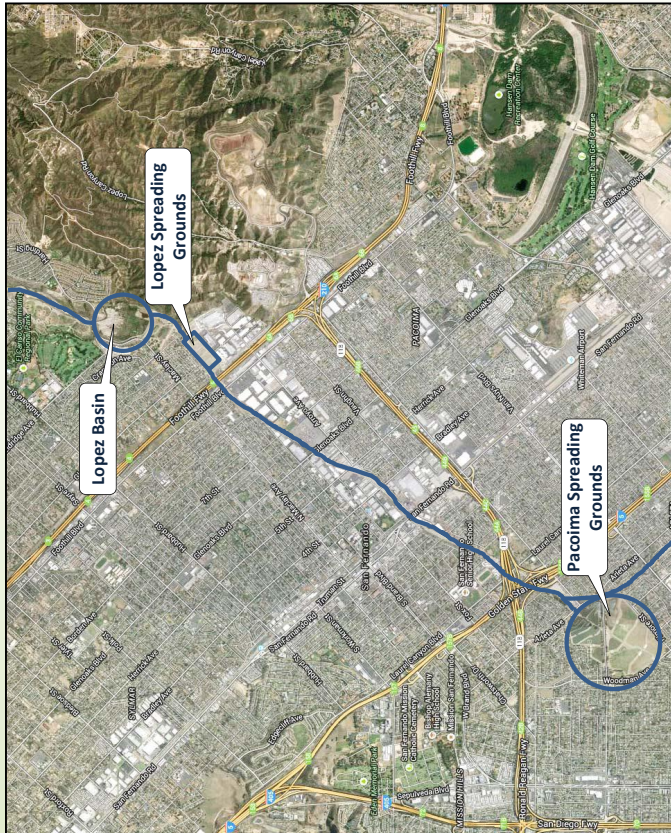
- Construction in 1929
- Pacoima Dam is 3 miles northeast of San Fernando, CA
- Provides flood protection to downstream communities
- Provides water conservation of 1.8 billion gallons per year
- Water flows to Pacoima Reservoir from Pacoima Creek. Pacoima Wash continues downstream of the Dam and flows into the Los Angeles River



Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Pacoima Dam and Reservoir



Pacoima Reservoir Sediment Removal Project

Pacoima Dam and Reservoir

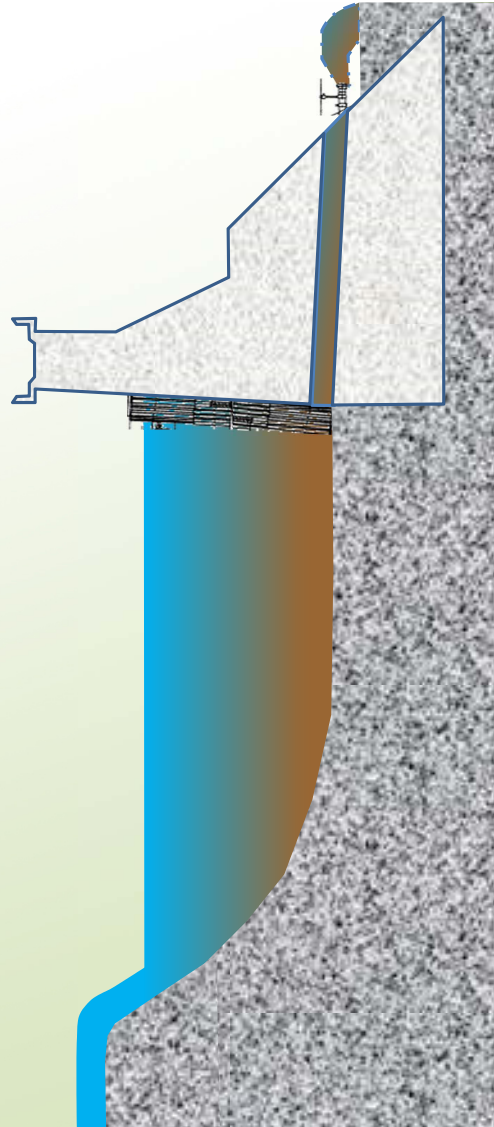


Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

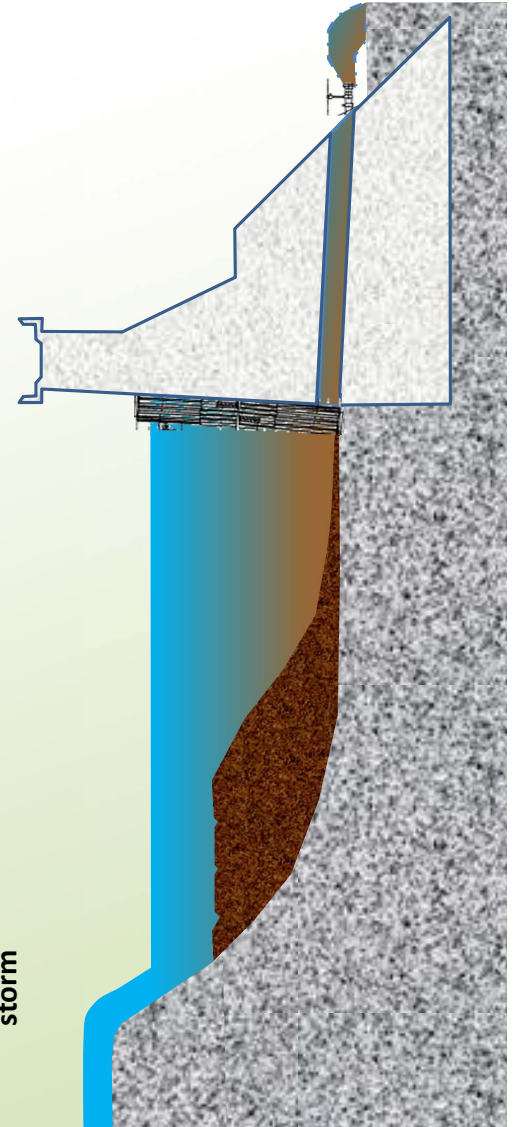
Dam Operations

A minimum pool in the reservoir is always maintained.
Outlet flows can be controlled by the dam.



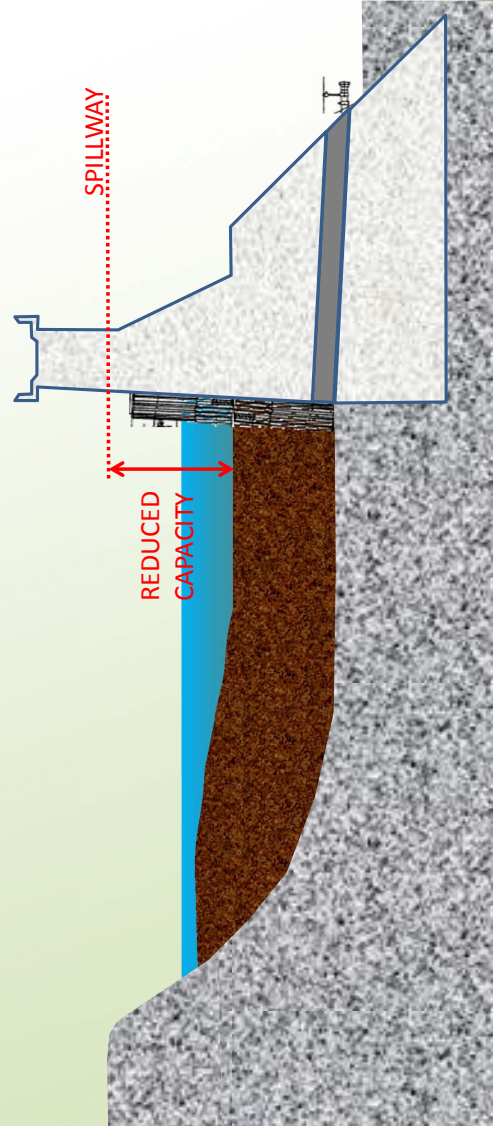
Dam Operations

Sediment and debris is left behind once reservoir is drained to minimum pool.
Sediment continues to build with each storm



Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Dam Operations



Pacoima Reservoir Watershed

The 2008 Sayre and Marek Fires and the 2009 Station Fire burned approximately 80% of Pacoima Reservoir's watershed



Burned Pacoima Watershed after 2009 Station Fire
Pacoima Reservoir Sediment Removal Project



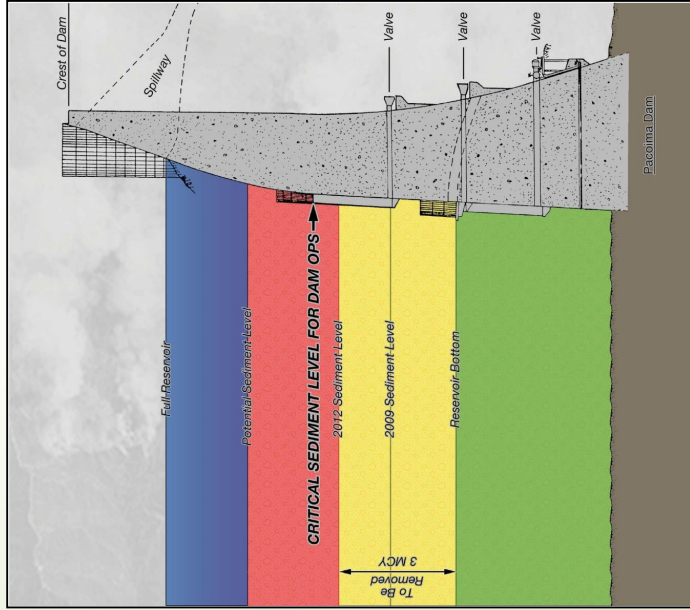
Pacoima Reservoir with sediment and debris after storm following the 2009 Station Fire



Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

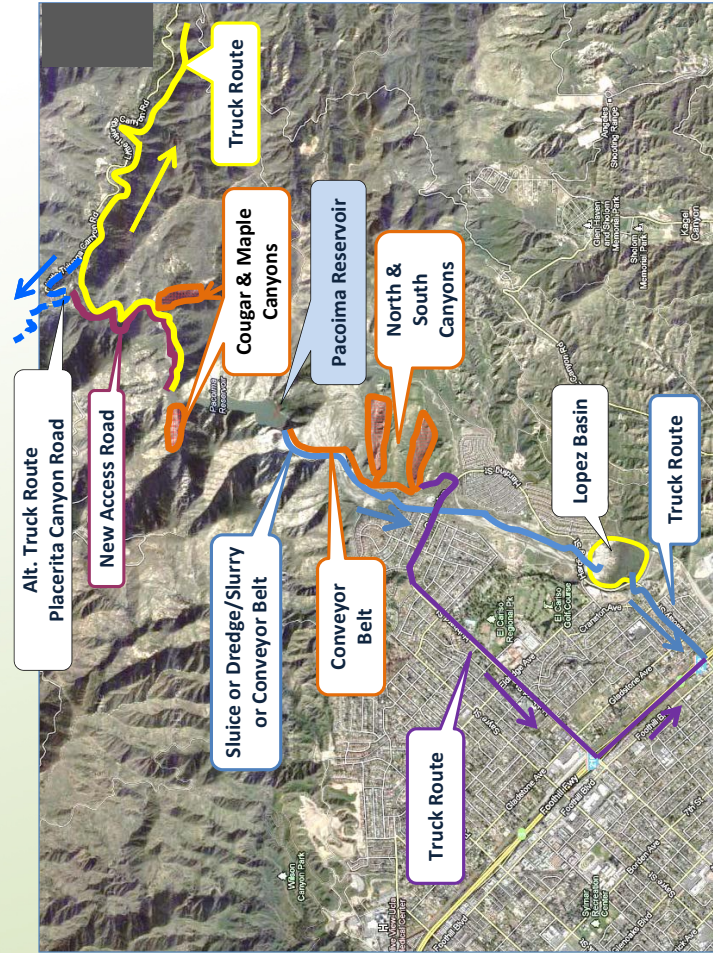
Sediment Concerns

- Reduced flood control and water conservation capacity in the Reservoir.
- Threatens reliability of operations and safety of the Dam.



Pacoima Reservoir Sediment Removal Project

Previously Presented Project Options



Pacoima Reservoir Sediment Removal Project

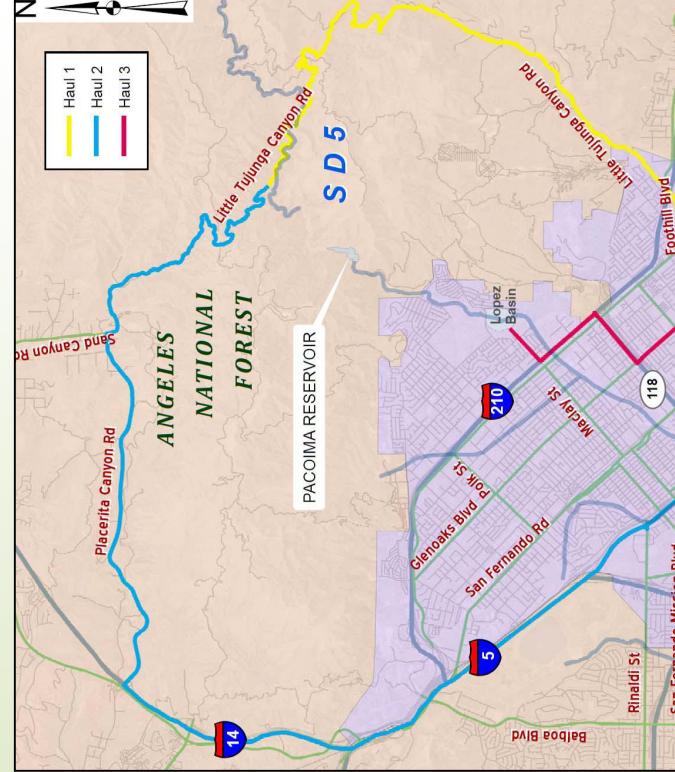
Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

What We've Heard - Feedback

- Trucking sediment on Hubbard Street could be major traffic impact
- Consider trucking out back of reservoir to Little Tujunga Canyon Road and Placerita Canyon Road
- Concern with creating new sediment placement sites in the community
- Consider use of Maple and Cougar Canyons in the Forest
- Avoid use of May SPS for Pacoima Reservoir sediment
- Air quality concerns related to truck emissions and wind blown sediment
- Impacts to recreation including hang gliders' landing area
- Concern with reservoir sediment quality

Pacoima Reservoir Sediment Removal Project

Previously Presented Project Options



Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

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Pacoima Reservoir Sediment Removal Project

Soil Testing in Pacoima Reservoir

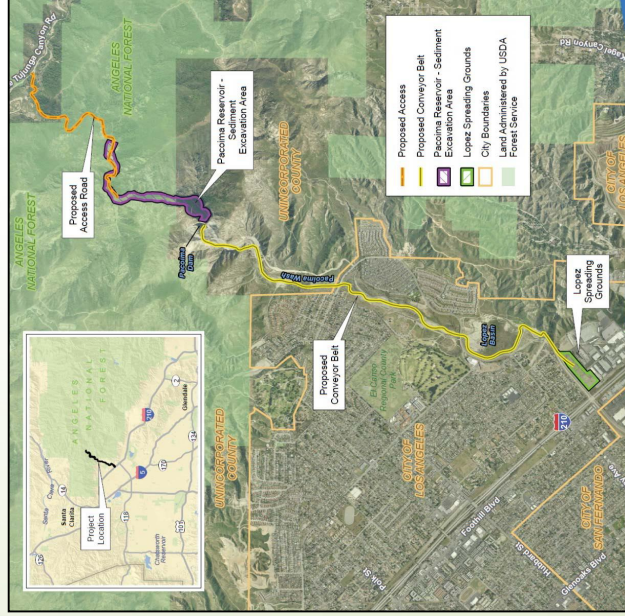
- In 2009, environmental soil testing was performed in Pacoima Reservoir.
- Based on soil test results, **concentrations of detected metals and volatile organic compounds are below State and Federal thresholds that are harmful to human health.**
- Additional soil testing will be performed.

Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Proposed Project Option

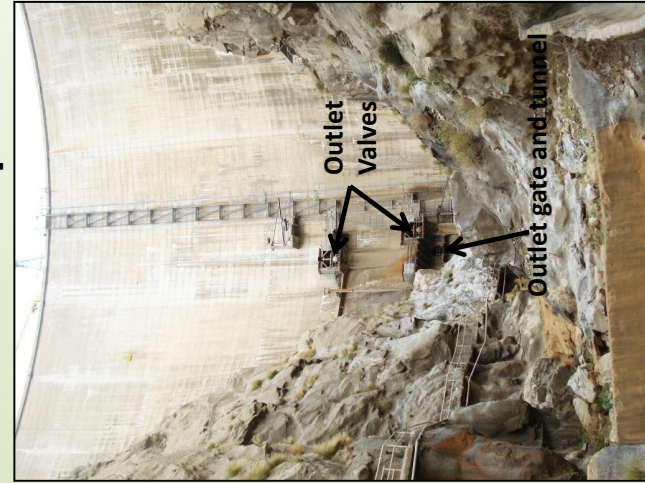
- Access road construction/rehabilitation and operation
- Reservoir dewatering
- Conveyor belt assembly, operation, and partial disassembly
- Sediment excavation and removal
- Sediment staging and transport for placement



Pacoima Reservoir Sediment Removal Project

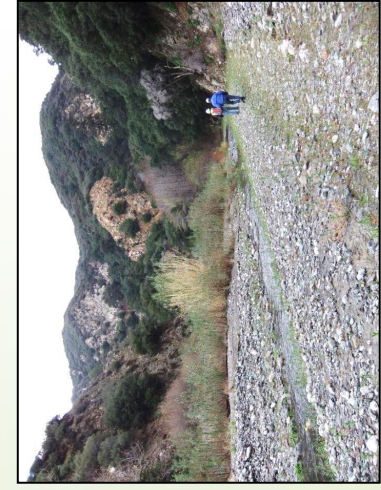
Proposed Project Option

- Pacoima Reservoir has no vehicular access road.
- The proposed project would construct and maintain a new access road through Pacoima Creek and alongside where feasible.



Downstream side of Pacoima Dam

Pacoima Reservoir Sediment Removal Project

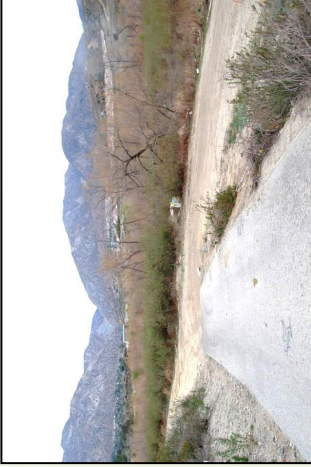


Upper Pacoima Reservoir

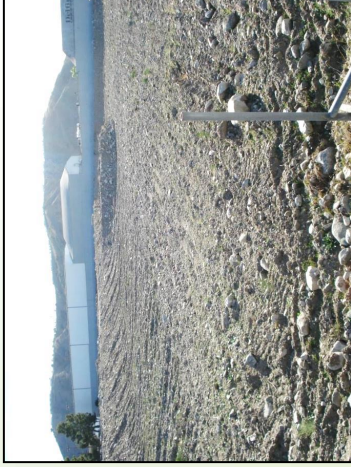
Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Proposed Project Option

Conveyor belt alignment would pass around the outer edges of Lopez Basin and transport sediment to Lopez Spreading Grounds.



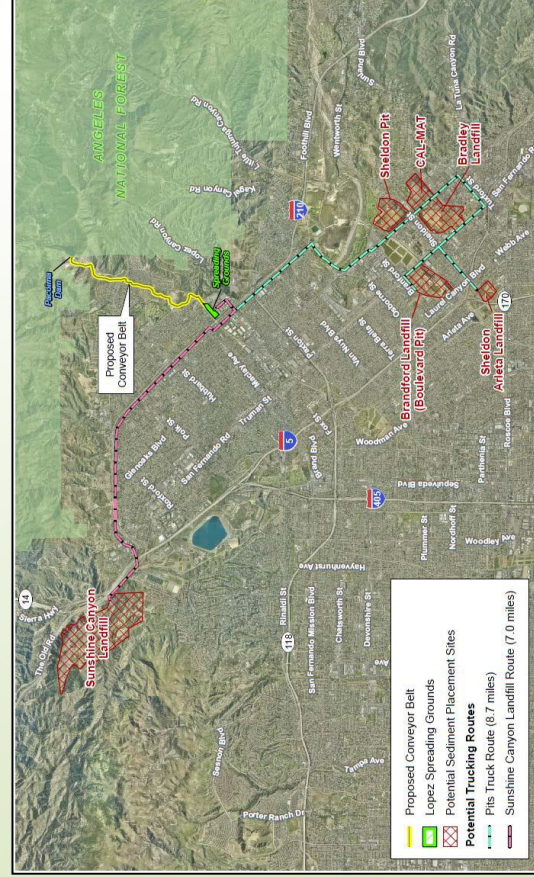
Lopez Basin (above) and Lopez Spreading Grounds (below)



Typical Conveyor Belt

Pacoima Reservoir Sediment Removal Project

Proposed Project Option



- Conveyor Route approximately 3 miles from dam to Lopez Spreading Grounds
- Sunshine Canyon Landfill approximately 6.5 miles from Lopez Spreading Grounds
- Sun Valley Pits approximately 5.5 miles from Lopez Spreading Grounds

Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Project Challenges

- No vehicular access to reservoir
- Sediment level is approximately 65 ft above the outlet gate and tunnel
- Sediment Placement
- Work occurring in active flood control facility
- Sediment removal would take approximately 5 years
- Coordinating with multiple regulatory agencies:
 - U.S. Army Corps of Engineers
 - U.S. Fish and Wildlife
 - U.S. Forest Service
 - CA Department of Fish and Wildlife
 - CA Department of Transportation
 - State Water Resources Control Board
 - Los Angeles Regional Water Quality Control Board
 - City of Los Angeles

Pacoima Reservoir Sediment Removal Project

Joint CEQA/NEPA Document

California Environmental Quality Act (CEQA)

- Lead Agency: LACFCD
- Environmental Impact Report (EIR)

National Environmental Policy Act (NEPA)

- USDA Forest Service: Either EA/FONSI or EIS
- U.S. Army Corps of Engineers: Separate EA/FONSI

Joint CEQA/NEPA Documentation is encouraged to:

- Reduce delays and paperwork
- Reduce duplication of efforts (i.e. planning, research, meetings)
- Improve interagency cooperation
- Simplify process for public to navigate

Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Purpose of CEQA/NEPA Scoping

Purpose of CEQA/NEPA:

- Inform decision-makers and public about significant environmental effects;
- Identify ways to avoid or reduce environmental impacts;
- Prevent significant avoidable impacts through feasible alternatives and/or mitigation; and
- If a project is approved with significant impacts, disclose to the public the reasons why.

Purpose of Scoping:

- Consult with agencies and the public to determine the **scope and content** of the environmental analysis.

Pacoima Reservoir Sediment Removal Project

Roles and Responsibilities

CEQA/NEPA Consultant:

- Works on behalf of the LACFCD/USFS to prepare the joint CEQA/NEPA document
- Document must be supported by scientific and factual data
- Does not advocate for any particular position

LACFCD and USDA Forest Service:

- Determine significant effects based upon careful judgment, substantial evidence, in light of the whole record
- Circulate a CEQA/NEPA document that reflects their independent judgment
- After review of public comments, consider approval of the Project and the CEQA/NEPA document

Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Environmental Topics

- Aesthetics
- Agriculture & Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Mineral Resources
- Noise
- Population & Housing
- Public Services
- Recreation
- Transportation & Traffic
- Utilities & Service Systems
- Other: Energy

Pacoima Reservoir Sediment Removal Project

What Must A Joint CEQA/NEPA Document Include?

1. Environmental Setting (baseline for impact analysis)
2. Project Objectives, Purpose and Need, and Project Description
3. Analyze direct, indirect, and cumulative impacts from construction (short-term) and operation (long-term) activities
4. Determine significance based on substantial evidence (provide mitigation measures)
5. Disclose any significant unavoidable adverse impacts
6. Consider a reasonable range of feasible alternatives

Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

CEQA/NEPA Process

Notice of Preparation and Scoping

- NOP 45-day public review period
- February 23rd through April 9th
- Scoping Meetings (March 25th, 26th, 28th)

Prepare Joint CEQA/NEPA Document

- Includes consideration of input from NOP/Scoping
- Prepare document from Spring 2015 through Spring 2016

60-Day Public Review of Draft CEQA/NEPA Document

- Available for public review and comment
- Anticipated Spring 2016

Pacoima Reservoir Sediment Removal Project

CEQA/NEPA Process (continued...)

Final CEQA/NEPA Document

- Draft CEQA/NEPA Document and Errata
- Responses to all comments received
- Mitigation Monitoring and Reporting Program

Findings and Statement of Overriding Considerations

- If impacts are significant/unavoidable, provides rationale for finding.

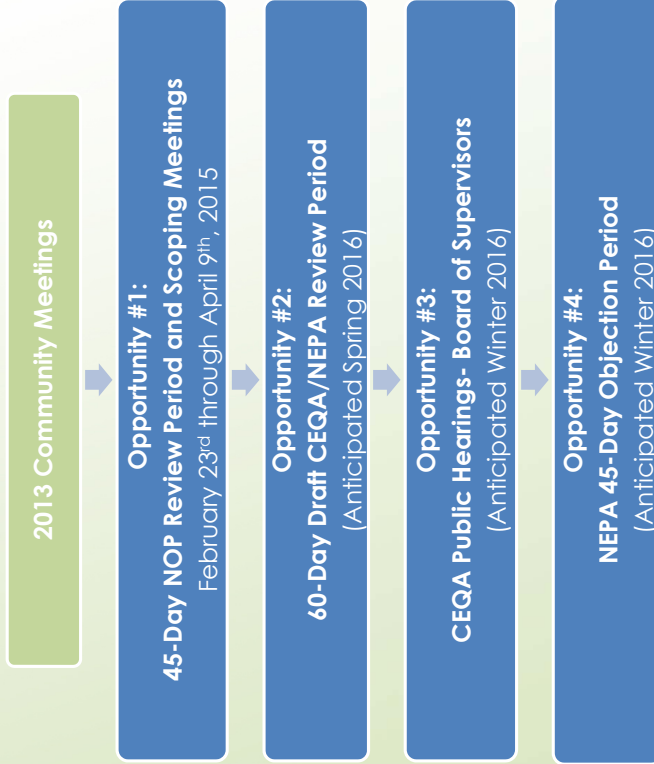
Anticipated Winter 2016

- For CEQA: Public Hearings at Board of Supervisors
- For NEPA: 45-Day Objection Period

Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Opportunities for Public Input



Pacoima Reservoir Sediment Removal Project

Submit Your Written Comments

COMMENT CARDS AT SCOPING MEETINGS

Wednesday, March 25, 2015, 6:30 – 8:30 pm

Los Angeles Mission College – Culinary Arts Institute Bldg.
13356 Eldridge Avenue, Sylmar, CA 91342

Thursday, March 26, 2015, 6:30 – 8:30 pm

Santa Clarita Valley Senior Center
22900 Market Street, Santa Clarita, CA 91321

Saturday, March 28, 2015, 10:00 am – 12:00 pm

Los Angeles Mission College – Culinary Arts Institute Bldg.
13356 Eldridge Avenue, Sylmar, CA 91342

EMAIL

reservoircleanouts@dpw.lacounty.gov

Include "Pacoima Reservoir Sediment Removal Project" in the subject title.

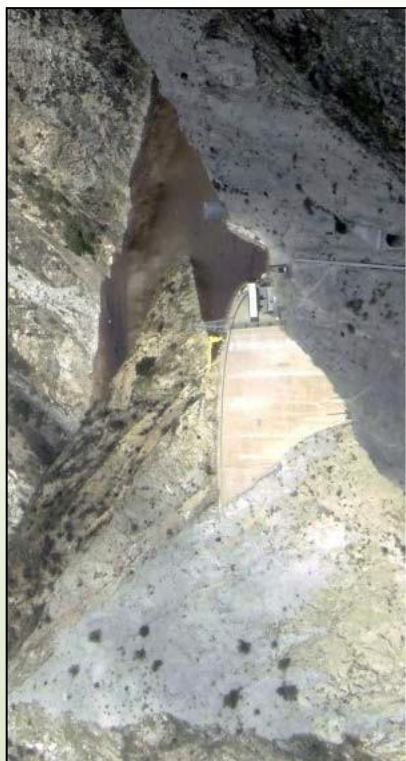
WRITTEN

Los Angeles County Department of Public Works
Attn: Water Resources Division - Reservoir Cleanouts
P.O. Box 1460, Alhambra, CA 91802-9974

Pacoima Reservoir Sediment Removal Project

Submission 4298 (Kathy Grubert, November 19, 2022) - Continued

Community Input



Pacoima Reservoir Sediment Removal Project

Response to Submission 4298 (Kathy Grubert, November 19, 2022)

4298-7859

Refer to Standard Response PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-TRA-2: Impacts of Tunnel Spoils Off-Haul/Deposition.

The commenter notes concern with the removal of waste materials including spoils hauling. The specific disposal sites for the spoils off-haul will be detailed in later design stages. 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. Please refer to PB-Response-TRA-2: Impacts of Tunnel Spoils Off-Haul/Deposition and PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, which address concerns regarding removal of waste materials and spoils hauling.

Submission 4299 (TAGHREED ELFARRA, November 19, 2022)

Palmdale - Burbank - RECORD #4299 DETAIL

Status : No Action Required
Record Date : 11/19/2022
Interest As : Individual
First Name : TAGHREED
Last Name : ELFARRA

Stakeholder Comments/Issues :

4299-7817 | I am opposing the California High Speed Rail SR14A tunnelling directly under MGII my home association. I have been living peacefully in this community for the last 22 years almost paying off my house and this project will cause hardship for me and my family. It will create noise, traffic and will reduce the value of my house. It is not fair for us to go through all this trouble for no necessity. You have other options to create a new route away from people personnel properties.

4299-7818 | We pay taxes to fix infrastructure but not in turn for you to destory our life investments (our personnel properties - homes)

Please find another route.

Response to Submission 4299 (TAGHREED ELFARRA, November 19, 2022)

4299-7817

Refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter opposes the SR 14A Build Alternative and tunneling directly underneath the Mountain Glen Community. Concerns are also expressed regarding noise, traffic, and adverse impacts to property values. As discussed in Chapter 2, Alternatives, of the Draft EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. Further, as discussed in Standard Response PB-Response-SOCIO-2: Property Values, studies show that, in general, the potential exists for the values of residential and commercial properties to appreciate as a result of HSR projects. Property value increases can result from both new access to a HSR transportation system and the associated intensification of development that can occur around station locations. However, given the potential for nuisance effects (e.g., noise and visual effects) resulting from operation of HSR trains, it is possible that some properties could experience a decrease in value. This potential for a decrease in property value may be particularly true for residences and businesses in locations considerably removed from train stations but exposed to nuisance effects of the HSR project. These non-station residences and businesses would enjoy relatively few benefits (mainly those deriving from improved accessibility) to offset the nuisance effects. This balance between the amount of benefit enjoyed compared to the nuisance effects would be unique for each property and would be only one of the many factors influencing the ultimate market value of any particular property. As noted in Section 3.4.6.3 of this EIR/EIS, given the depth of the bored tunnels (ranging from approximately 70 to 500 feet below the surface), it is unlikely vibration would be perceptible during construction or operation. For a response to comments on noise and vibration associated with tunneling, refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses. For a response to comments on unique tunneling elements, refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements - Windows, Adits, Tunnel Boring Machines, etc. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on

4299-7817

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)). To clarify, the Refined SR14, SR14A, E1, and E1A Build Alternatives would travel through Mountain Glen, while the E2 and E2A Build Alternatives would avoid the Mountain Glen area. Additionally, implementation of mitigation measures would avoid and reduce impacts along the alignment, including in the Mountain Glen neighborhood.

4299-7818

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-SOCIO-2: Property Values.

Refer to Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process and PB-Response-SOCIO-2: Property Values. The commenter expressed their concern about the HSR Palmdale to Burbank Project Section affecting their homes and requests that the Authority find another route. Throughout the Draft EIR/EIS, the Authority considered potential impacts to residential neighborhoods in its analysis. In addition, please refer to Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process and PB-Response-SOCIO-2: Property Values, which address concerns related to alternative routes for the HSR Palmdale to Burbank Project Section were evaluated and how the project would affect property values. The Authority in its Draft EIR/EIS did consider six different alignment alternatives. Figure 2-2 in the Draft EIR/EIS depicts the location of the six different alternatives.

Submission 4300 (David Schroeder, November 20, 2022)

Palmdale - Burbank - RECORD #4300 DETAIL

Status : No Action Required
Record Date : 11/20/2022
Interest As : Individual
First Name : David
Last Name : Schroeder

Stakeholder Comments/Issues :

4300-7816

My wife and I travel to Southern California regularly -- her family lives in the area, and we have friends in the Bay Area. I think CAHSR is an essential part of the future for travel in California. We hate flying -- the carbon impact, onboard noise, cramped seats, and frustrating experience getting to and from the airport. We believe the construction of CAHSR from the Bay Area to LA is essential to a more convenient, less carbon intensive future. When considering the environmental impact of the project, we must consider the environmental impact of *not* building the project. SF - LA is a very busy flight corridor with a huge carbon impact. Anything we can do to reduce that is for the betterment of the state as a whole.

Response to Submission 4300 (David Schroeder, November 20, 2022)

4300-7816

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the California HSR System. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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 4301 (Howard Choi, Mountain Glen II, November 20, 2022)

Palmdale - Burbank - RECORD #4301 DETAIL

Status : Action Pending
Record Date : 11/20/2022
Interest As : Individual
First Name : Howard
Last Name : Choi

Stakeholder Comments/Issues :

- 4301-7812 | I am very afraid for potential damage such as vibration during the construction or after construction. Because of your potential route is right under our home (& our community).

 - 4301-7813 | 1. What is your protection plan or compensation if all homeowner has structural damage. & also If this construction causes mental anxiety, how do you plan to compensate for this ?
 - 4301-7814 | 2. If the price of my precious property drops due to this construction, how will you compensate?
 - 4301-7815 | 3. If the vibration makes me uneasy, I, of course, will take legal action for compensation.
- 4301-7815 | Please change your plan so as not to harm current residents.
- Thanks
- Howard Choi resident of MG II

Response to Submission 4301 (Howard Choi, Mountain Glen II, November 20, 2022)

4301-7812

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

The commenter expresses concerns about how vibration effects from project construction and operation will cause mental anxiety and will affect their house's structural integrity. For a response to comments on vibration associated with tunneling, refer to PB-Response-N&V-4. As discussed in Impact N&V#3, Construction Vibration Impacts on Sensitive Receivers, given the depth at which tunnels would be bored, it is unlikely vibration would be perceptible at the surface and thus would also not affect the foundation of houses. As also discussed in the EIR/EIS, vibration from tunnel boring machine operation would be transitory and would likely affect any given location for only several days. Additionally, implementation of NV-IAMF#1 and Mitigation Measure N&V-MM#2 (described in Section 3.4.7 of the EIR/EIS) would reduce impacts from vibration to a less than significant level.

4301-7813

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter expresses concern related to effects to property values from the project. This topic is further discussed in PB-Response-SOCIO-2, Property Values, including a summary of the economic study regarding potential property value impacts of the HSR project. As discussed in Chapter 2, Alternatives, of this Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. Finally, although it is predicted that property values will increase and not decrease, owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program. More information can be found in PB-Response-SOCIO-2.

4301-7814

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

The commenter expresses concern with vibration impacts to residences associated with underground tunneling activity. Please see PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses this issue.

4301-7815

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter asks that the HSR Palmdale to Burbank Project Section plans be changed to not harm residents of their community. Refer to PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses how certain alternatives were considered and rejected, and how the proposed HSR Build Alternatives were evaluated and selected. Additionally, as discussed in Chapter 8, Preferred Alternative, the Authority weighed a variety of issues, including natural resource and community impacts, before selecting the SR14A Build Alternative as the preferred alternative. The SR14A Build Alternative would result in the fewest single-family residential displacements compared to the other proposed build alternatives. Refer to Chapter 8, Preferred Alternative, for more information on the SR14A Build Alternative.

Submission 4302 (WEI WANG, November 20, 2022)

Palmdale - Burbank - RECORD #4302 DETAIL

Status : No Action Required
Record Date : 11/20/2022
Interest As : Individual
First Name : WEI
Last Name : WANG

Stakeholder Comments/Issues :

4302-7811

My address is 13061 Mesa VerDe Way, Sylmar CA93142. The SR14A for the Palmdale to Burbank section, will tunnel directly under my house. The constant noise and vibration will make it unlivable, please choose another alternative route.

Response to Submission 4302 (WEI WANG, November 20, 2022)

4302-7811

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

The commenter is concerned with tunneling-related noise and vibration impacts to residences underneath their house located in Sylmar and requests an alternate route be selected. Please see PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses this issue. With regard to the identification and evaluation of study alternatives, refer to Standard Response PB-Response-ALT-1.

Submission 4304 (Jaime Wotherspoon, November 21, 2022)

Palmdale - Burbank - RECORD #4304 DETAIL

Status : Ready for Delimiting
Record Date : 11/21/2022
Interest As : Individual
First Name : Jaime
Last Name : Wotherspoon
Attachments : PB_4304_J_Wotherspoon_Project Email-Original.pdf (1 kb)

Stakeholder Comments/Issues :

4304-9895

Hello my Is Jaime Wotherspoon, we live here in Sun Valley / Shadow Hills .
We fought tooth and Nail to stop this Mess ! How do we participate In putting a stop to this. Please Sign us Up .
10972 please St . 91352
Thank you .

Sent from my iPhone

Response to Submission 4304 (Jaime Wotherspoon, November 21, 2022)

4304-9895

Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition for the project and is requesting information on how to further express their opposition to the project. Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS and PB-Response-GEN-4: General Opinions, Opposition or Support. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). The Final EIR/EIS is also made available to the public for review and input can be provided to the Authority prior to final decision. 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 4305 (Ronda Berkeley, November 21, 2022)

Palmdale - Burbank - RECORD #4305 DETAIL

Status : Action Pending
Record Date : 11/21/2022
Interest As : Individual
First Name : Ronda
Last Name : Berkeley

Stakeholder Comments/Issues :

4305-7858

While i am in favor of the high speed rail project, I* write now to register my opposition to running the Palmdale to Burbank portion of the project through the proposed section of the Angeles National Forest* and would like to have the following questions answered:

Early proposals had the rail system running along the established freeway and not through the Palmdale area. That was changed through negotiations with high powered politicians looking to service Palmdale at the expense of the wilderness and the increased risk of fires in an already high fire area. Has there been any discussion about reverting to the original plan to follow the freeway?

Thank you.

Ronda Berkeley
11909 East Trail
Kagel Canyon CA 91342

Response to Submission 4305 (Ronda Berkeley, November 21, 2022)

4305-7858

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-S&S-1: Wildfire.

The commenter expresses support for the California HSR System but asks why the alignment alternative identified in the 2005 Statewide EIR/EIS has changed. The preferred alternative designated in the 2005 Statewide EIR/EIS (i.e., Soledad Canyon/SR 14) was further analyzed and subsequently resulted in the identification and evaluation of other study alternatives. Ultimately, the Palmdale to Burbank Project Section alternatives were identified (Refined SR14, SR14A, E1, E1A, E2, E2A) and analyzed in the EIR/EIS. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which describes the Authority's process in selecting alternatives. To address the commenters' concerns regarding wildfire, please refer to Standard Response PB-Response-S&S-1: Wildfire, which addresses wildfire concerns.

Submission 4306 (Wayne Reigelman, November 21, 2022)

Palmdale - Burbank - RECORD #4306 DETAIL

Status : Action Pending
Record Date : 11/21/2022
Interest As : Individual
First Name : Wayne
Last Name : Reigelman

Stakeholder Comments/Issues :

- 4306-7861 | I live at 8801 Gold Creek Road. Your E2 proposal goes directly through my property, and will severely impact me, my family and my neighbors. The impacts to my property, the surrounding neighbors and the National Forest will be devastating. The properties in this area get thier water from well and/or spring. Proposed tunneling and construction will undoubtedly damage and change the aquifer and water tables. This will affect not only the legal property owners, but the forest wildlife as well. There are quite a few protected / endangered species along the proposed E2 route.
- 4306-7862 | Have any environmental impact reports actually been completed for your proposed E1 & E2 routes? How do you propose to deal with the impacts to endangered and protected wildlife species (condors, frogs, toads, salamanders, mountain lions...just to name a few)? How do you plan to compensate property owners who will be impacted or displaced by construction during this proposed project? How do you propose to deal with and compensate property owners for the loss of water caused by aquifer damage created by construction activities? The same questions can be asked for the property owners who have businesses on thier property that will be affected by the E1 & E2 proposals. How do you plan to take care of all those who will be affected, displaced, and those who stand to loose their businesses and livelihoods?
- 4306-7863 |
- 4306-7864 |
- 4306-7865 | If the CHSR were to follow in the footprint of existing freeways, it seems it would cause substantially less disruption, damage and displacement to property owners and protected / endangered wildlife species. Quite honestly, your E2 proposal seems to contradict The Great American Outdoors Act and the Agreement for Shared Stewardship of California's Forest and Rangelands.
- 4306-7866 |
- 4306-7867 | I am opposed to the E2 proposal, and will join and support any civil litigation in opposition of the E2 proposal. I look forward to answers to my questions.

Thank you,
Wayne Reigelman

Response to Submission 4306 (Wayne Reigelman, November 21, 2022)

4306-7861

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter expresses concern regarding the E2 Build Alternative being built directly under the commenter's house. The Authority considered a variety of issues, including natural resource and community impacts, the input of the communities along the route, the views of federal and state resource agencies, project costs, constructability, and other differentiators to identify what the Authority believes is the best Build Alternative to achieve the project's Purpose and Need. The SR14A Build Alternative is the Preferred Alternative for the Palmdale to Burbank Project Section of the California HSR System. For a response to comments on whether and how the Preferred Alternative was selected, refer to PB-Response-GEN-1. For a response to comments on alternatives and their selection and evaluation process, to Standard Response PB-Response-ALT-1.

As a matter of clarification, Build Alternatives E2 and E2A go through the commenter's property, and Build Alternatives Refined SR14, SR14A, E1, and E1A do not. In response to the comment related to severe impacts on the commenter and his neighbors, the commenter does not identify any specific severe impacts. Nonetheless, the EIR/EIS considers the potential impacts on individuals near the HSR Palmdale to Burbank Project Section, including impacts related to air quality, noise, vibration, traffic, and other environmental topics. For impacts that are identified as significant under CEQA or adverse under NEPA, the EIR/EIS identifies mitigation measures (e.g., TRA-MM#12, AQ-MM#3, N&V-MM#1, N&V-MM#3) which would avoid or mitigate adverse environmental impacts that have the potential to affect the quality of life.

4306-7862

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter is concerned about the impact of Build Alternative E2 on drinking water wells and springs relied on by property owners and the Angeles National Forest (ANF).

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8, Hydrology and Water Resources, of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion,

Response to Submission 4306 (Wayne Reigelman, November 21, 2022) - Continued

4306-7862

including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2:

Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

The Authority understands that groundwater resources within the ANF may be affected during tunnel construction. These impacts are analyzed in detail in Section 3.8.6.3 (Build Alternatives, Construction Impacts), specifically in Impact HWR#4 (Changes in Groundwater Recharge Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives) and HWR#5 (Changes in Hydrogeologic Conditions Associated with Tunnel Construction Beneath the ANF which May Affect Surface and Subsurface Water Resources) of the Draft EIR/EIS. Analyses of the Impacts HWR#4 and #5, indicate that while project construction could temporarily affect groundwater conditions in Moderate and High Risk Areas, the Gold Creek Road area (including the commenter's property) is located in a No/Low Risk Area, where the potential for effects on the groundwater condition is expected to be minimal to none. As set out in HYD-IAMF#5 (Tunnel Boring Machine Design and Features), HYD-IAMF#6 (Tunnel Lining Systems), and HYD-IAMF#7 (Grouting), various measures will be implemented to avoid and minimize tunnel inflows. HYD-IAMF#5 (Tunnel Boring Machine Design and Features) requires the use of closed-mode operations to effectively prevent water seepage from occurring at the TBM cutterhead area, with ports for drilling horizontal probe holes through the TBM cutterhead, and angled probe holes through the TBM shields. These holes will allow for water pressures and flow rates to be measured ahead of the TBM, and further allow for pre-excavation grouting ahead of the TBM to cut-off groundwater inflows into the tunnel. HYD-IAMF#6 (Tunnel Lining Systems) involves the installation of a single segmental, precast, concrete lining with bolted and gasketed joints where groundwater pressures are 25 bar or less. In sections where groundwater pressures are above 25 bar, a second tunnel lining will be put in place to ensure watertight seals over the long-term. HYD-IAMF#7 (Grouting) involves pouring coarse mortar into various narrow cavities along the tunnel lining. Several grouting methods will be used during the construction of the tunnels to avoid and minimize

4306-7862

groundwater flows into the tunnels, including pre-excavation grouting, backfill grouting with two-component grout, and check grouting. The TBMs will be fitted with equipment for grouting in order to be able to tunnel through problematic geological formations and unexpected faults and to control water ingress. Pre-excavation grouting creates a permanent strengthened very low permeability circular crown around the TBM that takes on the water pressure. The potential high-water pressure is therefore borne by the improved ground, and not by the TBM. While the inflow of groundwater into tunnels beneath the ANF is not considered a significant impact under CEQA, this inflow could result in lower groundwater pressures which could potentially impact surface water features (e.g., seeps, springs, intermittent and perennial streams) and water levels in wells that are connected to groundwater resources. The Refined SR14 and SR14A Build Alternatives, as compared to the other Build Alternatives, would have the lowest potential risk and lowest potential impacts on surface resources (see Table 3.8-12), because the alignments traverse areas with lower groundwater pressures and no known groundwater dependent resources within the identified Risk Areas. The E2 and E2A Build Alternatives would have the highest risk and highest potential impacts on hydrologic resources when compared to the other Build Alternatives because of the comparatively higher groundwater pressures and greater prevalence of springs and streams within the identified Risk Areas.

For clarification, the E2 Build Alternative is not the preferred alternative for the Palmdale to Burbank Project Section. The identification of the SR14A Build Alternative as the Preferred Alternative is based on the data and analysis presented in the Draft EIR/EIS and supporting technical reports and comments provided by local communities and stakeholders in meetings held during project scoping and during ongoing public outreach conducted by the California HSR Authority since that time.

Response to Submission 4306 (Wayne Reigelman, November 21, 2022) - Continued

4306-7863

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, PB-Response-GEN-1: Frequently Asked Questions, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-SOCIO-2: Property Values.

The commenter expresses concern the E1 and E2 Build Alternatives will affect both private properties and forest wildlife and will result in a loss of water from impacts to the aquifer. Sections 3.7 and 3.8 of the EIR/EIS provide detailed discussion of the impacts from the HSR Palmdale to Burbank Project Section on wildlife and to the groundwater table in the Angeles National Forest. This includes analysis of the E1/E1A and E2/E2A Build Alternatives. In 2020, the Authority identified the SR14A Build Alternative as the Preferred Alternative because it best balanced benefits and impacts of the project (see Standard Response PB-Response-GEN-1). The methods for evaluating impacts to biological resources are provided in Section 3.7.4 of the Draft EIR, and the detailed analysis of the affected environment is provided in Section 3.7.5. Mitigation measures are provided in Section 3.7.7. For further details related to impacts and mitigation to wildlife and domestic animals, please see standard response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, and PB-Response-BIO-3: Wildlife Movement Corridors.

The methods for evaluating impacts to hydrology and water resources are addressed in Section 3.8.4, and the detailed analysis of the affected environment is provided in Section 3.8.5. Environmental consequences of the HSR Palmdale to Burbank Project Section on hydrology and groundwater resources are addressing Section 3.8.6 and mitigation measures to reduce the impacts to less than significant are provided in Section 3.8.7. For further details related to impacts and mitigation for hydrology and groundwater resources, please see standard responses PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

4306-7863

The Draft EIR/EIS discloses socioeconomic effects to property owners as a result of the HSR Palmdale to Burbank Project Section. For a detailed explanation of the process used to assess the impacts to property owners and natural resources from each alternative, please see Standard Responses PB-Response-SOCIO-1: Parcel Acquisition and Relocations and PB-Response-SOCIO-2: Property Values.

Response to Submission 4306 (Wayne Reigelman, November 21, 2022) - Continued

4306-7864

Refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-SOCIO-2: Property Values.

The commenter requests further information on residential and business displacements, property values, and effects to aquifers and private water supply wells from the project.

Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8, Hydrology and Water Resources, of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. Please refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to private wells outside the Angeles National Forest and correlating IAMFs.

Refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations and PB-Response-SOCIO-2: Property Values, which address displacements and impacts to property values. Property owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program. The claims program is part of an already established program and is available apart of the HSR System. More information on

4306-7864

filing a claim may be obtained online at the following link: <https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim#@ViewBag>. A property owner may also claim a loss of business goodwill under California Code of Civil Procedure 1263.510 et seq. Goodwill is defined as the benefits that accrue to a business because of its location; reputation for dependability, skill, or quality; and any other circumstances resulting in probable retention of old or acquisition of new patronage. Loss of Goodwill is paid as an acquisition expense, but some of the items considered in calculating loss of goodwill may also be covered as a relocation expense. Consistent with the requirements of the Uniform Act and California Relocation Assistance Act, the Authority is committed to working closely and proactively with residents and businesses to help them plan ahead for relocation, find a new home or business site, and solve problems related to the acquisitions and relocation.

4306-7865

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

The commenter states that impacts to private property and wildlife would be less if the HSR Palmdale to Burbank Section followed existing freeways. Please refer to PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which includes a discussion of alternatives that were considered and rejected, including those that follow existing freeway corridors.

For a response to comments on property home values, refer to PB-Response-SOCIO-2. The SR14A Build Alternative is the Preferred Alternative of the project and loosely follows the existing SR 14 transportation corridor. Other alternatives that closely followed the SR 14 corridor were previously studied and rejected because of their environmental and community impacts. For more information on the Preferred Alternative, please see Chapter 8 of the Final EIR/EIS.

Response to Submission 4306 (Wayne Reigelman, November 21, 2022) - Continued

4306-7866

The commenter suggests the E2 Build Alternative contradicts the Great American Outdoors Act and the Agreement for Shared Stewardship of California's Forest and Rangelands but does not provide specific evidence or rationale for this assertion. Funding made available through the Great American Outdoors Act allows the U.S. Forest Service to implement maintenance projects essential to the continued use and enjoyment of national parks and forest lands. The Agreement for Shared Stewardship of California's Forest and Rangelands includes a commitment by the federal government to match the State's goal of reducing wildfire risks on 500,000 acres of forest land per year. Neither the allocation of funding under the Great American Outdoors Act nor the Agreement for Shared Stewardship of California's Forests and Rangelands establish federal or state environmental statutes or regulations that would be applicable to the Palmdale to Burbank Project Section of the California HSR System.

4306-7867

The commenter expresses opposition to the E2 Build Alternative. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments on whether and how the Preferred Alternative was selected, refer to PB-Response-GEN-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4307 (Rae Jeane Williams, November 21, 2022)

Palmdale - Burbank - RECORD #4307 DETAIL

Status : Action Pending
Record Date : 11/21/2022
Interest As : Individual
First Name : Rae Jeane
Last Name : Williams
Attachments : PB_4307_R_Williams_Website-Original.pdf (1 kb)

Stakeholder Comments/Issues :

4307-7857

I am distressed to learn that the original route for the high speed rail has changed from the original route authorized by the 2008 Proposition A. These changes will profoundly affect the environment in many ways--- forests, wildlife, air, water to name a few. Time saved in travel will not mitigate these dangers. Drilling in earthquake country is always hazardous not to mention the water required, especially now that we are in the midst of a drought. I support No Project Alternative. Why has the original route changed? Who benefits from this change.

Rae Jeane Williams
16826 Edgar Street
Pacific Palisades 90272
310-454-2901

Response to Submission 4307 (Rae Jeane Williams, November 21, 2022)

4307-7857

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-PUE-3: Water Demand and Usage.

The commenter expresses opposition for the selection of alternatives and impacts to various environmental resources including, forests, wildlife, air quality, water, and geologic resources. The commenter also expresses their support for the No Project Alternative.

To respond to these concerns, please refer to PB-Response-GEN-4: General Opinions, Opposition or Support; PB-Response-ALT-1: Alternatives Selection and Evaluation Process; PB-Response-AQ-3: Construction Air Quality/Truck Impacts; PB-Response-PUE-3: Water Demand and Usage; PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife; and PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter's preference to the No Project Alternative is acknowledged. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. This comment presents an opinion on the HSR Palmdale to Burbank Section.

Submission 4308 (Kyoung Choi, November 21, 2022)

Palmdale - Burbank - RECORD #4308 DETAIL

Status : Action Pending
Record Date : 11/21/2022
Interest As : Individual
First Name : Kyoung
Last Name : Choi
Attachments : PB_4308_K_Choi_Website-Original.pdf (1 kb)

Stakeholder Comments/Issues :

4308-7826

I am completely against underground tunnel construction under my house.
How will this affect my house? Is my house going to vibrate and cause noise every time high speed train pass through my house?

Response to Submission 4308 (Kyoung Choi, November 21, 2022)

4308-7826

Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter indicates that they are against the HSR Palmdale to Burbank Project Section being located underneath their house and asks how the tunnel would affect their house and if vibration would occur from operation of the HSR trains.

As discussed in Chapter 2, Alternatives, of this Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. For additional information regarding the tunnels potential to affect the houses above tunnels, please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, as well as Standard Response SOCIO-2: Property Values.

Submission 4309 (Maria Carmen Maldonado Urie, November 18, 2022)

Palmdale - Burbank - RECORD #4309 DETAIL

Status : Action Pending
Record Date : 11/18/2022
Interest As : Individual
First Name : Maria Carmen
Last Name : Maldonado Urie

Stakeholder Comments/Issues :

4309-7856

Although I understand the need for public transportation, I am concerned about the adverse effect this will cause on my community. I am writing to voice my objection to this project. We already have air traffic directly above use, which I don't recall being consulted about, now we are going to have it beneath us. I understand this will adversely affect not only home values, but it may jeopardize the stability of the ground.

Response to Submission 4309 (Maria Carmen Maldonado Urie, November 18, 2022)

4309-7856

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter expressed concerns related to adverse effects on their community, including to their property values. Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter also expresses concern related to the stability of the ground. The construction management plan (CMP) for the Palmdale to Burbank Project Section identifies slope hazards and would implement engineering controls to minimize landslide vulnerability. GEO-IAMF#2 will require the CMP to incorporate slope monitoring and remediation where there is potential for long-term instability, thus minimizing landslide impacts. Implementation of this IAMF would minimize landslide risks throughout construction and operations.

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 4310 (Donald Dunham, November 19, 2022)

Palmdale - Burbank - RECORD #4310 DETAIL

Status : Action Pending
Record Date : 11/19/2022
Interest As : Individual
First Name : Donald
Last Name : Dunham

Stakeholder Comments/Issues :

4310-7852 | As a home/ horse property owner in the Shadow Hills section of Sunland, CA, I must point out that the SR14A route is the most logical, viable and environmentally sensitive route of the HSR. I am all for the HSR but the sensitive areas of Shadow Hills, Hansen Dam, and the Foothill areas of the Angeles Forest must be taken into account and would basically be destroyed if the HSR were to come through them. These areas are literally the last equine/rustic/rural areas of the San Fernando Valley. People here ride horses on streets and paths and the washes and trails. The construction noise and damage alone would be a serious impediment to that land use not to mention the permanent damage done by 200 plus mph trains suddenly zooming up on horses causing them to rear and throw their riders, possibly killing both. Again, I am all for the California HSR. It will take thousands (millions?) of cars off the freeways and airliners out of the air, drastically lowering the amount of carbon we put into the air which causes forest fires, destruction of homes, businesses, lives, and serious respiratory health issues. The plan just needs fine tuning. The E1A and E2A plans would destroy the above mentioned areas and, if my understanding is correct would increase cost by hundreds of millions of dollars imposed by tunneling under the Angeles Mountains. Additionally, there are serious issues of earthquake faults (in an earthquake prone areal) and aquifers (during a serious prolonged multi year drought!).

4310-7853 |

4310-7854 |

4310-7855 | Thank you for your time and I hope you take my and my wife's and all of our neighbors above concerns into consideration when building the Palmdale to Burbank line.

Donald and Marianne Dunham

Response to Submission 4310 (Donald Dunham, November 19, 2022)

4310-7852

The commenter expresses support for the SR14A Build Alternative and characterizes it as the "most logical, viable, and environmentally sensitive route." The commenter suggests that the Authority consider avoiding the sensitive areas of Shadow Hills, Hansen Dam, and the Foothill areas of the Angeles National Forest (ANF).

The Preferred Alternative does not extend through Hansen Dam and the Shadow Hills community; however, all Build Alternatives pass through the ANF. The SR14A Build Alternative (Preferred Alternative) provides the environmentally superior alternative by best meeting environmental regulatory requirements and best minimizing impacts on the natural environment, farmland, and communities. 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 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.

4310-7853

Refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

The commenter expresses concerns about construction noise and operational noise affecting equine/rustic/rural areas, including noise affecting horses. In response, please refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, which addresses potential noise impacts on animals, including horses.

As a matter of clarification, the commenter is referring to areas located near the E2/E2A Build Alternatives. The Authority's preferred alternative is the SR14A Build Alternative.

4310-7854

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the California HSR System due to benefits to air quality and greenhouse gas emissions. The commenter stated the opinion that the plan needs fine tuning; however, no specifics related to fine tuning the California HSR System was provided. 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. 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. Other comments raised by the commenter are addressed in Response to Comment #7852, #7853, and #7855.

Response to Submission 4310 (Donald Dunham, November 19, 2022) - Continued

4310-7855

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

The commenter expresses opposition to the E1A and E2A Build Alternatives. The Supplemental Alternatives Analysis Report refined the Build Alternatives to minimize surface encounters with sensitive communities and environmental resources by tunneling in a more direct route between Palmdale and Burbank. In coordination with USFS, geotechnical investigations were completed within the ANF, including the SGMNM, to obtain subsurface field data to help evaluate potential environmental impacts (i.e., groundwater, hydrogeology, and surface water resources), design constraints, and construction considerations for the tunnel portions of alignments. As documented in Section 3.8 Hydrology and Water Resources and Section 3.9 Geology, Soils, Seismicity, and Paleontological Resources of the Draft EIR/EIS, impacts related to water resources (groundwater, hydrogeology, and surface water resources) and seismicity were found to be less than significant after the application of IAMFs and mitigation measures. As stated in the Draft EIR/EIS, the Preferred Alternative for the project is the SR14A Build Alternative. This alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For more information on the Preferred Alternative SR14A, please see Chapter 8, Preferred Alternative and Station Sites. For a response to comments on whether and how the Preferred Alternative was selected, refer to PB-Response-GEN-1.

Submission 4311 (Eugenio Gatmaitan, November 21, 2022)

Palmdale - Burbank - RECORD #4311 DETAIL

Status : No Action Required
Record Date : 11/21/2022
Interest As : Individual
First Name : Eugenio
Last Name : Gatmaitan

Stakeholder Comments/Issues :

4311-7844 I would like your authority to be liable for any damages that your project will create as a result of your California High-Speed Rail Project, to the surrounding communities such as Mountain Glen II on Harding Street. If you can not or will not assume any responsibility, just drop the idea. Why not improve the existing railway system or modernize them or run the railway underneath CA-14 highway instead of encroaching and destroying Mother Nature once again! SHAME ON YOU IF YOU STILL GO ON WITH THE PROJECT AND SHAME ON US IF WE DO NOT PROTECT MOTHER NATURE!

4311-7845

On Friday, November 18, 2022 at 10:06:40 AM PST, California High-Speed Rail Authority <southern.california@hsr.ca.gov> wrote:

Hello Eugenio,.

The California High-Speed Rail Authority (Authority) has worked continuously with public agency and community stakeholders in the Palmdale to Burbank Project Section to incorporate re-refinements to the design that further avoid or minimize potential impacts to existing facilities, land uses, environmental resources and communities. As a result, in 2020 the Authority developed additional build alternatives to be included in the environmental review process.

State's Preferred Alternative: SR14A

The alternative determined to best balance trade-offs between environmental, community, performance, operations, and cost-factors is known as the Preferred Alternative. For the Palmdale to Burbank Project Section, the State's Preferred Alternative, SR14A, is approximately 38 miles long and connects the cities of Palmdale and Burbank. It will partially use the existing Metrolink right-of-way to the extent possible for approximately three miles in the San Fernando Valley. The Preferred Alternative would avoid crossing Una Lake and minimizes impacts to nearby wetlands. Trains operating along the Preferred Alternative would be fully underground through the community of Acton, the Angeles National Forest and the San Gabriel Mountains National Monument. SR14A is also underground where it crosses the Pacific Crest Trail, avoiding impacts to the trail. Through the northern portion of the San Fernando Valley, SR14A is in a tunnel and emerges near the Hansen Dam Spreading Grounds, and then follows the Metrolink/Union Pacific corridor to Burbank.

The Palmdale to Burbank Project Section Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) will be available for a public review period pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) beginning September 2, 2022 and ending December 1, 2022. The California High-Speed Rail Authority (Authority) will consider all comments received on the Draft EIR/EIS and respond to substantive comments on the Draft EIR/EIS in the Final EIR/EIS.

The public comment period begins on September 2, 2022 and ends on December 1, 2022. During the comment period, comments may be submitted by:

- Mail: California High-Speed Rail Authority, Southern California Regional Office, 355 S. Grand Ave., Suite 2050, Los Angeles, CA 90071
- Website: www.hsr.ca.gov
- Email: Palmdale_Burbank@hsr.ca.gov with subject line "Palmdale to Burbank Project Section Draft EIR/EIS Comment"
- Phone: (800) 630-1039

For more information please go to the Palmdale to Burbank Project Section information at the links below:

<https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/palmdale-to-burbank-environmental-documents/>

<https://meethsrsofcal.org/p-b/>

Environmental Planning:

<https://hsr.ca.gov/programs/environmental-planning/>

Palmdale to Burbank Fact Sheet:

https://hsr.ca.gov/wp-content/uploads/2022/08/2022-0805-P-B_DEIRS_Fact-Sheet_4pgs_English_Rem.pdf

Thank you for your interest in the California High-Speed Rail Authority project.

Sincerely,

California High-Speed Rail Authority
 Southern California Regional Office
southern.california@hsr.ca.gov

Response to Submission 4311 (Eugenio Gatmaitan, November 21, 2022)

4311-7844

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter expresses that they would like the Authority to be liable for any damage that would result from implementation of the Project. The commenter also notes that if the Authority will not take responsibility for any damages, the project should be dropped. The Authority has prepared the Draft and Final EIR/EIS to identify all the potential environmental impacts that could result from implementation of the HSR Palmdale to Burbank Project Section and has identified many IAMFs and mitigations measures that would be implemented in order to reduce impacts on the environment, including impacts on communities such as Mountain Glenn II, including mitigation for air quality, noise, etc. Regarding the commenter's concern about "damage", the Authority understands that the commenter is also referring to property damage and not just environmental impacts. Please refer to Standard Response PB-Response-SOCIO-2: Property Values, which addresses impacts on property values. 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.

4311-7845

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

The commenter asks why the Authority can't improve existing railway systems, modernize the system, or run underneath SR 14. The Authority considered a range of alternatives that generally followed SR 14. The 2012 SAA Report explained that an alternative suggested by stakeholders that would follow the SR 14 median would require slow train speeds and would not meet the project purpose or objectives of providing HSR service and was therefore eliminated from consideration. Evaluation of alternatives through the 2010 PAA, and the 2012, 2014, 2015, and 2016 SAAs determined that alignments along the SR 14 Corridor would result in higher environmental justice impacts in communities including the City of San Fernando. These alignments would also result in longer travel times between the Palmdale and Burbank stations. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for information about how alternatives were selected for the HSR Palmdale to Burbank Project Section, including those located along existing transportation routes. Throughout the Draft EIR/EIS, the Authority considered potential impacts on the environment and where significant impacts were found, identified mitigation measures to reduce those impacts.

Submission 4314 (Zachary Wims, November 25, 2022)

Palmdale - Burbank - RECORD #4314 DETAIL

Status : No Action Required
Record Date : 11/25/2022
Interest As : Individual
First Name : Zachary
Last Name : Wims

Stakeholder Comments/Issues :

4314-7851

As a semi local PCT alumni, I have a strong preference for Palmdale to Burbank alternative E2A. Boring underneath the San Gabriel's provides a more non-evasive system to the PCT and surrounding communities. Routing this section through the heat of the San Gabriel's, away from SR14, the PCT section close to SR14 and Vasquez's rocks will be the best path forward

Response to Submission 4314 (Zachary Wims, November 25, 2022)

4314-7851

The commenter expresses support for the E2A Build Alternative over the SR14 Build Alternative because it would traverse San Gabriel National Forest via underground tunnel and therefore would have fewer impacts to the Pacific Crest Trail and surrounding communities. The commenter's support of the E2A Build Alternative is acknowledged.

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.

Submission 4315 (MEDGAR MILLAN, November 26, 2022)

Palmdale - Burbank - RECORD #4315 DETAIL

Status : No Action Required
Record Date : 11/26/2022
Interest As : Individual
First Name : MEDGAR
Last Name : MILLAN

Stakeholder Comments/Issues :

Dear Sir:

- 4315-7848 | I live in Mountain Glen II community on Harding St. in Sylmar, CA. Per the Palmdale to Burbank section of the proposed high speed rail, the project will tunnel directly under our community. My family as well as the whole community of Mountain Glen are STRONGLY OPPSED to your proposed plan. Your plan will do so much harm
- 4315-7849 | to our community and the neighboring communities as a whole. As you already know, the city of Sylmar is situated on top of an earthquake fault line and having this underground rail beneath our homes will be very dangerous for our safety and well being. My parents are disabled and lives with me, just imagine the impact on our lives that you will create when your project pushes through.
- 4315-7850 | If you proceed with this project, we will hold you accountable for any damages that will occur during construction and the impact on our lives during the entire time that this rail system is in operation. If you cannot or will not assume any responsibility, please do the project elsewhere. Why not just improve and modernize the existing railway system. You can also run it underneath CA Highway 14, instead of destroying mother nature, destroying our community and destroying our lives.

Sincerely,

Medgar Millan

Response to Submission 4315 (MEDGAR MILLAN, November 26, 2022)

4315-7848

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter expressed opposition to the project and concerns of the harm it will cause their community, including from tunneling. Impacts related to tunneling have been considered throughout the Draft EIR/EIS. The Authority did consider potential environmental impacts, including impacts to communities from tunneling in its Draft EIR/EIS. Refer to Standard Responses PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses and PB-Response-GEN-4: General Opinions, Opposition or Support. 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.

4315-7849

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern related to seismicity due to the HSR Palmdale to Burbank Project Section crossing fault lines in Sylmar. Please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity.

4315-7850

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expressed opposition to the project and suggested building the HSR project underneath State Route (SR) 14 or improving the existing railway system. Regarding the commenters suggestion to build the HSR project underneath the SR 14 freeway, the Authority did consider a range of alternatives that followed the alignment SR 14 which were not explored further for multiple reasons. The 2010 Preliminary Alternatives Analysis (PAA) examined multiple potential alternatives that utilized the alignment of SR 14; however, it was determined that potential Build Alternatives that followed the alignment of SR 14 would have to cross the Santa Susana fault just north of Sylmar and would therefore have to remain at grade in order to address seismic design requirements. Therefore, any Build Alternative that followed the alignment of SR 14 would require at least part of the Build Alternative to be constructed at grade to comply with seismic design requirements and it would not be feasible to construct a Build Alternative that would tunnel underneath the SR 14 highway. Furthermore, the 2010 PAA determined that at-grade alignments along the SR 14 Corridor would result in significant impacts to residential and commercial property in the Sylmar area and Build Alternatives that included at grade alignments along the SR 14 corridor were not carried forward. For additional discussion about the development of the Build Alternatives, please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for information about how alternatives were selected for the HSR Palmdale to Burbank Project Section, including those located along existing transportation routes. Regarding the commenters' suggestion for improving the existing railway system, the Authority considered multiple alignments that would have utilized existing railway infrastructure including Metrolink's existing infrastructure, however the Authority determined that sharing existing commuter and freight tracks would not meet the California HSR System's purpose or objectives and that a dedicated track would be necessary to achieve the performance goals of the California HSR system. Despite using a dedicated track, the HSR project has committed to making additional investments to existing transit systems to improve connectivity throughout Southern California. As discussed in the 2016 and 2018 Business Plans, the Authority has made significant progress in coordinating with local partners to make improvements to existing

Response to Submission 4315 (MEDGAR MILLAN, November 26, 2022) - Continued

4315-7850

rail infrastructure through the use of Prop 1A funds appropriated to through the passing of SB 1029. These include projects like Metrolink Positive Train Control which will improve Metrolink operations with a s state-of-the art collision avoidance technology that allows trains, tracks and dispatch centers to actively communicate using a fiber optic network as well as Los Angeles Union Station which will deliver improvements to accommodate expanded regional and inter-city rail services and will meet the service needs of all operators including the Los Angeles County Metropolitan Transportation Authority, Metrolink, LOSSAN, Amtrak, the Authority and other partners. As noted in Section 3.4.6.3 of Section 3.4, Noise and Vibration of this EIR/EIS, given the depth of the bored tunnels (ranging from approximately 70 to 500 feet below the surface), it is unlikely vibration would be perceptible during construction or operation. Please also refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses. Regarding potential impacts on property values and the process for filing a claim for a loss of property value as a result of the project, please refer to Standard Response PB-Response-SOCIO-2: Property Values.

Submission 4316 (Blake Mullins, November 26, 2022)

Palmdale - Burbank - RECORD #4316 DETAIL

Status : No Action Required
Record Date : 11/26/2022
Interest As : Individual
First Name : Blake
Last Name : Mullins

Stakeholder Comments/Issues :

Greetings,

4316-7847

I wanted to express my strong opposition to the preferred route of California High Speed Rail SR14A. This route bores directly under thousands of homes and will negatively impact their property values and ability to transfer ownership in the future.

I will only support high speed rail projects that border the freeways and try to utilize as many existing train routes as possible.

Please do not let this route come as proposed and under my community. Thank you.

Response to Submission 4316 (Blake Mullins, November 26, 2022)

4316-7847

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the SR14A Build Alternative, citing that the proposed tunnel that will go under thousands of homes will negatively impact property values. Refer to Standard Response PB-Response-SOCIO-2: Property Values, for a discussion regarding the impacts of the Project on property values.

The commenter also asserts that they will only support HSR projects that border the freeways and use existing train routes to the extent feasible. As described in Chapter 2, Alternatives, the Authority considered numerous alignments that follow the SR 14 freeway on the basis that an objective of the Palmdale to Burbank Project Section is for the rail alignment to "follow existing transportation or utility corridors to the extent feasible." 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 alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments on whether and how the Preferred Alternative was selected, refer to PB-Response-GEN-1. For a response to comments on property home values, refer to PB-Response-SOCIO-2.

Submission 4317 (Gabriel Bautista, Diesel Engine Components, LLC, November 26, 2022)

Palmdale - Burbank - RECORD #4317 DETAIL

Status : No Action Required
Record Date : 11/26/2022
Interest As : Individual
First Name : Gabriel
Last Name : Bautista

Stakeholder Comments/Issues :

4317-7846

The rail will be built directly under my house at Mira Mar Dr, Sylmar, CA 91342. Please consider building closer to the mountains away from my community because I will sue the Authority if during construction or after implementation, the rail leads or causes any negative factor against my property and/or my financial, environment, well being, and/or of any unforeseeable consequences, whether direct, indirect, or collateral.

Response to Submission 4317 (Gabriel Bautista, Diesel Engine Components, LLC, November 26, 2022)

4317-7846

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses concern regarding tunneling and train operation under the commenter's property. The commenter also suggests building the project closer to the mountains and away from the Sylmar community. Regarding the suggestion to construct the project closer to the mountains and away from Sylmar, the Authority analyzed two alternatives within the mountains of the Angeles National Forest, E2 and E2A, as shown in Figure 2-2. Sylmar is northwest of San Fernando as shown in that figure. Build Alternatives E2 and E2A were not selected as the Authority's preferred Alternative in part due to their potential impacts to environmental resources and existing communities. For additional information regarding the Authority's Preferred Alternative, please refer to Section 8.4.2, Key Differential Factors Influencing Identification of a Preferred Alternative in Chapter 8.0, Preferred Alternative in the Final EIR/EIS. Specifically, refer to Table 8-2, Comparison of High Speed Rail Build Alternatives which provides a comparison of the unique impacts for each Build Alternatives across the resource topics analyzed in the Final EIR/EIS. Please note that the sections of Build Alternatives Refined SR14, SR14A, E1, and E1A that are closest to Sylmar would be located underground, within a bored tunnel as indicated in Figure 2-2. As discussed in Chapter 2, Alternatives, of the Draft EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. For additional information about the development of the Build Alternatives or the selection of the Authority's Preferred Alternative, please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.

Regarding the commenters concern about tunneling and train operation under their property, as noted in Section 3.4.6.3 of Section 3.4, Noise and Vibration, of this Final EIR/EIS, given the depth of the bored tunnels (ranging from approximately 70 to 500 feet below the surface), it is unlikely vibration would be perceptible during construction or operation. Please also refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses. Regarding potential impacts on property values and the process for filing a claim for a loss of property value as a result of the project, please refer to Standard Response PB-Response-SOCIO-2: Property Values.

Submission 4318 (Delberth Castro, November 26, 2022)

Palmdale - Burbank - RECORD #4318 DETAIL

Status : No Action Required
Record Date : 11/26/2022
Interest As : Individual
First Name : Delberth
Last Name : Castro

Stakeholder Comments/Issues :

4318-8071

I and many other residents at my location oppose a tunnel going through my neighborhood. Please find another method to get this project done, thank you.

Response to Submission 4318 (Delberth Castro, November 26, 2022)

4318-8071

The commenter expresses opposition to the Palmdale to Burbank Project Section being located under the commenter's neighborhood, and requests the Authority to find another method besides tunneling. Please refer to Standard Response PB-GEN-4: General Opinions, Opposition or Support for the Authority's response to general opposition. While the commenter requests another method be used for the project, they do not provide an alternative for the Authority to consider; therefore, no additional response can be provided. However, note that the preferred Build Alternative, SR14A, was selected based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For more information on the development of Build Alternatives and selection of a Preferred Alternative, please refer to Standard Response PB-Response-Alt-1: Alternatives Selection and Evaluation Process and Chapter 2 "Alternatives" and Chapter 8 "Preferred Alternative and Station Sites" of the Draft EIR/EIS.

Submission 4319 (Esther Castro, November 26, 2022)

Palmdale - Burbank - RECORD #4319 DETAIL

Status : No Action Required
Record Date : 11/26/2022
Interest As : Individual
First Name : Esther
Last Name : Castro

Stakeholder Comments/Issues :

4319-8070

I am against having a tunnel underneath the neighborhood. This project isn't necessary and funding can be used for other purposes.

Response to Submission 4319 (Esther Castro, November 26, 2022)

4319-8070

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the Palmdale to Burbank Project Section being located under the commenter's neighborhood, and states that they believe the project is unnecessary and project funding can be used for other purposes. Please refer to Standard Response PB-GEN-4: General Opinions, Opposition or Support for the Authority's response to general opposition and the need and benefits of the HSR Palmdale to Burbank Project Section; more information on the project's need and benefits can also be found in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS. For a response to comments on project cost and funding, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

Submission 4320 (Rene Arambula, November 28, 2022)

Palmdale - Burbank - RECORD #4320 DETAIL

Status : No Action Required
Record Date : 11/28/2022
Interest As : Individual
First Name : Rene
Last Name : Arambula

Stakeholder Comments/Issues :

4320-8069

I live in Stonehurst, we are a small neighborhood in Shadow Hills. We are 100 year old stone houses protected by Historic Overlay, our homes are delicate and subject to damage by tunneling under us to connect the Palmdale route to Burbank. This is totally unnecessary when there is a Transportation Corridor already in existence along the 14 Freeway. Please consider all the damage the tunneling will cause to our homes and the National Forest, watershed and wildlife. There are other routes to consider without the environmental carnage this will cause. Thank you, Rene and Monnett Arambula Sent from my Galaxy

Response to Submission 4320 (Rene Arambula, November 28, 2022)

4320-8069

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

The commenter requests the Authority to use existing transportation corridors, such as the SR14 freeway, for the project to avoid 100-year-old stone houses in the Stonehurst neighborhood of Shadow Hills. Only the E2 route would pass through that neighborhood. The Authority's Preferred Alternative, SR14A, uses the SR14 freeway corridor and other transportation corridors. While the alternatives analysis process considered multiple criteria, the project aimed to maximize the use of existing transportation corridors and available rights-of-way to the extent feasible as a way of minimizing impacts otherwise caused by creating an entirely new linear transportation corridor.

The commenter also states that Stonehurst is protected by an a "Historic Overlay." Stonehurst is a City of Los Angeles Historic Preservation Overlay Zone (HPOZ). The Authority identified it during the preparation of the Area of Potential Effects and during the preparation of the Historic Architectural Survey Report, the findings of, which SHPO concurred in August 2019. HPOZ is a local zoning designation, and properties that contribute to an HPOZ are subject to special zoning regulation under 12.2.03 of the Los Angeles Municipal Code. However, designation as an HPOZ does not automatically qualify a resource as eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). The HPOZ was not found NRHP/CRHR eligible, nor were any individual buildings in the HPOZ. The Finding of Effects analysis only addresses properties that are listed or eligible for listing on the NRHP or CRHR.

The commenter also asks that the Authority consider the damage to homes in Stonehurst, which the commenter characterizes as 100 year old stone houses subject to damage by tunneling. Please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses concerns related to damage to homes from tunneling.

The commenter also asks that the Authority consider the damage the Los Angeles National Forest (ANF), watershed, and wildlife. The Authority did consider potential

4320-8069

impacts to the ANF, watershed, and wildlife throughout the EIR/EIS. 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 4321 (Cindy Bloom, November 28, 2022)

Palmdale - Burbank - RECORD #4321 DETAIL

Status : No Action Required
Record Date : 11/28/2022
Interest As : Individual
First Name : Cindy
Last Name : Bloom

Stakeholder Comments/Issues :

Dear California High-Speed Rail Authority:

4321-8879

While there are many, many reasons why this project (particularly the Palmdale to Burbank Project Section) should be terminated (including but not limited to tunneling through a seismically active fault area, a severe high fire hazard severity zone, possibly drilling through deadly and exposure methane gas pockets, every proposed route goes through/under the Angeles National Forest) my area of grave concern is the water usage required for this project. This project utilizes nearly 1 billion gallons of water during, for, and post-construction (up to 10 years). This water is required for the tunnel boring machines, dust mitigation, concrete mixing, and delivering via pipeline and/or water trucks to replace massive amounts of water due to dewatering in the Angeles National Forest.

Meanwhile, California and the western United States is entering year 4 of a record-breaking 3 year drought. If we encounter a 4th year of drought, which scientists predict is very likely, we are entering uncharted territory. These increasing number of droughts eventually will not be considered droughts. Instead, it is simply our new climate. To think that the drought(s) will be over by the time this construction hits Southern California is absurd. In fact, it will take years of non-drought years just to recover the billions of gallons of water that the western United States lost during this current drought.

Water customers are complying. We have ripped out our lawns, we have cut back or stopped other outdoor watering, we have fixed leaks, we wash our dishes once a week, and we have even stopped flushing our toilets each time they are used.

Hydro electric power plants are not able to provide power. Wildlife is having to search for water in other areas, if at all.

Farmers and ranchers are complying by having their water allocations slashed while simultaneously losing billions of dollars.

Per the Los Angeles Times, impacts of this current drought on farming and water-dependent wildlife alone:

- California's irrigated farmland shrank by 752,000 acres, or nearly 10%, in 2022 compared with 2019 — the year prior to the drought. That was up from an estimated 563,000 acres of fallowed farmland last year.
- Gross crop revenues fell \$1.7 billion, or 4.6%, this year. Revenues of the state's food processing and manufacturing industries declined nearly \$3.5 billion, or 7.8%.
- An estimated 12,000 agricultural jobs were lost, representing a 2.8% decline.
- The amount of farmland left dry this year surpassed the peak of fallowed land during California's last drought from 2012 to 2016.

4321-8879

- With the Sacramento River watershed parched and Shasta Lake at low levels, wildlife officials dedicated some water to try to help the spawning of endangered winter-run Chinook salmon <<https://www.latimes.com/projects/can-endangered-california-chinook-salmon-be-saved-from-extinction/>>, which contributed to the cuts in water deliveries to farms. Very few fish survived.
- Lack of water now threatens millions of wetland-dependent birds, and could affect the migratory path along the Pacific Flyway.

What is more important? Humans, animals, and plants/trees being able to live? Or this high-speed train which is behind schedule, billions of dollars over-budget, and is old technology?

4321-8880

Why should this project be the recipient of cap & trade revenue when it will have to PURCHASE offset credits during construction because it is a gross polluter?

4321-8881

The only alternative is the NO BUILD ALTERNATIVE.

Thank you.
Cindy Bloom

818-445-5602

Response to Submission 4321 (Cindy Bloom, November 28, 2022)

4321-8879

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-PUE-3: Water Demand and Usage.

The commenter is concerned about the water usage required for the project under circumstances where the State is facing multi-year drought conditions. The commenter also expresses opposition to the project. Refer to Standard Response PB-Response-PUE-3, which details the water supply available during normal, dry, and multiple dry years and the project's demand for water. Regarding opposition to the project, refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

4321-8880

The comment asks why the project is a beneficiary of the Cap and Trade program if it must purchase offsets for emissions during the construction period.

As described in Section 1.1.3.1 in Chapter 1, Purpose and Need, in the Draft EIR/EIS, "The HSR system is identified as an integral GHG-reduction measure in the Climate Change Scoping Plan and subsequent updates prepared by the California Air Resources Board (CARB) pursuant to AB 32, the California Global Warming Solutions Act of 2006, which required a reduction in GHG emissions to 1990 levels by 2020 (CARB 2008, 2014, 2017). In 2014, the Legislature passed SB 862, which continuously appropriated 25 percent of specified cap-and-trade auction proceeds to Phase 1 (San Francisco to Anaheim) of the HSR system. The Legislature found that the HSR system, once completed and operational, 'will contribute significantly toward the goal of reducing emissions of greenhouse gases and other air pollutants' and provides 'the foundation for a large-scale transformation of California's transportation infrastructure' by reducing millions of vehicles miles traveled by automobile and reducing the demand for air travel. In 2017, the Legislature extended the cap-and-trade program from 2020 to 2031 (AB 398)."

The Cap and Trade program is specific to GHG emission reductions. As described under Impact AQ#12 and shown in Table 3.3-44 in Section 3.3, Air Quality and Global Climate Change, the project-generated greenhouse gas emissions would be almost fully offset after 4 to 6 months of operations (depending on the ridership scenario and Build Alternative). After a maximum of 6 months, the Build Alternatives would result in net annual emissions reductions and a GHG benefit. As a result, there are no offsets of GHG emissions required for the project. For criteria pollutants (VOC, NOx, PM10, PM2.5) that exceed General Conformity de minimus thresholds or local air district CEQA significance thresholds during project construction, offsets for emissions would be pursued as part of mitigation measures AQ-MM#1 and AQ-MM#2 (see Section 3.3 of EIR). As explained in Impact AQ#6 in Section 3.3, operation of the Build Alternatives will result in a reduction in emissions of all criteria pollutants. Note that criteria pollutants are not considered GHGs.

Response to Submission 4321 (Cindy Bloom, November 28, 2022) - Continued

4321-8881

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter indicates a preference for the No Build Alternative. The No Build Alternative would not meet the HSR purpose, need, or objectives described in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4322 (Karen Stanton, November 28, 2022)

Palmdale - Burbank - RECORD #4322 DETAIL

Status : No Action Required
Record Date : 11/28/2022
Interest As : Individual
First Name : Karen
Last Name : Stanton

Stakeholder Comments/Issues :

4322-8068

We voted for a train to go from Los Angeles up to San Francisco. Very fast, without a bunch of stops. Going up central California was never to be part of the plan.

That is not what this train is doing. The people of California have been wronged by this project

Thank you for your consideration.

Karen

karen__stanton@hotmail.com<mailto:karen__stanton@hotmail.com>
818-635-5772

Response to Submission 4322 (Karen Stanton, November 28, 2022)

4322-8068

The commenter states that the planned California HSR System is not what was initially proposed to California voters. As required by Proposition 1A, the California HSR System would connect San Francisco to Los Angeles through the Central Valley and would link major population centers throughout the state. The California HSR System would meet the requirements of Proposition 1A, including nonstop service between San Francisco and Los Angeles designed to achieve a time of 2 hours and 40 minutes. As explained in Section 2.7.1, High-Speed Rail Service, in Chapter 2, Alternatives, in the Draft EIR/EIS, the conceptual service plan includes express trains, limited-stop trains, and all-stop trains. As explained in Section 1.2.2, Purpose of the Palmdale to Burbank Project Section, in Chapter 1, Purpose, Need, and Objectives, of the Draft EIR/EIS, the purpose of the Palmdale to Burbank Project Section includes connecting the northern and southern portions of the statewide HSR system; specifically, the Palmdale to Burbank Project Section would connect the previously approved project sections between Palmdale and San Francisco to the north and Burbank to Los Angeles in the south. Potential station locations in Burbank and Palmdale were selected in 2005 as part of the Tier 1 environmental review process for the California HSR Program. For additional discussion regarding the tiered environmental review process, refer to Section 1.1.2, Decision to Develop a Statewide High-Speed Rail System, in Chapter 1, Project Purpose, Need, and Objectives and Section 2.2.2, Palmdale to Burbank Project Section Background, in Chapter 2, Alternatives of the Draft EIR/EIS.

Submission 4323 (Malia Aberin, November 28, 2022)

Palmdale - Burbank - RECORD #4323 DETAIL

Status : Action Pending
Record Date : 11/28/2022
Interest As : Individual
First Name : Malia
Last Name : Aberin

Stakeholder Comments/Issues :

4323-8512 | Hi I was forwarded to this phone number. I was calling to find out more information about the construction of the high speed rail. My number is 6266326032

Response to Submission 4323 (Malia Aberin, November 28, 2022)

4323-8512

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

The commenter requests more information on the construction of the HSR Palmdale to Burbank Project Section. The commenter has not specified which information they would like, and so a limited response can be provided. More information on construction of the HSR Palmdale to Burbank Project Section can be found in Section 2.9, Construction Plan and Phased Implementation Strategy. Please also refer to Standard Response PB-GEN-1: Frequently Asked Questions. 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.

Submission 4324 (Leilani Baclayon, November 28, 2022)

Palmdale - Burbank - RECORD #4324 DETAIL		4324-8883
Status :	No Action Required	
Record Date :	11/28/2022	
Interest As :	Individual	
First Name :	Leilani	
Last Name :	Baclayon	

speed railway will bring to the residents of the Mountain Glen Terrace and neighboring communities.

Stakeholder Comments/Issues :

4324-8882

The Palmdale to Burbank Project Section is a benefit to many commuters and arguably to the economy. However, the Palmdale to Burbank railway would directly and negatively affect the lives of Sylmar residents, particularly in Mountain Glen Terrace Community and those in the neighboring area.

4324-8883

1. Safety of existing residents. There are many residential communities (including an active nursing home) on the East side of the streets (such as: Maclay, Harding, Gavina and others). During an active emergency (whether it be fire or an earthquake), the safety contingency plan of exiting the area IS (ex: Creek Fire/a Sylmar fire in 2017) and WOULD be complete chaos. On a daily basis (mornings and evenings, particularly on weekdays), there is already existing heavy traffic congestion going west on Maclay St and Hubbard St to go pass/into the 210 Freeway. The evacuation plan of residential communities in the Mountain Glen Terrace area are limited to 3 single lane streets. If an emergency were to occur at an undesirable time, you can expect only a handful of residents from the the Mountain Glen Terrace Community and neighboring communities to survive the calamity. Sylmar is no stranger to fire or earthquakes. The plan to build a railway East of the 210 freeway is a environmental safety hazard that affects many as there is already limited evacuation plans in the area, to build a railway would put more unnecessary lives at risk if an emergency were to occur in the area. Not only would the city have to ensure the safety of the residents, but also the safety of the potential commuters and passengers on this railway. Geographically, the residents east of LA Mission College and Veterans Memorial Community Park are already cornered into the mountain, building the Palmdale to Burbank railway would seal their fate during an emergency with the limited evacuation streets.

2. Railway crossings. Like I mentioned in my previous comment, there is already existing heavy congestion that residents have to consider during their daily commutes. Now residents will have to consider the railway crossing times and add it to their list of daily concerns. Car to train accidents will be inevitable (ex: derailments, drivers trying to outrun the railway crossing because of the expected traffic, etc). There are many residents including the elderly and children who enjoy walks in the area, building a railway crossing adds accidental safety concerns (residents like their walks because it's simple and there isn't a concern that a train is going to run them over). The noise pollution that these railways can cause in the residential area would be disruptive to the lifestyle and livelihood of others (ex: to those who are trying to sleep during the day for their evening or night shifts). The railways can be used as potential means to commit suicide which would be traumatic for its' residents. Railway crossings can result in devaluation of the residential properties, is the railway company going to provide monthly compensation to the Mountain Glen Terrace communities for their losses if building the Palmdale to Burbank railway negatively affects the homeowners in the area? There is already an existing homeless population in the city, they might find and use railway crossings as shelter which would put their lives at risk. Depending on the season, the area gets hit with strong winds (sometimes the entire day and night), derailments of the railway can be harmful to passengers and residents in the area.

Please consider the many environmental and accidental safety concerns that the Palmdale to Burbank high

Response to Submission 4324 (Leilani Baclayon, November 28, 2022)

4324-8882

Refer to Standard Response PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter expresses that while there are benefits to commuters and the economy, the HSR Palmdale to Burbank Segment Project Section would directly and negatively affect the community of Sylmar, including the Mountain Glen Terrace Community and neighboring area. The Sylmar community, in which Mountain Glen Terrace is located, would only be impacted by the SR14, Refined SR14A, E1, and E1A Build Alternatives only during construction because it will be located beneath the Sylmar community. Build Alternatives E2 and E2A do not bisect Sylmar which will therefore not have any impact on the Sylmar community. For project impacts, please 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, and PB-Response-AQ-3: Construction Air Quality/Truck Impacts.

4324-8883

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans, PB-Response-SOCIO-2: Property Values.

The commenter expressed concern for safety of existing residents in Sylmar, particularly the Mountain View Terrace Community and neighboring area, and the project's negative effect on local and regional evacuation plans, the effect of railway crossings on commuting residents, pedestrians, disruptive noise pollution, concern that railways are used as a potential means to commit suicide, effects on residential property value, and the potential for unhoused populations to find shelter at railway crossings. These topics are further discussed in Standard Response PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans, which includes discussion of project effects, and measures that will mitigate or avoid the project's effect on local and regional emergency response plans, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, which describes operational noise effects and mitigation measures including sound barriers to minimize train noise, and PB-Response-SOCIO-2: Property Values, which includes qualitative discussion regarding how the project would affect residential and commercial property values in proximity to the project.

As described in Impact S&S#8, in Section 3.11, Safety and Security of this Final EIR/EIS, each of the Build Alternatives would construct a fully grade-separated HSR corridor. This would entail building grade-separated overpasses and underpasses, as well as permanent road closures and roadway realignments. Table B3.11-1 in Appendix 3.11-B, Existing and Proposed Railroad Crossing Definitions, of this Final EIR/EIS describes the proposed HSR road crossing configurations for each Build Alternative. Road improvements implemented as part of project construction would include construction of overpasses and underpasses and related road improvements (e.g., local street widening, new traffic signals, and new traffic restrictions), which would increase motor vehicle, pedestrian, and bicycle safety by removing existing at-grade crossings of railroad tracks and remediating existing traffic hazards. There would be a beneficial effect on traffic safety from the construction of grade-separated crossings and road improvements that would be implemented as part of the construction of the project. The roadway improvements included in project construction would comply with Caltrans' Highway Design Manual design standards for pedestrian and bicycle safety (please

Response to Submission 4324 (Leilani Baclayon, November 28, 2022) - Continued

4324-8883

refer to Appendix 2-D, Design Baseline Report, of this Final EIR/EIS for further discussion of project design features) and any other applicable standards, requirements, and guidelines established by local jurisdictions.

A description of analyses regarding the potential for railroad accidents/derailment can be found under Impact S&S#12, in Section 3.11, Safety and Security, of this Final EIR/EIS. The design of the Build Alternatives would include safety elements to prevent train-to-train collisions, as well as collisions between trains and objects, vehicles, pedestrians, or bicyclists. These safety elements would include physical protection barrier structures, Positive Train Control (PTC) features, and derailment containment. In addition, the design of the California HSR System includes an operations and maintenance plan that includes schedules and procedures for the periodic maintenance of the track, right-of-way, power systems, train control systems, signaling, communications, and safety systems required for operations of the system. Scheduled maintenance of operations and safety systems would minimize the potential for failure of systems that could lead to derailment.

Submission 4325 (David Boysen, November 28, 2022)

Palmdale - Burbank - RECORD #4325 DETAIL

Status : No Action Required
Record Date : 11/28/2022
Interest As : Individual
First Name : David
Last Name : Boysen

Stakeholder Comments/Issues :
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

To Whom It May Concern:

4325-7910 I have ready with great interest your Impact Statement and Proposal for the Palmdale to Burbank High Speed
Rail Project. After reviewing the proposed routes, I cannot approve your proposal for Route SR14A, as it will
cross directly underneath my property located at 13027 Portola Way, Sylmar, CA 91342. The risk for potential
damage to my foundation, homestead and surrounding neighborhood are far too great, not to mention the
4325-7911 environmental impact and noise caused by underground vibrations. Contamination of the soil and water supply
is also at risk. Sylmar is also widely known for earthquake faults which although unlikely, could potentially be
4325-7912 triggered by unnecessary tunneling in the area. The area is also prone to soil liquefaction, which could cause
loss of strength in the ground directly in the path and surrounding area of route SR14A. The route MUST be
directed to either Route E2 or E2A or the project will need to be scrapped altogether. Terminating this project
would also be the most fiscally responsible course of action as well.

Regards,
David A. Boysen
Homeowner
13027 Portola Way
Sylmar, CA 91342

Response to Submission 4325 (David Boysen, November 28, 2022)

4325-7910

Refer to Standard Response PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-PUE-3: Water Demand and Usage, PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the SR14A Build Alternative because it would cross under their property, and expressed concerns regarding potential damage to buildings and surrounding neighborhoods, and other various environmental impact concerns.

As noted in Section 3.4.6.3 of Section 3.4, Noise and Vibration of this EIR/EIS, given the depth of the bored tunnels (ranging from approximately 70 to 500 feet or more below the surface), it is unlikely vibration would be perceptible during construction or operation. For additional information regarding operational noise refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptor.

For specific environmental concerns refer to Chapter 3, Affected Environmental, Environmental Consequences, and Mitigation Measures, which discusses potential impacts on environmental resources and mitigation to minimize impacts within the Palmdale to Burbank Project Section, and refer to Standard Responses PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials; PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses; PB-Response-PUE-3: Water Demand and Usage; PB-Response-SOCIO-2: Property Values.

4325-7911

The commenter is concerned with impacts associated with earthquakes and seismicity effects. Although excavation and tunneling activities associated with HSR construction for the SR14A, Refined SR14, E1, and E1A Build Alternatives would occur in the seismically active Sylmar area, these construction activities would not be capable of triggering tectonic displacement that would result in an earthquake. Earthquakes in California originate through the release of stress deep in the earth (approximately 6 to 15 kilometers below ground). Stress release displacement radiates out from that origin (i.e., hypocenter) along an active fault plane. Tunnel construction activities are far too shallow (less than 1 kilometer) and take place in too small of an area to influence or trigger tectonic displacement as deep as typical hypocenters in California. The Authority understands that there are risks associated with undergoing construction in a seismically active location such as Sylmar. The HSR alignment would be constructed in compliance with building code requirements for application of engineering design features to address and minimize these risks. These risks and impacts, such as ground shaking and liquefaction, are analyzed in detail in Impact GSSP#7: Fault Rupture and Seismic Ground Shaking Could Endanger People or Structures During Construction and Impact, Impact GSSP#8 Liquefaction, Lateral Spreading, and Ground Lurching Could Endanger People or Structures During Construction, and GSSP#16 Effects of Geologic Hazards During Operations Effects of Fault Rupture and Ground Shaking, in Section 3.9, Geology, Soils, Seismicity and Paleontological Resources. Impact Avoidance and Minimization Features (IAMFs) that would minimize impacts from fault rupture would include GEO-IAMF#7 that requires an evaluation of fault rupture potential and GEO-IAMF#10 that will implement engineering and safety protocols to limit fault rupture and ground shaking hazards, including liquefaction, during construction and operation. The HSR system project design also includes several components that minimize the effects from seismic events and the potential safety risks from seismic events (GEO-IAMF#6). These include a train control system with earthquake early warning detection systems; operational responses to notification of a seismic event including stopping or slowing of trains and inspection of infrastructure. This would help identify situations where fault rupture has the potential to damage facilities and enable control of trains in a manner that would reduce the potential for accidents. The project's design will also incorporate IAMF's such as the preparation of a Construction Management Plan that requires a topographic survey and an assessment of geotechnical conditions prior to construction. Other features set specific standards that the project must comply with to promote safety

Response to Submission 4325 (David Boysen, November 28, 2022) - Continued

4325-7911

during construction and operations. Because of the effectiveness of these design features, there would be no significant impacts on geology, soils, seismicity, or palaeontological resources under CEQA under any of the project alternatives.

4325-7912

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter expresses support for the E2 and E2A Build Alternatives and opposition for all other alternatives. The commenter also supports terminating the project, and states it would be a fiscally responsible course of action. The commenter's support for the E2 and E2A Build Alternatives is acknowledged. Regarding fiscal concerns, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. 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.

Submission 4326 (Hae Lee, November 28, 2022)

Palmdale - Burbank - RECORD #4326 DETAIL

Status : No Action Required
Record Date : 11/28/2022
Interest As : Individual
First Name : Hae
Last Name : Lee

Stakeholder Comments/Issues :

Hello:

4326-7908 | I have learned recently that the proposed Palmdale to Burbank route SR14A will tunnel directly under the neighborhood community that I live in. That causes me great concern and hope that the CA HSR would decide on an alternate route.

4326-7909 | Continuing with SR14A can have 1) lasting negative impact on wildlife and nature, 2) traffic congestion and pollution during construction, and 3) constant vibrations underneath our homes and geological instability under our homes, utilities, and general area during and post-construction that could cause irreparable damage. Also, because there 4) will not be a convenient rail station for our community, the neighborhood will receive no positive benefit while dealing with all the negatives. Hence, I urge the CA HSR to decide against tunneling directly under our community.

Response to Submission 4326 (Hae Lee, November 28, 2022)

4326-7908

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter expresses opposition to the SR14A Build Alternative, and urges the Authority to decide on an alternate route. The commenter states that the SR14A Build Alternative alignment will pass directly underneath the commenter's home and expresses concerns related to tunneling impacts on wildlife, construction traffic and pollution, and geologic instability and vibration effects. To address these issues, please refer to the following standard responses:

- PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife for discussion of how tunneling will impact wildlife;
- PB-Response-BIO-3: Wildlife Movement Corridors for discussion on how project construction will affect wildlife movement;
- PB-Response-AQ-1: Construction-Period Emissions for a discussion of impacts related to project emissions;
- PB-Response-TRA-1: Temporary Traffic Associated with Construction, for discussion of how traffic congestion will be minimized during project construction;
- PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, for discussion of noise and vibration impacts due to tunneling; and
- PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, for discussion of the how the project may impact seismic activity.

For a detailed technical report regarding wildlife impacts please see Appendix 2-E, Impact Avoidance and Minimization Features (IAMFs), which lists IAMFs included as applicable in each of the Build Alternatives for purposes of the environmental impact analysis. The commenter's opposition to the SR14A Build Alternative is acknowledged. 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.

4326-7909

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

The commenter expresses opposition to the SR14A Build Alternative (the Authority's Preferred Alternative) because in their opinion, there is no benefit to their community since a station is not planned near their community. The commenter also expressed that they are against tunneling underneath their community and urges the Authority to decide against it. The commenters opposition to the SR14A Build Alternative is acknowledged. For additional discussion about the station development and selection process as well as tunneling options please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.

Submission 4327 (Lori Apthorp, November 28, 2022)

Palmdale - Burbank - RECORD #4327 DETAIL

Status : Action Pending
Record Date : 11/28/2022
Interest As : Individual
First Name : Lori
Last Name : Apthorp

Stakeholder Comments/Issues :

4327-7904 | Palmdale to Burbank- How will this project justify the massive water usage that will be needed to drill the
4327-7905 | tunnels? Who will be responsible if natural water sources are damaged, and the trees die? How can anyone fix
4327-7906 | a dying forest, a thirsty city in the midst of epic water shortages that have no end in sight? The train idea is not
as important as our environment and the standard of living in our Los Angeles area. There are still great roads,
and airplanes that can get us to San Fransisco. But this train may never go that far, and is a waste of man
power, natural resources, taxpayer money, and may scar our area and affect our climate forever. We do not
4327-7907 | need this added burden of traffic, pollution, and draining our limited resource of water when the result is so
feeble. Tell me please, where will the water come from? And if it is available, why can't it be used for our
homes and businesses instead of a fast train to nowhere?

Response to Submission 4327 (Lori Apthorp, November 28, 2022)

4327-7904

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

The commenter inquires how the water usage for tunnel boring will be justified. The Authority considered water supply in its analysis in the Draft EIR/EIS (see Impact PUE#3 and PUE#8 in Section 3.6, Public Utilities and Energy in the Draft EIR/EIS). In addition, further information about water demand and use associated with the HSR Palmdale to Burbank Project Section, and the mitigation the Authority would implement related to water supply, including during normal, dry, and multiple dry years, can be found in Standard Response PB-Response-PUE-3: Water Demand and Usage.

Additionally, the Authority intends to minimize its use of potable water during construction. As described in Impact PUE#3 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS, PUE-MM#1 will require the Authority to utilize non-potable water from regional water utility service providers for construction activities where feasible, as well as recycling/reusing water used for tunnel construction, minimizing demand for water supplies.

4327-7905

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-HYD-4: Construction-Period Dewatering Activities, PB-Response-PUE-3: Water Demand and Usage.

The commenter expresses concern for damage to natural water sources, as well as the loss of trees and forest resources because of water shortages resulting from the project. The commenter also requests additional information regarding water sources for the project.

These topics are addressed in several standard responses. Please see Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest, and PB-Response-HYD-4: Construction-Period Dewatering Activities. As noted in these responses, IAMFs and mitigation measures are identified to address these concerns, which would be the responsibility of the Authority to implement. As to the sources of water for project construction, as well as mitigation purposes, please see Standard Response PB-Response-PUE-3: Water Demand and Usage.

Response to Submission 4327 (Lori Apthorp, November 28, 2022) - Continued

4327-7906

Refer to Standard Response PB-Response-AQ-4: Greenhouse Gas Emissions, PB-Response-PUE-3: Water Demand and Usage, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter expressed concerns that the project will not outweigh the negative impacts it may cause. The commenter specifically indicates that the project will cause burdens such as traffic, pollution, and water usage in the Los Angeles area. Please refer to Standard Response PB-Response-TRA-1: Temporary Traffic Associated with Construction, Standard Response PB-Response-AQ-4: Greenhouse Gas Emissions, and Standard Response PB-Response-PUE-3: Water Demand and Usage. The Palmdale to Burbank Project Section will bring various benefits relating to transportation, environmental, economic and employment concerns. See Chapter 1, Project Purpose, Need, and Objectives, of this Final EIR/EIS which addresses the project benefits further in Section 1.2.5, Project Benefits.

4327-7907

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

The commenter requests information on the water supply source. Please refer to Impact PUE#3 in the Draft EIR/EIS (in Section 3.6, Public Utilities and Energy), which describes the water providers that could be used for the project. For additional information about water sources, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

Submission 4328 (Armond Sookiasian, November 29, 2022)

Palmdale - Burbank - RECORD #4328 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Armond
Last Name : Sookiasian

Stakeholder Comments/Issues :

4328-7903

We are terrified when we found out a tunnel is going under our community for this train route
This is going to impact our safety and property values much of us don't feel safe to stay in this community
Choose a different route please no one cares to go from Burbank to Palmdale with train anyway.
from freeway to our community the streets are so bad no one cares to fix it but they are going to run a tunnel
under ground to Palmdale .

Response to Submission 4328 (Armond Sookiasian, November 29, 2022)

4328-7903

Refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses concerns about safety and property values because of the proposed project tunneling beneath their homes. Please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses and PB-Response-SOCIO-2: Property Values.

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 4329 (Armond Sookiasian, November 29, 2022)

Palmdale - Burbank - RECORD #4329 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Armond
Last Name : Sookiasian

Stakeholder Comments/Issues :

4329-7902

We are terrified to know a train tunnel is gonna go under our community
This makes us feel unsafe in our own homes street from our community to the freeway is road conditions are
so bad no one cares but you are going run a tunnel under our community
Need to change your plans please

Response to Submission 4329 (Armond Sookiasian, November 29, 2022)

4329-7902

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

The commenter expressed concerns about safety in their community due to tunneling beneath their homes. The commenter asked to change the plans.

The alternatives were developed, taking into account alignment and station development considerations in both Palmdale and Burbank. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. The alternatives that were not carried forward for detailed analysis had greater direct and indirect environmental impacts, were impracticable, or failed to meet the project purpose, need, and objectives. Alternatives are included in the Preliminary Alternatives Analysis (PAA) Report (Authority 2010c) and are discussed further within Chapter 2, Alternatives. Additional information on alternatives preliminarily considered but not carried forward for full evaluation in the Draft EIR/EIS can be found in the PAA Report (Authority 2010c), the 2012 Supplemental Alternatives Analysis (SAA) Report (Authority 2012a, 2012b), the 2016 SAA Report, and the Alternatives Screening Memorandum (Authority 2016a). As a result, no change has been made to the document in response to this comment.

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

Submission 4331 (Miss Blu, November 29, 2022)

Palmdale - Burbank - RECORD #4331 DETAIL

Status : Action Pending
Record Date : 11/29/2022
Interest As : Individual
First Name : Miss
Last Name : Blu

Stakeholder Comments/Issues :

4331-7878 | this project hugely concerns me ... as a horse owner who rides the wash frequently I'm very concerned about the disruption to the land and animals, not to mention the impact this project will have on the environment, ground water resources and air quality. then there is the potential for seismic activity which is bone chilling to think of.

4331-7880 | That said, animals and birds are very sensitive creatures. Much more than us humans. (*QUESTION*) how will your project affect the sleep habits of the animals above when the earth is vibrating not only during the build but then also once the HSR begins to rumble underground?

4331-7881 | This is NOT a good idea. May I propose you leave the little bit of naturalness we have left and put his HSR along the 14 and 5 freeways.

4331-7882 | *Question: * how much will it cost to use HSR? Shouldn't we have that figure as a potential guide to the decision about value versus risk?

Thoughts?

--
Take good care,
Belinda

Response to Submission 4331 (Miss Blu, November 29, 2022)

4331-7878

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-AQ-4: Greenhouse Gas Emissions, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter expresses concern with possible disruptions to the land and animals, impacts to groundwater, and air quality impacts.

For discussion of possible disruptions to equine and other animals in relation to parks and recreational facilities, see Table 3.15-4, Construction and Operations Impacts on Parks, Recreation, and Open Space Resources, in Section 3.15, Parks, Recreation, and Open Space, of the Draft EIR/EIS. Please also refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife regarding surface noise and vibration effects to domestic animals and wildlife.

Section 3.8.6.3 of the Draft EIR/EIS indicates that while project construction could temporarily affect groundwater conditions in certain High-Risk Areas, this effect would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater recharge in a groundwater basin. With regard to water supply wells, the resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8, Hydrology and Water Resources, of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and

4331-7878

Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2:

Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

For information regarding air quality impacts, see Standard Response PB-Response-AQ-1: Construction-Period Emissions, Standard Response PB-Response-AQ-3: Construction Air Quality/Truck Impacts, and Standard Response PB-Response-AQ-4: Greenhouse Gas Emissions.

Response to Submission 4331 (Miss Blu, November 29, 2022) - Continued

4331-7879

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern related to seismicity due to the HSR Palmdale to Burbank Project Section. Please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity.

4331-7880

The commenter requests information regarding the tunnelling effects of construction- and operation-induced vibration from train passage would have on the sleep habits of wildlife at the surface.

Tunnel construction within the ANF would not result in vibration impacts at the surface because of the depths of the tunnels beneath the surface of the ANF, as described in Section 3.4, Noise and Vibration, of the Draft EIR/EIS.

As described in Section 3.7, Biological and Aquatic Resources, of the Draft EIR/EIS operations-related vibration can alter behavior, potentially interfering with access to food sources, exposing animals to predation, or disrupting normal movements. Operations-related vibration may result in the startle effect, which could alter behavior, such as sleep patterns. The intensity of vibration perceived by wildlife differs depending on the source, distance from the source, the substrate through which the vibration travels, and the animal's ability to perceive vibration. Within the ANF, including portions of the SGMNM, the Build Alternative alignments would generally occur underground in tunnel; therefore, operations would not produce perceptible vibration and ground-borne noise impacts aboveground. Perceptible vibration would occur where the Build Alternatives are at-grade and near tunnel Portals, where the Build Alternatives would go underground. HSR trains traveling in tunnels with maximum depths ranging from 250 feet to 2,200 feet would be well outside the screening distances for ground-borne noise and vibration (see Draft EIR/EIS, Table 3.4-3) and, regardless, any ground-borne noise or above-ground vibration near potential receptors would be absorbed by the many hundreds of feet of earth between the train and the surface. For at-grade portions of the Build Alternative alignment, the Authority would implement mitigation measures such as BIO-MM#36, Install Aprons or Barriers within Security Fencing. The features outlined in this mitigation measure, which are intended to enhance permanent security fencing, would also reduce the potential for project operation to displace species as a result of noise, vibration, wind, and visual stimuli. By precluding access to the HSR right-of-way, wildlife would be less exposed to these types of stimuli.

Mitigation Measure N&V-MM#7 (discussed in Section 3.4.7, Mitigation Measures) will require development of site-specific vibration reduction measures. Specifically, the Special-Track Support Systems, which include floating slabs, resiliently supported ties,

Response to Submission 4331 (Miss Blu, November 29, 2022) - Continued

4331-7880

high-resilience fasteners, and ballast mats all help reduce vibration from the track support system. This measure is anticipated to reduce vibration levels within the tunnels during operational-phase.

Operational vibration impacts were only identified for the Central Subsection of the Refined SR14, SR14A, E1, and E1A Build Alternatives. Therefore, vibration mitigation measures only apply to the Refined SR14, SR14A, E1, and E1A Build Alternatives. Vibration impacts to domestic and well as special-status wildlife species during construction and operation was determined to be less than significant and not adverse in the Draft EIR/EIS (Section 3.4, Noise and Vibration, and Section 3.7, Biological and Aquatic Resources).

4331-7881

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition for the HSR Palmdale to Burbank Project Section and requested that the routes follow the SR 14 and I-5 freeways.

The commenter's opposition for the HSR Build Alternative is acknowledged. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. In addition, please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses all the alternatives considered by the Authority.

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. As a result, no change has been made to the document in response to this comment.

4331-7882

The commenter request information regarding anticipated ticket prices for the California HSR System.

According to the 2022 Business Plan, 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 percent of the cost of a typical plane ticket. Section 6.3.3 in Chapter 6, Project Costs and Operations of this Final EIR/EIS has been revised to include a footnote to reflect the ticket price assumptions described in the 2022 Business Plan.

Submission 4332 (Ken and Sandy Osmond, November 29, 2022)

Palmdale - Burbank - RECORD #4332 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : ken
Last Name : and sandy Osmond

Stakeholder Comments/Issues :

4332-8067 | NO PROJECT ALTERNATIVE

Response to Submission 4332 (Ken and Sandy Osmond, November 29, 2022)

4332-8067

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter appears to indicate a preference for the No Build Alternative. This comment presents an opinion on the HSR Palmdale to Burbank Project Section. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. 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 4333 (Pat Kramer, November 29, 2022)

Palmdale - Burbank - RECORD #4333 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Pat
Last Name : Kramer

Stakeholder Comments/Issues :

Dear High Speed Rail Authority,

4333-7901

I am a resident of Sunland-Tujunga and have been opposed to this extension since it was proposed. Even though the route is less invasive than the previous options you preferred, it still will poison the water supply coming into Los Angeles. The water flows underground through multiple tributaries and your tractors will be tunneling underground, crossing these water streams that provide the City of L.A. with much-needed water.

I'm surprised that with the drought and lack of sufficient water resources that you would overlook this critical error in interfering with our water resources! I know that I'm just one voice but I would request that you reconsider and use the route that aligns with the railroad track – not this option!

We cannot afford to lose any of our water right now. It is already low due to the reservoirs being at their lowest levels in history.

Please use the other route, not this one that will forever change the landscape of our Angeles Forest and ruin a good thing!

Pat Kramer

Sunland resident

Sent from Mail for Windows

Response to Submission 4333 (Pat Kramer, November 29, 2022)

4333-7901

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

The commenter is concerned with water supply impacts associated with construction and operations. In Section 3.8.6.3 of the EIR/EIS, including in Impacts HWR#2 and #5, the analysis indicates that, although project construction potentially involves water inflows during portal and tunnel excavations, the Authority will implement a variety of measures to minimize any water quality impacts, including implementing a mitigation measure that requires the Authority to comply with applicable Regional Water Quality Control Board permits and treat potential groundwater contamination (including through constructed wetland systems, biofiltration and bioretention systems, wet ponds, organic mulch layers, planting soil beds, and vegetated systems (biofilters), such as vegetated swales and grass filter strips) so as to prevent degradation of groundwater quality. Further, the analysis indicates that while project operations could generate small quantities of pollutants, the Authority will implement HYD-IAMF#1 (stormwater management) and HYD-IAMF#4 (industrial stormwater pollution prevention plan) to control and treat stormwater runoff, and HMW-IAMF#9 (environmental management system) and HMW-IAMF#10 (hazardous materials plans) to limit the use of hazardous substances during operations. Implementation of these IAMFs will reduce the project's impact on surface water and groundwater quality.

The commenter also expresses concern with the HSR alignment and requests that the Authority consider a route that aligns with the railroad track. While it is unclear which route alternative the commenter is suggesting, please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses why the Build Alternatives were selected for evaluation in the Draft EIR/EIS. The Draft EIR/EIS evaluates a reasonable range of alternatives and, consistent with NEPA and CEQA requirements, adequately discloses the environmental impacts associated with each of these alternatives. For environmental resource topics where significant impacts under CEQA were identified, the Authority proposed mitigation measures to avoid, minimize, or compensate for these impacts. Accordingly, the Authority disagrees with the commenter's assertion that the project would permanently change the landscape of the Angeles Forest.

Submission 4334 (Eugenio Gatmaitan, November 29, 2022)

Palmdale - Burbank - RECORD #4334 DETAIL	
Status :	No Action Required
Record Date :	11/29/2022
Interest As :	Individual
First Name :	Eugenio
Last Name :	Gatmaitan
Attachments :	PB_4334_Uknown_Project Email-Original.pdf (4 kb)
Stakeholder Comments/Issues :	

From: Eugenio Gatmaitan <genegat2@yahoo.com>
 Sent: Saturday, November 19, 2022 4:47 AM
 To: HSR Southern California@HSR <southern.california@hsr.ca.gov>
 Subject: Re: Reply to your inquiry about SR14 - 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.

4334-7900

I would like your authority to be liable for any damages that your project will create as a result of your California High-Speed Rail Project, to the surrounding communities such as Mountain Glen II on Harding Street. If you can not or will not assume any responsibility, just drop the idea.
 Why not improve the existing railway system or modernize them or run the railway underneath CA-14 highway instead of encroaching and destroying Mother Nature once again!
 SHAME ON YOU IF YOU STILL GO ON WITH THE PROJECT AND SHAME ON US IF WE DO NOT PROTECT MOTHER NATURE!

On Friday, November 18, 2022 at 10:06:40 AM PST, California High-Speed Rail Authority <southern.california@hsr.ca.gov> wrote:

Hello Eugenio,.

The California High-Speed Rail Authority (Authority) has worked continuously with public agency and community stakeholders in the Palmdale to Burbank Project Section to incorporate refinements to the design that further avoid or minimize potential impacts to existing facilities, land uses, environmental resources and communities. As a result, in 2020 the Authority developed additional build alternatives to be included in the environmental review process.

State's Preferred Alternative: SR14A

The alternative determined to best balance trade-offs between environmental, community, performance, operations, and cost-factors is known as the Preferred Alternative. For the Palmdale to Burbank Project

Section, the State's Preferred Alternative, SR14A, is approximately 38 miles long and connects the cities of Palmdale and Burbank. It will partially use the existing Metrolink right-of-way to the extent possible for approximately three miles in the San Fernando Valley. The Preferred Alternative would avoid crossing Una Lake and minimizes impacts to nearby wetlands. Trains operating along the Preferred Alternative would be fully underground through the community of Acton, the Angeles National Forest and the San Gabriel Mountains National Monument. SR14A is also underground where it crosses the Pacific Crest Trail, avoiding impacts to the trail. Through the northern portion of the San Fernando Valley, SR14A is in a tunnel and emerges near the Hansen Dam Spreading Grounds, and then follows the Metrolink/Union Pacific corridor to Burbank.

The Palmdale to Burbank Project Section Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) will be available for a public review period pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) beginning September 2, 2022 and ending December 1, 2022. The California High-Speed Rail Authority (Authority) will consider all comments received on the Draft EIR/EIS and respond to substantive comments on the Draft EIR/EIS in the Final EIR/EIS.

The public comment period begins on September 2, 2022 and ends on December 1, 2022. During the comment period, comments may be submitted by:

- * Mail: California High-Speed Rail Authority, Southern California Regional Office, 355 S. Grand Ave., Suite 2050, Los Angeles, CA 90071
- * Website: www.hsr.ca.gov
- * Email: Palmdale_Burbank@hsr.ca.gov with subject line "Palmdale to Burbank Project Section Draft EIR/EIS Comment"
- * Phone: (800) 630-1039

For more information please go to the Palmdale to Burbank Project Section information at the links below:

<https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/palmdale-to-burbank-environmental-documents/>

<https://meethsrscocal.org/p-b/>

Environmental Planning:

<https://hsr.ca.gov/programs/environmental-planning/>

Palmdale to Burbank Fact Sheet:

https://hsr.ca.gov/wp-content/uploads/2022/08/2022-0805-P-B_DEIRS_Fact-Sheet_4pgs_English_Rem.pdf

Thank you for your interest in the California High-Speed Rail Authority project.

Submission 4334 (Eugenio Gatmaitan, November 29, 2022) - Continued

Sincerely,

California High-Speed Rail Authority
Southern California Regional Office
southern.california@hsr.ca.gov<mailto:southern.california@hsr.ca.gov>

Response to Submission 4334 (Eugenio Gatmaitan, November 29, 2022)

4334-7900

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-SOCIO-2: Property Values.

The commenter expresses that they would like the Authority to be liable for any damage that would result from the implementation of the project. The commenter also notes that if the Authority will not take responsibility for any damages, the project should be dropped. They also suggest improving or modifying the existing railway under CA-14 instead of the proposed project. The Authority has prepared the Draft and Final EIR/EIS to identify all the potential environmental impacts that could result from implementation of the HSR Palmdale to Burbank Section and has identified many IAMFs and mitigations measures that would be implemented in order to reduce impacts on the environment and to communities such as Mountain Glen II, including mitigation for air quality, noise, etc. Regarding the commenter's concern about "damage," the Authority understands that the commenter is also referring to property damage and not just environmental impacts. Please refer to Standard Response PB-Response-SOCIO-2: Property Values, which addresses impacts on property values. Regarding the selection of alternatives, refer to Standard Response PB-Response-Alt-1: Alternatives Selection and Evaluation Process, for a detailed discussion of why non-electrified steel-wheel-on-steel-rail (or conventional rail) alternatives were deemed unviable and how the potential HSR alignments were developed and selected. As discussed in this Standard Response and in Chapter 2 of the Draft EIR/EIS, many alternatives were evaluated including alternatives that followed the SR14 freeway corridor as well as the MetroLink/UP railroad right of way. The Standard Response and Chapter 2 explain why these alternatives were evaluated but ultimately rejected from further study.

Submission 4335 (David Boysen, November 29, 2022)

Palmdale - Burbank - RECORD #4335 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : David
Last Name : Boysen

David A. Boysen

Stakeholder Comments/Issues :

Homeowner

November 28, 2022

13027 Portola Way

CALIFORNIA HIGH-SPEEDRAIL AUTHORITY

Sylmar, CA 91342

To Whom It May Concern:

4335-7899

I have read with great interest your Impact Statement and Proposal for the Palmdale to Burbank High-Speed Rail Project. After reviewing the proposed routes, I cannot approve your proposal for Route SR14A, as it will cross directly underneath my property located at 13027 Portola Way, Sylmar, CA 91342. The risk for potential damage to my foundation, homestead and surrounding neighborhood are far too great, not to mention the environmental impact and noise caused by underground vibrations. Contamination of the soil and water supply is also at risk. Sylmar is also widely known for earthquake faults (the Sierra Madre Fault Zone) which although unlikely, could potentially be triggered by unnecessary tunneling in the area. The area is also prone to soil liquefaction (see link below), which could cause loss of strength in the ground directly in the path and surrounding area of route SR14A. The route MUST be directed to either Route E2 or E2A or the project will need to be scrapped altogether. Terminating this project would also be the most fiscally responsible course of action as well.

<https://gis.data.ca.gov/datasets/b70a766a60ad4c0688babdd47497dbad/explore?layer=0&location=34.306100%2C-118.406380%2C15.18>

Regards,

Response to Submission 4335 (David Boysen, November 29, 2022)

4335-7899

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-2: Project Costs and Funding, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HAZ-2: Potential to Encounter PEC Sites with Known and/or Suspected Contamination during Construction, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter expresses opposition to the SR14A Build Alternative as the alignment would pass underneath his home. The commenter expresses concern about damage to the home's foundation, impacts related to noise and vibration, contamination of the soil and water supply, tunneling triggering earthquakes, and seismically-induced liquefaction. The commenter also expresses that the SR14A alignment should be redirected to the E2 or E2A alignment and that the overall project is not a responsible use of money.

Regarding impacts to the home's foundation, please refer to Impact GSSP#8 (Section 3.9.6.3) which discusses impacts related to liquefaction, lateral spreading, and ground lurching during construction on structures, including home foundations. Please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, which addresses concerns related to noise and vibration impacts from tunneling. For concerns related to soil and water supply contamination, refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells outside the Angeles National Forest (ANF), which discusses impacts related to groundwater contamination from tunneling and the associated mitigation measure, and Standard Response PB-Response-HAZ-3: Impact HMW#2: Potential to Encounter PEC Sites with Known and/or Suspected Contamination during Construction, which discusses impacts related to soil contamination and associated impact avoidance and minimization features. Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which discusses the risk of seismic events, design components that minimize the effects of seismic events, and the potential safety risks from seismic events. Refer to Technical Memorandum 2.9.10, and GEO IAMF#10 which discuss design and construction specifications that would reduce vulnerability to liquefaction. Additionally, refer to Standard Response PB-Response-ALT-1: Alternatives

4335-7899

Selection and Evaluation Process, and Standard Response PB-Response-GEN-2: Project Costs and Funding which address the commenter's concern about alternative selection and the finances of the California HSR System.

Submission 4336 (Leilani Baclayon, November 29, 2022)

Palmdale - Burbank - RECORD #4336 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Leilani
Last Name : Baclayon

Stakeholder Comments/Issues :

- 4336-7893 | The Palmdale to Burbank Project Section is a benefit to many commuters and arguably to the economy. However, the Palmdale to Burbank railway would directly and negatively affect the lives of Sylmar residents, particularly in Mountain Glen Terrace Community and those in the neighboring area.
- 4336-7894 | Safety of existing residents. There are many residential communities (including an active nursing home) on the East side of the streets (such as: Maclay, Harding, Gavina and others). During an active emergency (whether it be fire or an earthquake), the safety contingency plan of exiting the area IS (ex: Creek Fire/a Sylmar fire in 2017) and WOULD be complete chaos. On a daily basis (mornings and evenings, particularly on weekdays), there is already existing heavy traffic congestion going west on Maclay St and Hubbard St to go pass/into the 210 Freeway. The evacuation plan of residential communities in the Mountain Glen Terrace area are limited to 3 single lane streets. If an emergency were to occur at an undesirable time, you can expect only a handful of residents from the the Mountain Glen Terrace Community and neighboring communities to survive the calamity. Sylmar is no stranger to fire or earthquakes. The plan to build a railway East of the 210 freeway is a environmental safety hazard that affects many as there is already limited evacuation plans in the area, to build a railway would put more unnecessary lives at risk if an emergency were to occur in the area. Not only would the city have to ensure the safety of the residents, but also the safety of the potential commuters and passengers on this railway. Geographically, the residents east of LA Mission College and Veterans Memorial Community Park are already cornered into the mountain, building the Palmdale to Burbank railway would seal their fate during an emergency with the limited evacuation streets.
- 4336-7895 | Railway crossings. Like I mentioned in my previous comment, there is already existing heavy congestion that residents have to consider during their daily commutes. Now residents will have to consider the railway crossing times and add it to their list of daily concerns. Car to train accidents will be inevitable (ex: derailments, drivers trying to outrun the railway crossing because of the expected traffic, etc). There are many residents including the elderly and children who enjoy walks in the area, building a railway crossing adds accidental safety concerns (residents like their walks because it's simple and there isn't a concern that a train is going to run them over). The noise pollution that these railways can cause in the residential area would be disruptive to the lifestyle and livelihood of others (ex: to those who are trying to sleep during the day for their evening or night shifts). The railways can be used as potential means to commit suicide which would be traumatic for its' residents. Railway crossings can result in devaluation of the residential properties, is the railway company going to provide monthly compensation to the Mountain Glen Terrace communities for their losses if building the Palmdale to Burbank railway negatively affects the homeowners in the area? There is already an existing homeless population in the city, they might find and use railway crossings as shelter which would put their lives at greatrisk. Depending on the season, the area gets hit with strong winds (sometimes the entire day and night), derailments of the railway can be harmful to passengers and residents in the area.
- 4336-7896 | Please consider the many environmental and accidental safety concerns that the Palmdale to Burbank high speed railway will bring to the residents of the Mountain Glen Terrace and neighboring communities.

-Leilani Baclayon

Response to Submission 4336 (Leilani Baclayon, November 29, 2022)

4336-7893

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter states that the project would have impacts to Sylmar residents, as well as notes benefits of the project to commuters and the economy. According to Section 3.12, Socioeconomics and Communities, in the Final EIR/EIS, the Sylmar Community Plan is part of the City of Los Angeles General Plan. This plan was developed in the context of promoting a vision of Sylmar as a community that maximizes the development opportunities of the future rail transit system and supports intermodal mass transportation planning to implement linkages to future rail service. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

4336-7894

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

The commenter expressed concern on effects on local and regional evacuation plans from the project. The Authority appreciates and acknowledges public comments regarding the health and safety of those residing in affected communities. This topic is further discussed in Standard Response PB-Response-S&S-3: Effects on Regional and Local Evacuation Plans.

4336-7895

The commenter expresses concern related to increases in delay and congestion associated with at-grade railway crossings. Due to the operating speeds and safety requirements of the HSR system, no at-grade crossings of the HSR alignment will be permitted. All crossings of cross-streets would be grade separated, with the roadways crossing over or under the tracks. As such, there would be no additional delays to residents driving across the alignment. In addition, in segments where HSR and Metrolink share the right of way, Metrolink trains will also be grade-separated from the local roadways, thereby reducing the frequency and time vehicles are delayed at at-grade crossings. 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.

4336-7896

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors.

The commenter expressed concern on effects to safety and noise from project train operations. Operational noise and effects to noise-sensitive receptors are discussed further in PB-Response-N&V-1. Permanent operational safety impacts from the project are described in Impact S&S#12, in Section 3.11, Safety and Security of this Final EIR/EIS. The design of the Build Alternatives would include safety elements to prevent train-to-train collisions, as well as collisions between trains and objects, vehicles, pedestrians, or bicyclists. These safety elements would include grade separations, physical separations including separation distances and vertical separations, physical protection barrier structures, positive train control (PTC) systems and features, and derailment containment (such as containment parapets, check rails, guard rails, and derailment walls - in the event of a derailment, these walls keep the train within the right-of-way and upright). The Authority will also prepare hazard and threat vulnerability analyses to identify hazards ahead of operations and plan solutions to eliminate or minimize risks (SS-IAMF#3; please refer to Appendix 2-E, Impact Avoidance and Minimization Features of this Final EIR/EIS, for descriptions of IAMFs that will be incorporated into the project design). Through effective planning and implementation of design considerations into the project, impacts on safety from collisions and derailments that could expose passengers, employees, and the public to risks of accidents would be minimized.

Response to Submission 4336 (Leilani Baclayon, November 29, 2022) - Continued

4336-7897

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-SOCIO-2: Property Values.

The commenter requested further information on residential displacements, property values, and compensation from the project. Refer to PB-Response-SOCIO-1, Parcel Acquisitions and Relocations; and PB-Response-SOCIO-2, Property Values, which address displacements and impacts to property values.

The commenter additionally states there could be a safety impact if the existing homeless population uses railway crossings as shelters. As discussed in Section 3.11, Safety and Security of the Draft EIR/EIS, the California HSR System design would include access control and security monitoring systems that could deter such acts and facilitate early detection. The system features include sensors on right-of-way perimeter fencing, closed-circuit television, and security lighting where appropriate. Intrusion-detection technology could also alert to the presence of inert objects, such as debris from tall structures, and stop HSR operations to avoid collisions. For additional information about safety, please refer to Section 3.11, Safety and Security of the Draft EIR/EIS, particularly references to the Authority's Safety and Security Management Plan (page 3.11-10) and the Authority's Technical Memorandum on Safety and Security Design Requirements for Infrastructure Elements (page 3.11-11).

4336-7898

The commenter expressed concern on the potential for high wind events to result in project railroad accidents/derailment.

A description of analyses regarding the potential for railroad accidents/derailment can be found under Impact S&S#12, in Section 3.11, Safety and Security, of this Final EIR/EIS. The design of the Build Alternatives would include safety elements to prevent train-to-train collisions, as well as collisions between trains and objects, vehicles, pedestrians, or bicyclists. These safety elements would include grade separations, physical separations including separation distances and vertical separations, physical protection barrier structures, positive train control (PTC) features, and derailment containment. In addition, the design of the California HSR System includes an operations and maintenance plan that includes schedules and procedures for the periodic maintenance of the track, right-of-way, power systems, train control systems, signaling, communications, and safety systems required for operations of the system. Scheduled maintenance of operations and safety systems would minimize the potential for failure of systems that could lead to derailment.

Submission 4337 (Dirty D, November 29, 2022)

Palmdale - Burbank - RECORD #4337 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Dirty
Last Name : D

Stakeholder Comments/Issues :

> Begin forwarded message:

>

> From: Dirty D <badassmofone@gmail.com>

> Subject: Palmdale to Burbank Project Section Draft EIR/EIS Comment

> Date: November 28, 2022 at 9:14:43 AM PST

> To: Dirty D <badassmofone@gmail.com>

>

4337-7889 | > Why is the high speed rail route been changed from the route we voted on which followed the I-5 corridor. We did not approve this new route.

4337-7890 | > How is our infrastructure (roads,traffic) to support this new route we didn't vote for? Over 1,000,000 dumptruck loads of dirt on our residential streets.

4337-7891 | > Why are we tunneling under houses and into a National forrest upsetting wildlife and our precious water table in the mountains?

4337-7892 | > Why are you not holding community meetings IN PERSON like we did last time this was tried to be pushed through? Covid restrictions are lifted. In remember last round of this fight the ENTIRE COMMUNITY got together to push back and it was working. We don't want this disruption in our neighbourhoofs and the subsequent property value loss this will cause. Wht you are trying to do is underhanded by not announcing this in a public forum with advertising and actual meetings. I was lucky to stumble upon this deadline. How many hundreds of thousands don't even know this is back on our doorstep. Have a little backbone and email me back who exactly is tesponsible for these decisions so I can start a campaign to vote them out next chance. I hope all of your proposals get lost in the cloud and you have to start over. ...

>

> An angry decieved resident

>

> Probably Sent From A Blackout . . . I Can't Remember

>

>

Response to Submission 4337 (Dirty D, November 29, 2022)

4337-7889

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

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. The commenter is concerned about the change from the original proposed route which the commenter states would follow the I-5 corridor. The preferred alternative identified in the 2005 Statewide EIR/EIS would have followed the Soledad Canyon/SR 14 corridor then connected to the MTA/Metrolink corridor (see Figure 2-1 in the Draft EIR/EIS). During the programmatic analysis, an alignment along the I-5 corridor was considered but was rejected due to potential for greater environmental impacts, constructability, and feasibility concerns. An I-5 alignment would also not meet the Authority's stated purpose, need, and objectives by bypassing the Antelope Valley. Alternatives were developed, taking into account alignment and station development considerations in both Palmdale and Burbank. Design options within individual alternatives were evaluated to isolate concerns and to screen and refine the alternatives to avoid adverse environmental effects or to improve performance. Alternatives included in the Preliminary Alternatives Analysis (PAA) Report (Authority 2010c) are discussed further within Chapter 2, Alternatives, of the EIR/EIS. Additional information on alternatives preliminarily considered but not carried forward for full evaluation in the Draft EIR/EIS can be found in the PAA Report (Authority 2010c), the 2012 SAA Report (Authority 2012a, 2012b), the 2016 SAA Report, and the Alternatives Screening Memorandum (Authority 2016a).

4337-7890

The commenter is concerned about the amount of spoils hauling activity on local residential streets. Chapter 2 presents the methodology and calculations for calculating the amount of construction spoils hauling activity generated by the project. For the transportation analysis, the focus was on the number of construction spoils hauling truck trips during the weekday AM and PM peak hours, not the annual number of construction truck trips.

The potential effects of construction-related traffic are documented in Section 3.2.6.1 for the Existing (Year 2015) Plus Spoils Hauling Conditions and Existing (Year 2015) Plus Construction Conditions. The majority of construction spoils hauling trips would use rural roadways to access SR 14 and not use residential streets. In addition, trucks would be directed to use city and county Truck Routes as much as possible. Mitigation Measure TR-MM#12 requires the development of a transportation Construction Management Plan (CMP) that would include the development of alternative routes to reduce the potential for construction trucks using residential streets.

No further response is needed, as the comment does not address the adequacy of the EIR/EIS analysis.

4337-7891

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, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter inquired as to the reason for HSR tunneling under residential areas and the Angeles National Forest which may disturb wildlife as well as the water table. Please refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest (ANF), and Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife. Tunneling is being used throughout much of the PB project alignment in order to avoid impacts to communities and resources on the surface.

Response to Submission 4337 (Dirty D, November 29, 2022) - Continued

4337-7892

Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, PB-Response-SOCIO-2: Property Values.

The commenter inquired why there was no community meeting that was held in person versus a virtual meeting and expressed concerns about their community missing the opportunity to voice their opinions and concern for property value loss from the proposed project. Please refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS which discusses the process used to reach out to the public. The public outreach process included two online and two in-person meetings to allow residents multiple opportunities to provide comments. The online Open House and Public Hearings were held on October 6, 2022, and October 18, 2022 while the in-person meetings were held on October 8, 2022 and October 12, 2022. The in-person meeting on October 8, 2022 was held in Acton and the October 12, 2022 meeting was held in Pacoima. Notification efforts for the in-person meetings included an e-blast, notification through social media channels, promotion through local newspapers in English and Spanish, and providing information during the online Open House. Additionally, please refer to Standard Response PB-Response-SOCIO-2: Property Values which addresses concerns the community has relating to the impacts to their property value. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4338 (AI Johnson, November 29, 2022)

Palmdale - Burbank - RECORD #4338 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : AI
Last Name : Johnson
Attachments : PB_4338_S_Score_Project Email-Original.pdf (1 kb)

Stakeholder Comments/Issues :

4338-7888

I would like to express my strong opposition to the high-speed rail project. It would have a terrible impact on the environment, disrupt countless people's lives, and be way too expensive for any benefit.

AI Johnson
Shadow Hills

Response to Submission 4338 (Al Johnson, November 29, 2022)

4338-7888

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter expressed opposition to the California HSR System, including the HSR Palmdale to Burbank Project Section due to impacts on the environment, disruption to people's lives, and cost. Detail regarding the specific costs for the Palmdale to Burbank Project Section, and associated cost estimates for each of the six Build Alternatives are analyzed in Chapter 6, Project Costs and Operations of this Final EIR/EIS. Additionally, Appendix 6-A and 6-B in Volume 2 of the EIR/EIS contains a further analysis of the cost via the cost estimate report developed by the Authority. In addition, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section because in their opinion, there is no benefit. The Build Alternatives would 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 vehicular, pedestrian, and cycling 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 to all travelers in the project study area, including travelers in the San Fernando Valley. For additional discussion on the project's benefits, please refer to Chapter 1, Project Purpose, Need, and Objectives, which addresses the project benefits further in Section 1.2.5, Project Benefits of the Draft EIR/EIS.

Submission 4339 (Marie Janet Millan, November 29, 2022)

Palmdale - Burbank - RECORD #4339 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Marie Janet
Last Name : Millan

Stakeholder Comments/Issues :

4339-8065 | We strongly oppose this rail way project that will dig directly under the Mountain Glen 2 Community in Sylmar.
4339-8066 | This Will greatly impact our community and the whole of the City of Sylmar as a whole. The project can just build or upgrade the existing rail way going to Palmdale or build on the middle of CA 14 freeway. The City of Sylmar is under an earthquake fault, the great San Andreas. If an earthquake hits, this will annihilate the entire City and the entire neighborhoods. BUILD IT SOMEWHERE ELSE OR BETTER YET, CANCEL THE PROJECT. WE DO NOT WANT IT.

Response to Submission 4339 (Marie Janet Millan, November 29, 2022)

4339-8065

The commenter expresses concern regarding the Palmdale to Burbank Project Section being built directly under the Mountain Glen II Community in Sylmar. The Authority weighed a variety of issues, including natural resource and community impacts, the input of the communities along the route, the views of federal and state resource agencies, project costs, constructability, and other differentiators to identify what the Authority believes is the best Build Alternative to achieve the project's Purpose and Need. 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 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. The commenter did not identify specific issues related to construction underneath their community. Impacts related to construction underneath communities are discussed throughout Chapter 3 the Draft EIR/EIS.

4339-8066

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expressed opposition for the project and indicated that they would prefer if the project would upgrade the existing Metrolink system or construct the HSR alignment in the median of the State Route 14. The commenter also expresses concerns with seismic activity. The commenter's opposition for the HSR Build Alternative is acknowledged, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Regarding the commenters preference for an alternative that uses the median of the SR 14 Freeway, a 2012 Supplemental Alternatives Analysis (SAA) Report explained that an alignment in the median of the SR 14 freeway would require slower train speeds and would not meet the project purpose or objectives and was therefore eliminated from consideration. Regarding the commenters' preference for upgrading the existing Metrolink system, the Authority considered multiple alignments that would have utilized Metrolink's existing infrastructure, however the Authority determined that sharing existing commuter and freight tracks would not meet the California HSR System's purpose or objectives and that a dedicated track would be necessary to achieve the performance goals of the California HSR system. For additional discussion regarding the Authority's development and selection of the alternatives analyzed in the Final EIR/EIS, please refer to Standard Response-PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses why alternatives were not carried forward, including those that would upgrade the existing Metrolink system or construct the HSR alignment in the median of the SR 14 freeway.

To address the commenters concerns regarding earthquake faults and seismic activity, please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which discusses risks of seismic activity associated with construction of the project.

Submission 4340 (Barbara Patton, November 29, 2022)

Palmdale - Burbank - RECORD #4340 DETAIL

Status : Action Pending
Record Date : 11/29/2022
Interest As : Individual
First Name : Barbara
Last Name : Patton

Stakeholder Comments/Issues :

- 4340-8061 | I support the "No Project Alternative".
- 4340-8062 | We are in a drought and the water usage to keep down the dust for this project is unsurmountable. Who will be paying for the water during and after the construction? I have horses and they need water and you will be destroying our critical ground water sources in the mountains.
- 4340-8063 | Who will pay for the damage to our homes from the vibration due to the tunneling through the Angeles National Forest and through the Hansen Dam area? Our property values in Shadow Hills and all the affected areas will be decreased by all of this unnecessary "train wreck".

| What about all of the wildlife that will be destroyed?
- 4340-8064 | This is a senseless "Project" and you need to find a different route not through the Angeles National Forest and through our horse keeping areas. Why do we need the "High Speed Train" in our rural area?

| Thank you for your consideration.

Barbara Patton
10541 Art Street
Shadow Hills
Sunland CA 91040

Response to Submission 4340 (Barbara Patton, November 29, 2022)

4340-8061

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter indicates support for the No Build Alternative. This comment presents an opinion on the HSR Palmdale to Burbank Project Section. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. 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.

4340-8062

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest.

The commenter notes that the State of California is in a drought; notes that the water used to minimize dust is “unsurmountable”; asks who will pay for the water used during and after construction; and states that the Authority would destroy critical groundwater sources in the mountains. The contractor will likely pre-water and re-water the site to maintain sufficient soil moisture content to reduce dust. Please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage for more information on the Authority’s water supply during construction, including water supply during dry and multiple dry years. For operation of the Project, the only operational water demand would be from operation of high-speed trains and stations. Please refer to Impact PUE#8 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS for additional information regarding water providers, including during dry and multiple dry years. The Authority would be responsible for paying for water. Regarding potential impacts on groundwater in the mountains, Section 3.8.6.3 of the Draft EIR/EIS indicates that while project construction could temporarily affect groundwater conditions in certain High Risk Areas, the Authority does not reasonably foresee this effect interfering substantially with groundwater recharge and consequently impeding sustainable groundwater recharge in a groundwater basin. Additionally, groundwater intrusion into tunnels would be minimized by implementation of HYD-IAMF#5 (tunnel boring machine design features), HYD-IAMF#6 (tunnel lining systems), and HYD-IAMF#7 (grouting). In the unlikely event that water supplies are adversely impacted, the Authority will implement an Adaptive Management and Monitoring Plan (AMMP) as required by mitigation measure HWR-MM#4. The AMMP includes groundwater monitoring requirements, provisions for augmenting water supplies, and actions to restore affected resources, if necessary. For additional information about the impacts on groundwater within the ANF (i.e., within the mountains), please refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest.

Response to Submission 4340 (Barbara Patton, November 29, 2022) - Continued

4340-8063

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter asks who will pay for damage to homes from vibration associated with tunneling, states that property values will decrease, and asks about wildlife that would be destroyed. The commenter also identifies themselves as being located within the Shadow Hills area. First, as a matter of clarification, Shadow Hills is located near the E2 and E2A Build Alternatives. The Authority's Preferred Alternative is the SR14A Build Alternative, which is located more than 2 miles from the home address provided by the commenter. As such, the SR14A Build Alternative would not tunnel under homes in Shadow Hills. Regarding the comment about who will pay for damage to homes from vibration, please refer to Table 3.4-49 and Table 3.4-50 in the Draft EIR/EIS, which summarize the NEPA and CEQA conclusions regarding construction vibration impacts on sensitive receivers. As described under Impact N&V#3, given the depth at which tunnels would be bored, it is unlikely vibration would be perceptible. Further, any such vibration would be transitory in nature as tunneling progresses and would likely affect any given location for only a few days. In addition, conveyors would be used for transporting excavated material from the tunnel boring machines, avoiding the use of muck trains (high-powered wheelbarrows), which is typically the major concern regarding vibration impacts from tunneling operations. As such, the Draft EIR/EIS identifies that there would be no adverse effect under NEPA to residential receivers as a result of construction vibration, and that impacts related to damage to houses from vibration would be less than significant under CEQA. Regarding the comment about property values, please refer to Standard Response PB-Response-SOCIO-2: Property Values, which addresses concerns related to property values. Regarding the comment about wildlife, the Draft EIR/EIS assessed the potential impacts to wildlife. Please refer to Section 3.7, Biological and Aquatic Resources of the Draft EIR/EIS.

4340-8064

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

The commenter expressed a preference for a route that does not go through the Angeles National Forest or through their horse keeping areas. The commenter also inquired about the need for the project. The commenter also expresses opposition to the project.

In response to the commenters preference for a route that does not go through the Angeles National Forest or through their horse keeping areas, the Build Alternatives tunnel through the Angeles National Forest in order to avoid significant impacts to existing communities and community facilities. For additional discussion about the development and selection of the Build Alternatives discussed in the EIR/EIS, please refer to Chapter 2, Alternatives as well as Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the alternative development and selection process and has information regarding why the Preferred Alternative was preferred over other alternatives. For additional discussion about potential noise impacts on domestic animals including horses, please refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

Regarding the commenters inquiry about the need for the project, please refer to Chapter 1, Project Purpose, Need, and Objectives, which identifies the need for the California HSR System and the Palmdale to Burbank Project Section.

Regarding the commenter's opposition to the project, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Submission 4341 (Samantha Millan, November 29, 2022)

Palmdale - Burbank - RECORD #4341 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Samantha
Last Name : Millan

Stakeholder Comments/Issues :

To whoever it may concern,

4341-8059 | I live in Mountain Glen II community in Sylmar, CA. According to this proposal the high speed rail will be running under our community. This is not ideal for the whole community as we are already on an earthquake fault line and building this railroad could cause more harm than good. There are lots of families including older people, babies, and disabled people that live in our community that can be directly affected by this project. We are also more vulnerable during fire season due to the surrounding mountains, therefore, our community is under a lot of stress already.

4341-8060 | If you continue with this project you folks are going to take 100% of the responsibility of any damages this rail road causes to the houses and or families in this community. Please reconsider this project as this isn't as simple as just building a new house, this affects a lot of families and the environment, especially with the placement of the railroad track.

Response to Submission 4341 (Samantha Millan, November 29, 2022)

4341-8059

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-S&S-1: Wildfire.

The commenter expresses opposition to the Palmdale to Burbank Project Section, stating that the tunneling beneath the Mountain Glen II community would be dangerous due to existing fault lines and would increase the community's vulnerability to fire hazards. The commenter's opposition to the HSR project is acknowledged. To address the concerns, please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, for discussion regarding impacts on seismic activity, and PB-Response-S&S-1: Wildfire, which discusses concerns related to wildfire risk. 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.

4341-8060

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-SOCIO-2: Property Values.

Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, PB-Response-SOCIO-2: Property Values, PB-Response-ALT-1: Alternatives Selection and Evaluation Process. The commenter expresses concern related to the project's impact on homes and communities. The commenter's concern is acknowledged. Please refer to Standard Responses PB-Response-SOCIO-2: Property Values and PB-Response-AQ-2: Health Risks and Impacts, which addresses project impacts relating to community and homes. Also refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which addresses the alignment alternatives and their environmental impacts considered during the alternatives screening and evaluation process.

Submission 4342 (Cyrille Aggarao, November 29, 2022)

Palmdale - Burbank - RECORD #4342 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Cyrille
Last Name : Aggarao

Stakeholder Comments/Issues :

4342-8058

I am opposed of this construction that will be built beneath my community.

Response to Submission 4342 (Cyrille Aggarao, November 29, 2022)

4342-8058

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-1: Frequently Asked Questions, PB-Response-GEN-4: General Opinions, Opposition or Support.

The comment expresses opposition to construction underneath their community. The Authority weighed a variety of issues, including natural resource and community impacts, the input of the communities along the route, the views of federal and state resource agencies, project costs, constructability, and other differentiators to identify what the Authority believes is the best Build Alternative to achieve the project's Purpose and Need. For a response to comments on whether and how the Preferred Alternative was selected, refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. Please also see Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Submission 4343 (Angela Millan, November 29, 2022)

Palmdale - Burbank - RECORD #4343 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Angela
Last Name : Millan

Stakeholder Comments/Issues :

4343-8057

I live in Mountain Glen II community on Harding St. in Sylmar, CA. Per the Palmdale to Burbank section of the proposed high speed rail, the project will tunnel directly under our community. My family as well as the whole community of Mountain Glen are strongly opposed to your proposed plan. Since this area is located near an earthquake fault line, the plan to build this proposed project will cause irreparable harm and danger to the people and wildlife surrounding the area.

We have built a home and community in Mountain Glen since 2002 when this community was first opened. We have grown accustomed to the area and surroundings. Most of our lives is in that home and all our fondest memories reside within that community. How can we be assured that this project will not cause any harm to the people that live above the proposed project?

We know very well that there are already many natural factors that pose a risk to our everyday lives such as fires, potential earthquakes, etc. Building this high speed railway below our community will unnecessarily heighten that risk and will definitely cause more stress and worry to our family and neighbors.

I am asking that you do not proceed with this plan as the risks greatly outweigh the benefits.

Response to Submission 4343 (Angela Millan, November 29, 2022)

4343-8057

Refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-S&S-1: Wildfire.

The commenter lives in Mountain Glen II and expresses opposition to the Palmdale to Burbank Project Section, because of concerns related to tunneling beneath the commenter's property and the possibility for seismic events and wildfires. The commenter's opposition to the HSR project is acknowledged. Please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-S&S-1: Wildfire, and PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., which address these issues. 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 4344 (C Kramer, November 29, 2022)

Palmdale - Burbank - RECORD #4344 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : C
Last Name : Kramer

Stakeholder Comments/Issues :

4344-8055

There are better ways to spend billions of dollars than on a project which will require endless subsidies from taxpayers.

The CAHSR project is already billions over budget with the latest cost estimate at \$105 billion for Phase one alone (although the full project was promoted to voters in 2008 at an estimate of \$30-\$45 billion). CAHSR has been delayed for years with no known completion date or cost, and like all transportation projects will cost 3 or more times whatever the final estimate we are given.

No private partners have stepped forward to support it because they know it is a bad investment.

4344-8056

Meanwhile CA is requiring all new vehicles to be electric in 2035. Power companies already can't handle the load now when it gets hot or the wind blows. California needs massive improvements to the grid to handle the increased demand. This kind of money being used for CAHSR needs to be repurposed towards updating the power grid and used to fix California's water shortage/drought issues, not this high speed rail project.

If this wasteful project is allowed to move forward, costs will be paid through higher taxes and electric utilities rates, and the real issues facing California's livability, power and water, will continue unaddressed.

Response to Submission 4344 (C Kramer, November 29, 2022)

4344-8055

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter expressed concerns related to cost. The commenter's cost and financial concerns are acknowledged. For information about cost estimates, refer to Chapter 6 of this Final EIR/EIS and to the Authority's Business Plans, which can be found at the Authority's website, www.hsr.ca.gov. Refer to Standard Response PB-Response-GEN-2: Project Cost and Funding. 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.

4344-8056

Refer to Standard Response PB-Response-PUE-1: Energy Use and Consumption.

The commenter expressed concerns about utility infrastructure being able to handle increased energy load demand in the future, and suggests that funding for the project be repurposed toward updating the state's power grid and water supply issues. Refer to Standard Response PB-Response-PUE-1: Energy Use and Consumption. 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 4345 (Raquelle Vallejo, November 29, 2022)

<p>Palmdale - Burbank - RECORD #4345 DETAIL</p>	4345-8561	increased activity.	
<p>Status : No Action Required Record Date : 11/29/2022 Interest As : Individual First Name : Raquelle Last Name : Vallejo</p>	4345-8562	<p>- ** SEISMICITY:* Each/all routes cross the San Andreas, San Gabriel, Sierra Madre, and Verdugo Fault Zones.</p>	
<p>Stakeholder Comments/Issues :</p>			
4345-8559	<p>[- ** WATER: *Tunneling jeopardizes critical groundwater sources in the mountains that provide drinking water to LA. - - We have horses and other animals, they need water to thrive. They are more important than providing water during and after construction. - - We are in another epic drought and HSR will use hundreds of millions of gallons of water: to constantly spray their construction areas to mitigate fugitive dust, to provide water for tunneling operations, and they even have a plan to truck in tens of millions of gallons of water for the oak trees in the Angeles National Forest (ANF) if tunneling causes dewatering (which is a very real possibility).</p>	4345-8563	<p>- ** AIR QUALITY:* Construction will generate more greenhouse gases than it will recoup in 70 years of operation. CHSRA is a beneficiary of Cap & Trade funds as it claims it is a "green project," but the irony is that CHSRA will have to PURCHASE offset credits during construction as its pollution levels exceed AQMD standards. * AESTHETICS: Designated scenic corridors will be blighted with multi-acre construction staging areas to house construction equipment, concrete batch plants, and more. Portals aren't just tunnel openings; they have huge infrastructure with them, including 65' three-story buildings. One proposed route (E2) still includes a viaduct to carry the train out of the mountain and over the Big Tujunga Wash, and requires raising Wentworth Street 30 feet.?</p>
4345-8560	<p>- ** LIVING THROUGH CONSTRUCTION:* Construction here will take AT LEAST 7 years, probably more than 10. - - Construction staging areas nearby are proposed throughout our foothill area. - - There will be noise, vibration, dust, and exhaust as millions of truck trips are needed to haul spoils out of bored tunnels. - - Traffic will increase for these millions of truck trips on our local roads and the 5/210 freeways.</p>	4345-8565	<p>- ** NON-ENVIRONMENTAL ISSUES: * - - Instead of fully studying important topics (e.g., seismicity) prior to approving the project, the Authority places the brunt of the study work and planning on contractors to be hired AFTER the project is approved. - - The Authority employs a 15/85 design plan, which means that only 15% of the project needs to be designed before the project is approved. - - The total budget has ballooned from \$16.5 in 1996 to \$105 Billion in 2022, and not a single inch of track has been laid. - - Permanent forfeiture of property, sales, utility users and payroll taxes that fund schools, parks, public safety, libraries, Social Security/Medicare (and more) due to loss of businesses which currently generate this revenue.-- - OUR WORLD AS IT STANDS TODAY IS IN CRITICAL STANDING. THE HSR WILL BECOME PART OF THE CRITICAL DESTRUCTION OF LIFE AND WHAT LIFE NEEDS TO SUSTAIN ITSELF IN THE ANGELES NATIONAL FOREST AREAS. .</p>
4345-8561	<p>- ** SURFACE IMPACTS TO THE ANGELES NATIONAL FOREST AND THROUGHOUT OUR COMMUNITIES: *Tunneling beneath the ANF does NOT mean there are no impacts to the Forest. This train means there will be manmade encroachments in the ANF where none exist now: - - Adding buildings in the Forest used to access the tunnels and provide ventilation, plus access roads and power lines. Portals (twin tunnel openings, each 30' in diameter, from which the train will emerge) will be at borders to the ANF and in the Shadow Hills hillside on Wentworth for one route, E2. - - Wilderness areas will be disrupted, including routes that cross the Pacific Crest Trail, Rim of the Valley Trail, San Gabriel Mountains National Monument. - - Wildlife throughout the ANF, Hansen Dam, and throughout our area will be impacted by years of construction invading their habitat. - - Additional fire hazards will be created due to construction and</p>		<p>ALL THE ABOVE QUESTIONS MUST BE ADDRESSED. THANK YOU</p>
			<p>raquellevallejo@gmail.com</p>

Response to Submission 4345 (Raquelle Vallejo, November 29, 2022)

4345-8559

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-PUE-3: Water Demand and Usage.

The commenter expresses concern that tunneling in the San Gabriel Mountains may jeopardize critical groundwater sources, including drinking water supplies for Los Angeles and water to support horses and other animals. The commenter also questions the use of water for the project given the drought conditions in the regions. Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage regarding water use during construction, including during dry and multi-dry years. See Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, for a discussion of hydrogeologic impacts that would result from tunneling under the ANF. Regarding the comment about dewatering from tunneling and impacts on groundwater sources, including drinking water, potential risks and impacts on groundwater from tunnel construction in the ANF are analyzed in detail in Section 3.8, Hydrology and Water Resources, specifically in Impact HWR#5 (Changes in Hydrogeologic Conditions Associated with Tunnel Construction Beneath the ANF which May Affect Surface and Subsurface Water Resources) and HWR#6 (Project Operation Effects on Water). These risks and impacts are addressed by the Authority's use of state-of-the-art design features and construction methods to avoid and minimize impacts on hydrologic resources, including through the use of tunnel boring machines (TBMs) with features to reduce or prevent inflows and grouting and tunnel-lining approaches that have proven effective at controlling water seepage. These measures are identified in HYD-IAMF#5 (TBM Design Features), HYD-IAMF#6 (Tunnel Lining Systems), and HYD-IAMF#7 (Grouting). To address potentially significant impacts to surface water resources and wells within the ANF, the Authority will also implement an Adaptive Management and Monitoring Plan (AMMP) as required by mitigation measure HWR-MM#4. The AMMP includes monitoring protocols to establish baseline conditions for surface water resources and to allow for the detection of changes in groundwater conditions related to tunnel construction to ensure timely implementation of remedial measures. The AMMP includes provisions for augmenting water supplies for wells and actions to restore affected resources, if necessary. See Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles

4345-8559

National Forest, for additional information about potential hydrogeologic impacts in the Angeles National Forest. Regarding affects of the project's water usage on domestic animals please see Standard Response PB-Response-PUE-3: Water Demand and Usage. Based on review of all the water providers in the project area, including through review of existing plans such as UWMPs and through personal communication with water agencies, the Authority has identified a portfolio of water supplies that would meet the project's temporary water demand during construction during normal years, as well as dry and multiple dry years. The Authority acknowledges the uncertainty of potable water availability during dry and multiple dry years, and as indicated in this response, the Authority acknowledges that potable water for construction may be curtailed during dry and multiple dry years to prioritize serving existing customers. However, the Authority has identified recycled water providers that have available supply during dry and multiple dry years that can be used in the event of water curtailment for the project. As such the use of water for construction purpose would not affect local supplies including those used for domestic animals.

Response to Submission 4345 (Raquelle Vallejo, November 29, 2022) - Continued

4345-8560

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-TRA-1: Temporary Traffic Associated with Construction.

The commenter expressed concerns related to project construction. Traffic IAMFs included in the EIR/EIS would reduce impacts to public roadways during construction through creation of a Construction Transportation Plan which would establish construction truck routes, among other features. Even with implementation of IAMFs, the project would result in a significant impact from construction related air quality emissions, these impacts are considered temporary because they are only related to construction activities and would not continue during operation. AQ-IAMF#1 requires the construction contractor to prepare a fugitive dust control plan for each construction segment to control dust from construction, including from haul trucks. AQ-IAMFs#3-5 describe the Authority's commitment to minimizing and controlling exhaust emissions from all heavy-duty diesel-fueled construction equipment and on-road trucks, reducing criteria emissions from construction equipment, and reducing criteria emissions from on-road construction equipment. Mitigation measure TR-MM#12 would further reduce impacts through implementation of a Transportation Construction Management Plan. As noted in Section 3.4.6.3 of Section 3.4, Noise and Vibration, of this EIR/EIS, given the depth of the bored tunnels (ranging from approximately 70 to 500 feet below the surface), it is unlikely vibration would be perceptible during construction or operation. Please refer to Standard Responses PB-Response-TRA-1: Temporary Traffic Associated with Construction, Standard Response PB-Response-TRA-2: Impacts of Tunnel Spoils Off-Haul/Deposition, Standard Response PB-Response-AQ-1: Construction-Period Emissions, and Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, which address these concerns.

4345-8561

Refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., 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, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only), PB-Response-S&S-1: Wildfire.

The commenter expresses concerns for impacts to the Angeles National Forest (ANF) from introduction of "manmade" structures, including concerns related to disrupting wilderness areas; routes that cross the Pacific Crest Trail, Rim of the Valley Trail, San Gabriel Mountains National Monument; wildlife; and fire hazards.

Please see Standard Responses PB-Response-ALT-2: Unique Tunnel Elements –Windows, Adits, Tunnel Boring Machines, etc., 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, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only), and PB-Response-S&S-1: Wildfire.

Above ground permanent facilities within the ANF would be located on in-holdings. These are properties within the ANF that are privately owned and may currently have existing structures on them (e.g., houses). The Build Alternatives cross areas of the ANF that have other encroachments within the forest such as major electrical transmission lines and roadways. The only Build Alternative that would cross the Pacific Crest Trail (PCT) at grade and potentially impact the trail is the Refined SR14 Alternative. This is not the Authority's preferred alternative. The Authority's preferred alternative is the SR14A which would cross the PCT underground in a bored tunnel and would have no effect on the existing trail. For more information regarding the Preferred Alternative, please refer to Chapter 8 of the Draft EIR/EIS.

Response to Submission 4345 (Raquelle Vallejo, November 29, 2022) - Continued

4345-8562

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern related to seismicity due to the HSR Palmdale to Burbank Project Section crossing fault lines. Please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity.

4345-8563

The commenter states construction will generate more greenhouse gases than it will recoup in 70 years of operation and states there is irony in HSRA having to purchase offset credits during construction. Table 3.3-44 in Section 3.3 of the Draft EIR/EIS shows the payback of GHG emissions for the six Build Alternatives. Depending on the Build Alternative and ridership scenario, construction-related GHGs would be paid back in 4 to 6 months of project operation, meaning that it would take between 4 to 6 months of operation of the Palmdale to Burbank Project Section to offset construction-related GHG emissions, not the 70 years indicated in the comment. In summary, “[a]fter a maximum of 6 months, the Build Alternatives would result in net annual emissions reductions and a GHG benefit” (Draft EIR/EIS, p. 3.3-126). As discussed in Section 3.3.7, mitigation measures are included to offset, and significantly lessen, impacts associated with construction air emissions via agreements with the applicable air districts (see AQ-MM#1 to AQ-MM#3).

4345-8564

Refer to Standard Response PB-Response-AVQ-1: Impacts to Scenic Vistas and Scenic Drives, PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash, PB-Response-AVQ-3: Effects on Visual Quality during Construction.

The commenter is concerned about the visual effects of the Project during construction on Scenic corridors and the Big Tujunga Wash area. These topics are discussed in PB-Response-AVQ-1, PB-Response-AVQ-2, and PB-Response-AVQ-3.

4345-8565

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter expresses concern regarding project design before approval, increasing budget, and the forfeiture of property leading to tax revenue loss. Please refer to Chapter 2, Section 2.9.1, and Section 2.9.3 for a discussion regarding project design and buildout approvals and schedule. Commenter expresses concern about the increasing budget for the Palmdale to Burbank Project Section. Please refer to Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. Commenter also expressed concern regarding lost tax revenue as a result of loss of businesses. Please refer to Impact SOCIO#2: Long-Term Effects on Property and Sales Tax Revenues from Operations, in Draft EIR/EIS Section 3.12, Socioeconomics and Communities. 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 4349 (Garik Kirakosyan, Hollywood Beautification Team, November 29, 2022)

Palmdale - Burbank - RECORD #4349 DETAIL

Status : Action Pending
Record Date : 11/29/2022
Interest As : Individual
First Name : Garik
Last Name : Kirakosyan

Stakeholder Comments/Issues :

To whom it may concern,

4349-8053 | I am writing to express my deep concern about this high speed rail project from Burbank to Palmdale. I wish to be on the contact list for further information about this project. This project as presented would be devastating to the environment and to our local communities. The cost overruns and mismanagement of this project caused me great concerns about our State Government in general.

4349-8054 | I have a question and would appreciate a full and complete answer. I need to know what City, County, and State elected officials representing this area have commented on this project and what those comments were.

Sincerely,

Sharyn Romano
Hollywood Beautification Team

CONFIDENTIALITY NOTE:

The information in this e-mail and attachments, if any, may be confidential, privileged and protected from disclosure under applicable laws. It is intended for the use of only the individual to whom it is addressed. If the reader of this message is not the intended recipient, notice is hereby given that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this in error, please notify us immediately. Thank you.

Response to Submission 4349 (Garik Kirakosyan, Hollywood Beautification Team, November 29, 2022)

4349-8053

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed concern regarding impacts to the environment and local communities and requested to be added to the contact list for the project. Also refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter has been added to the project contact list. For specific environmental concerns refer to Chapter 3, Affected Environmental, Environmental Consequences, and Mitigation Measures, which discusses potential impacts on environmental resources and mitigation to minimize impacts within the Palmdale to Burbank Project Section. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Each of the Build Alternatives incorporate standardized HSR features to avoid and minimize impacts. These features are referred to as impact avoidance and minimization features (IAMFs). IAMFs are standard practices and design features that provide specific means to avoid and reduce impacts. The IAMFs are included in all Build Alternatives and will be implemented by the Authority as integral components of any alternative that may be approved during design and construction. As such, the analysis of impacts of the Build Alternatives in each subsection factors in all applicable IAMFs. For information about cost estimates, refer to Chapter 6, Project Costs and Operations, of this Final EIR/EIS and to the Authority's Business Plans, which can be found at the Authority's website, www.hsr.ca.gov.

4349-8054

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

The commenter inquired about the comments submitted by elected officials. Please refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS. All comments received on the Draft EIR/EIS, including any received from any elected officials, will be published in Volume 4 of the Final EIR/EIS.

Submission 4352 (Francis Zambas, November 29, 2022)

Palmdale - Burbank - RECORD #4352 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Francis
Last Name : Zambas

Stakeholder Comments/Issues :

4352-8052 | Strongly disagree with GII project especially the tunnel

Response to Submission 4352 (Francis Zambas, November 29, 2022)

4352-8052

The commenter expressed disagreement with the "GII project especially the tunnel." It is unclear what the "GII project" means. The commenter did not identify specific issues related to tunneling. Impacts related to tunneling are discussed throughout the EIR/EIS. 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 4353 (Mark Winters, November 29, 2022)

Palmdale - Burbank - RECORD #4353 DETAIL

Status : Action Pending
Record Date : 11/29/2022
Interest As : Individual
First Name : Mark
Last Name : Winters

Stakeholder Comments/Issues :

4353-8051 | NO to the high speed rail line destroying the tujung wash! NO to E2A!

Response to Submission 4353 (Mark Winters, November 29, 2022)

4353-8051

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

The commenter expresses opposition to the E2 and E2A Build Alternatives, because the two alignments would traverse the Tujunga Wash. The E2A Build Alternatives were introduced in the 2016 Supplemental Alternatives Analysis Report and were designed to reduce surface impacts by increasing tunnel length and avoiding the mitigation area within Big Tujunga Wash. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discussed how the Build Alternatives were evaluated and selected for consideration.

Based on the public and agency outreach information included in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments on whether and how the Preferred Alternative was selected, refer to PB-Response-GEN-1. For a response to comments on project impacts on Big Tujunga Wash, refer to PB-Response-PR-2 and PB-Response-AVQ-2.

Submission 4354 (Hally Mc Lay, Bolton Hall Museum of Sunland-Tujunga, November 29, 2022)

Palmdale - Burbank - RECORD #4354 DETAIL

Status : No Action Required
Record Date : 11/29/2022
Interest As : Individual
First Name : Hally
Last Name : Mc Lay

Stakeholder Comments/Issues :

4354-8050

NO to the proposed line through the Tujunga Wash. NO to line E2, E2A.
Tongva artifacts were discovered in the 90s in the line's proposed area and could erase and disrupt not only thousands of years of the history of the people who have lived in Sunland for millennia but also the important wildlife that thrive in that area. It is also right next to a wildlife sanctuary.

Response to Submission 4354 (Hally Mc Lay, Bolton Hall Museum of Sunland-Tujunga, November 29, 2022)

4354-8050

The commenter indicated opposition to the E2 and E2A alternatives, that Tongva artifacts were discovered in the 1990s along the proposed alignment for the E2 and E2A Alternatives, that these alternatives could erase and displace thousands of years of history and affect wildlife.

Precontact Native American and historic period archaeological sites were previously identified in the vicinity of Tujunga Wash in the 1970s, 1980s, and 1990s. While Alternatives E2 and E2A would cross the mouth of Tujunga Wash by a viaduct, none of these previously identified archaeological sites are known to intersect the E2 and E2A alternatives, and the known boundaries of these sites all are more than 0.35 mile away from where the E2 and E2A alternatives cross the Tujunga Wash. The geoarchaeology sensitivity study prepared for the Palmdale to Burbank Project Section identifies the vicinity of Tujunga Wash as archaeologically sensitive. The chosen project alternative will be surveyed for archaeological resources in accordance with the Section 106 Programmatic Agreement. As stipulated in the Section 106 Programmatic Agreement, Stipulation VI.E, phased identification (including testing and evaluation of archaeological resources) will occur as access is granted, the project design is refined, and where adverse effects are likely to occur. These phased efforts will be conducted pursuant to the Palmdale to Burbank Project Section Memorandum of Agreement and Archaeological Treatment Plan, and will be documented in Supplemental Archaeological Survey Reports, Extended Phase I, and Archaeological Evaluation Reports. If archaeological resources are identified during the construction phase, consistent with the Section 106 Programmatic Agreement, detailed protocols associated with unanticipated discovery of archaeological resources are addressed by the Palmdale to Burbank Project Section Archaeological Treatment Plan. As described in Section 3.15.5 page 3.15-21 of the Draft EIR/EIS, the Tujunga Ponds Wildlife Sanctuary is 4,200 feet east of the E2/E2A alignment and was included in the environmental analysis because of potential noise and visual impacts. The analysis concluded that no impacts are anticipated due to the distance of the wildlife sanctuary from the alignment and the already-urban setting of the area surrounding the sanctuary.

Submission 4355 (Elizabeth Garcia, November 29, 2022)

Palmdale - Burbank - RECORD #4355 DETAIL

Status : Unread
Record Date : 11/29/2022
Interest As : Individual
First Name : Elizabeth
Last Name : Garcia

Stakeholder Comments/Issues :

4355-8042

I hope this request gets rejected.
I not giving up my land or my neighborhood for this request.
I will set up a petition or an act for this NOT to be approved.
We have the 14 fwy .. this should be enough.

Response to Submission 4355 (Elizabeth Garcia, November 29, 2022)

4355-8042

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses general opposition to the project, including potential takings of their land or neighborhood, and that SR 14 ("CA 14") facilities should be adequate. Please refer to Standard Response PB-GEN-4: General Opinions, Opposition or Support and PB-SOCIO-1: Parcel Acquisitions and Relocations for responses to general opposition to the HSR Palmdale to Burbank Project Section and concerns regarding property and land acquisitions. 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. However, the commenter's opinion is included in the record for consideration by decisionmakers.

Submission 4356 (Richard Meehan, Stanford University, November 30, 2022)

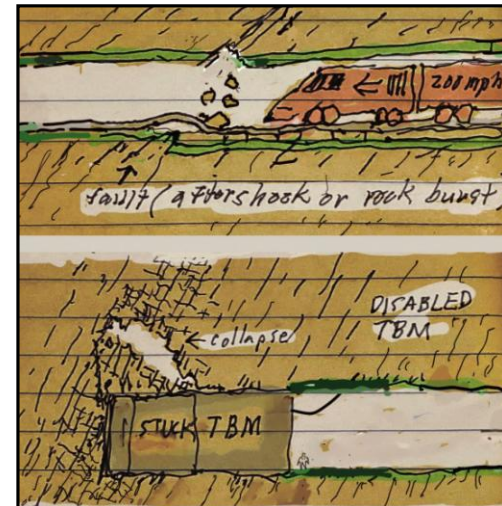
Palmdale - Burbank - RECORD #4356 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Richard
Last Name : Meehan
Attachments : Meehan-HamiltonDEIRComments-113022-c.pdf (2 mb)

Stakeholder Comments/Issues :

Comments on Draft Environmental Impact Report, Palmdale to Burbank Project Section.
Submitted by Richard Meehan as joint work product of Richard Meehan and Douglas Hamilton.

Comments on California High-Speed Rail System Proposed Palmdale-Burbank Section Draft Environmental Impact Report



**Richard Meehan and
Douglas Hamilton**

December 1, 2022

Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued

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Appreciation

The authors appreciate the support and complete independence provided by SAFE, an organization of citizens who live close to the proposed alignments of the high-speed train. SAFE volunteers and several other experts and colleagues on reviewing drafts of our report had a number of questions which provided a starting point for our own questions presented typically herein. We think these questions need to be answered by CHSRA in a future amended, final EIR.

The focus of our concern, mainly safety of passengers and the future viability of the CHSR project, is based on our experience with many critical infrastructure projects in California over the past half century, some successful and some not.

Sources

The background research for this review was conducted in September and October 2022, relying the most part on CHSRA documents including the DEIR itself and some reports on geotechnical issues that were referenced in the DEIR and available on CHSRA website archives.

The DEIR itself is rather difficult to find on the web, notwithstanding the many CHSRA notices of public availability in many libraries and several languages. We used <https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/palmdale-to-burbank-environmental-documents/> as our main link to the DEIR. In addition to CHSRA documents, we also consulted several detailed technical memoranda written for the CHSR project by consultants Parsons Brinkerhoff in the years before 2016. These memoranda are not offered for public review by CHSR, and we have only been able to review a fraction of them that have apparently been retrieved by others through demands pursuant to the Freedom of Information Act. As far as we know, they are not officially relevant to the DEIR even though they discuss various seismic problems—often in a more detailed and scientifically coherent way than does the DEIR.

It is possible that some of the impacts that we have discussed here have been covered in some background document, linked or referred to by the DEIR, that we have not seen.

Correspondence to either or both of the authors may be sent to meehan@stanford.edu.

Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued

Purpose and Scope of This Review

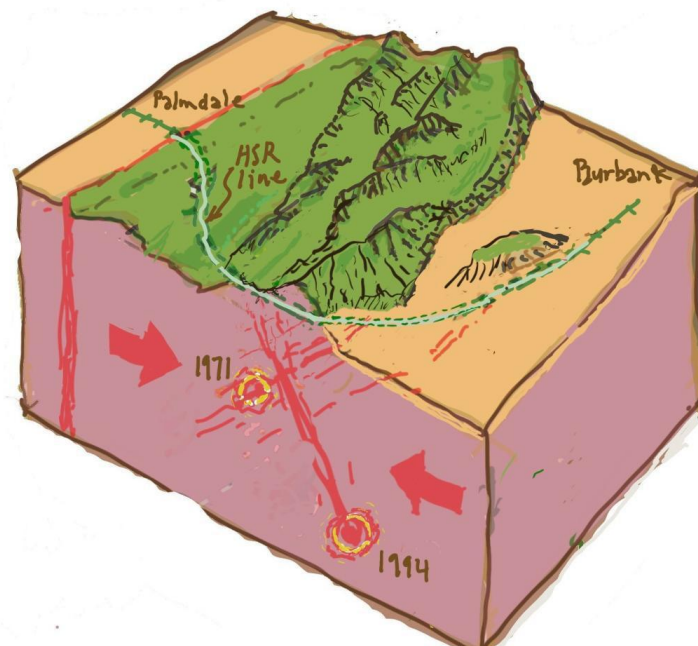
4356-10526

This report examines the adequacy of understanding and documentation (DEIR) of the environmental impact of construction of a 38-mile section of the California High-Speed Rail project (CHSR) by the California High Speed Rail Authority (CHSRA) which is meant to connect northern and southern California. Some parts of the project in California's Central Valley are approved and under construction at present (November 2022). The feasibility of building the reach from Palmdale to Burbank, tunneling at depths of up to 2000 feet beneath the San Gabriel Mountains, is one of the most problematic of the entire system because of the extreme physical geography of the San Gabriel Mountains which it traverses. The DEIR for this reach is currently under consideration with regulatory decisions on the DEIR due for late 2022. This report sets forth results of our review of the geotechnical elements of the DEIR and raises questions about this specific Palmdale-Burbank section which we ask the reviewers to consider.¹

We find that the quality and consistency of the parts of the DEIR and supporting documents dealing with geotechnical hazards varies. Some of the fieldwork, notably the recent 2016 rock test borings, meets high standards. But we find the overall discussion and recommended remediation measures for geotechnical problems to be extremely weak, at least for this Palmdale to Burbank section. Serious known issues are ignored or minimized—or at best presented incoherently. For example, seismic damage to track is sidelined with only passing references to a couple of famous faults, and fault nomenclature is oversimplified in a way that minimizes attention to this topic which has emerged as critical for many existing international high-speed rail systems. Tunnel portal problems including gas, slope instability, and track buckling or breakage are not discussed. Some potential groundwater issues—the impact of deep tunnel dewatering on surface hydrology and ecology—are discussed but not for shallow tunnels beneath the San Fernando Valley. Ground subsidence and associated stretching and cracking of track caused by wells in the Pearland-Palmdale-San Andreas areas is not analyzed or flagged for mitigation. The deadly 1971 gas explosion in a MWD tunnel project very close to the CHSR line, a case with 17 fatalities that served as a safety warning to tunnel contractors on the LA Metro project and led to large claims, as yet unresolved, for undisclosed site conditions in the Wilshire Boulevard area, is not even mentioned in the DEIR.

If the DEIR is included as a document to be considered as baseline in future contracts, we believe that it will mislead contractors in such a way as to encourage minimum investment in safety and later possible grief for all.

Block Sketch of Palmdale-Burbank Section



Sketched block diagram shows (light green) high-speed rail line with red faults beneath the "blind thrust" zone of the San Gabriel Mountains. Red arrows indicate general compressive (principal) stress. The left shallower hypocenter is San Fernando; the right deeper epicenter is Northridge.

¹ DEIR comments to be submitted for review on December 1, 2022
Hamilton-Meehan DEIR Comments

Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued



Google Earth Overview of Palmdale-Burbank High-Speed Rail Project

The California High-Speed Rail system is a complex and multi-billion dollar project with financial feasibility a matter of long and continuing debate. We have not attempted to comment on the hundreds of pages of studies of local project features and environmental impacts that have been produced by the CHSRA, but we do note that the focus of the current DEIR seems to wander extensively into areas — fossils, tsunamis, the abrasive quality of rocks — that do not strike the writers as being of central significance to the project, while omitting even mention of several impacts that may be decisive to both project safety and economic feasibility. The environmental documents are rather heavily weighed toward bureaucratic concerns that seem more appropriate to construction of California shopping centers and housing subdivisions than to innovative and untested multi-billion projects of unprecedented difficulty and great geographic extent. We aim here to stimulate fuller and more balanced concerns in our area of experience, and focus on major likely geotechnical impacts—at least one of which, geologic fault ruptures and deformations, of various types and magnitudes, disturbing track alignment, may be impossible to mitigate, and as such may provide reason to not build this section or any of its alternatives for the Palmdale-Burbank link as presently proposed in the DEIR.

The authors of this report, a mining/engineering geologist and civil engineer, have been working together on geotechnical problems in large engineering projects ranging from nuclear power plants to water projects in California for more than fifty years. Our earliest joint work clarified the sources of fault ground rupture in the Baldwin Hills which led to a dam failure at that former reservoir site.² Several of these projects involved tunnels, but we also note that California's experience and capabilities in major tunnel projects is relatively limited on the international stage.

The writers have local experience with California tunneling problems: our earliest training in the 1950s included study of the Caldecott tunnel in Oakland which, in its first phase in the 1930s, suffered a massive construction failure in which the tunnel was suddenly filled with tunnel muck which subsequently cemented. Serious ground dislocation in a high mountain area shut down PG&E's Helms pumped storage project, where we served as investigation consultants to PG&E after that 1982 failure. More recently, San Mateo's new Lantos tunnel which bypasses the difficult Devils Slide coastal area in San Francisco, originally conceived of by D. Hamilton of this report in the early 1990s, went on to be successfully completed (though with massive construction cost overruns and disputes between the contractor, Peter Kiewit, and Caltrans because of claimed unexpected geologic conditions). Most recently in 2021, the writers served as consultants on claims arising from hundreds of costly TBM shutdowns due to the presence of methane in the LA Metro tunneling project at Wilshire Boulevard and also completed a study supporting a negative review of the Caltrans SR-710 highway extension via tunneling from Pasadena to Central Los Angeles. (See the back of this report for Hamilton and Meehan Qualifications.)

The DEIR is completely inadequate in failing to address the first paragraph issue raised in last month's NYT article (by Ralph Vartabedian, former LA Times national correspondent), namely:

Building the nation's first bullet train, which would connect Los Angeles and San Francisco, was always going to be a formidable technical challenge, pushing through the steep mountain and treacherous seismic faults of Southern California with a series of long tunnels and towering viaducts.³

² Meehan, RL; Hamilton, DH (April 23, 1971): "Ground Rupture in the Baldwin Hills," Science. 172, no. 3981, 333-344.

³ Vartabedian, Ralph. *How California's Bullet Train Went Off the Rails*. October 9, 2022. *The New York Times*.
Hamilton-Meehan DEIR Comments

Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued

4356-10527

We can trace this persistent concern with "treacherous" faults in the LA Times back to 2012, when the same reporter interviewed some distinguished engineers on the same problem and was told that the significant risk of a catastrophe arising therefrom, specifically a seismic train wreck 2000 feet below ground caused by track or tunnel failure immediately following an earthquake, could not be completely avoided or prevented even with the best new technologies:

Stephen Mahin, Director of the Pacific Earthquake Engineering Research Center at UC Berkeley said the bullet train's operating plan suggests a "strong probability" that the train could be going over a fault if it ruptures. But good engineering can reduce the risk.^{4 5}

So even a decade ago, one principal barrier to the whole CHSR project was seen as the potential for geologic fault ruptures with fatal impacts that may be difficult or impossible to fully mitigate, notwithstanding engineer Mahin's optimism. Notably on the CHSR, this condition will be found along several reaches of track in Northern California (Mt. Diablo area) and also along the Bakersfield-Palmdale reach (White Wolf Fault), but most significantly within the Palmdale-Burbank section which tunnels through the "blind fault" terrain (zones where observable surface faulting is not found) of the San Gabriel range which is our current focus. This latter forty-mile stretch includes the San Andreas Fault and, beneath the south side of the San Gabriels, the scene of both the extreme San Fernando (1971) and Northridge (1994) earthquakes arising in the intensely and compressively fractured miles of the San Gabriel range which has upthrust the mountains north of the Pacoima reservoir between Palmdale-Burbank.

Meanwhile over the years, the CHSRA has attempted to plug serious but separate overarching financial risks for the whole \$100 billion CHSR project (e.g., passenger demand, funding uncertainties, etc.), including likely future major contractor claims for extra costs associated with unforeseen underground conditions⁶, by moving to design-build contracts where all such risks are meant to be borne by the contractors of each segment. So we now have the CHSR project broken into privatized segments with proposed separate design-build contracts. Perhaps it seemed politically logical to simply bundle longterm operating seismic risk along with these other multibillion dollar financial risks and say it will be the contractor's responsibility to produce a turnkey product at a stable price, guaranteed quake-proof. In any event, the result seems to be that CHSRA apparently proposes to abandon its role as an active manager enforcing specific standards for project construction and operation.

This attempt to pass off core safety issues under the banner of privatization would in our view be unworkable and irresponsible, and may conflict with the general trend in California law — perhaps similar to arguing that the spillway failure at Oroville Dam is not a state responsibility, but rather the fault of the original construction contractor. However, the question of future liability is a complex topic

⁴ Note here that Mahin is referring to a case where the body of the train itself may be over the fault rupture. We are focusing more on the case of the trains' stopping distance extending over the fault rupture.

⁵ Vartabedian, Ralph. *The Mountains and Earthquakes that Stand in the Way of California's High-Speed Dreams*. November 13, 2012. *The Los Angeles Times*.

⁶ Precautionary examples from authors' case files: Devils Slide tunnel, LA Red Line project, with large cost overruns for "unforeseen geologic conditions."

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involving not only California tort liability but also condemnation law.^{7 8} We hope that it is being openly raised elsewhere as an important factor in route selection.

Future CHSRA liability is a complex legal and policy question that we cannot address. Better that we focus on that technical "standard" the CHSRA is likely, as shown in the DEIR and other documents, to require of the contractor to assure seismic safety and the possible workarounds that might be proposed. For that, we have to go outside of the scope of the current DEIR which mainly avoids the subject in favor of imagining, unrealistically in our experience, that future contract operators will take on responsibilities for catastrophes. But we do have a record of what the state as owner *would have* proposed for a seismic safety standard going back a decade or so before this current design-build solution was proposed. We have from that earlier time the capable Parsons-Brinkerhoff⁹ CHSR detailed studies of those problems, so-called PB Technical Memoranda, circa 2009-2016; these appear in the case of fault deformation to be modeled after many advanced seismic risk analyses of the late 20th century, including the Diablo Canyon Nuclear Power Plant.

This issue falls squarely within our expertise. We can argue for the inadequacy of the proposed fault rupture solution—namely any acceptance of even a small risk of underground fault rupture of the tunnel and track, because that particular condition at the San Gabriel CHSR reach thrust zone is actually different and even more difficult than the simpler faulting condition at Diablo Canyon Nuclear Power Plant¹⁰, even if Diablo Canyon were accepted as an exemplar of seismic safety evaluation (which it is not). Over the past decade there has been a major change in the way that CHSR is managing the issue of seismic hazard, leaving this and other serious risks out of the DEIR almost completely. So the DEIR has evolved to be a disorganized compendium of trivia (paleontology, tsunamis, "abrasion"). We can also comment from experience on the scope and difficulty of possible engineering remedies for fault damage to track, including creating a much enlarged outer tunnel bore (say, 12m) that would protect an isolated inner 8m tube. This would not be a "fault chamber," but a requirement for much of the tunnel reach beneath the San Gabriel range, increasing the cost for this reach by a factor of probably three to six times where such special preventive measures must be built into the project.

Question: *Is CHSRA anticipating legal responsibility for injuries and death for tunnel failures throughout the 50 year life of the project for any reason, including earthquakes? Has legal advice on this been sought from the State Attorney General Office or other legal experts?*

⁷ Example: Peter PATERNO et al., Plaintiffs and Appellants, v. STATE of California et al. 2003 extends State liability for infrastructure projects owned by the state. Previously the state had claimed that local levee districts bore the responsibility for flood safety. California's Supreme Court did not agree.

⁸ The history of rail safety in America is amply covered in Ian Savage's *The Economics of Railroad Safety* Department of Economics and the Transportation Center Northwestern University, Kluwer Academic Publishers Boston/Dordrecht/London.

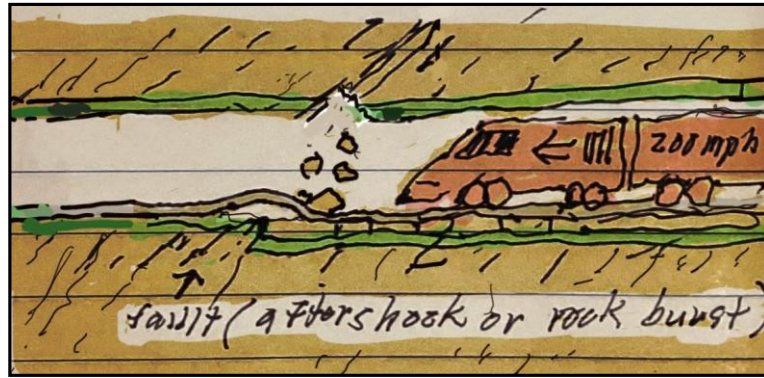
⁹ Project consultants for CHSR program management at the time.

¹⁰ Hamilton, D.H., 2014, December. Seismic Hazard to the Diablo Canyon Nuclear Power Plant, Coastal Central California; a Realistic Assessment Needed. In *AGU Fall Meeting Abstracts* (Vol. 2014, pp. NH23A-3845).

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Geological Disturbances to Track Geometry



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In an early part of the DEIR for Palmdale-Burbank, CHSRA recognizes the United States' lack of experience in high-speed rail but offers its fundamental argument for an assuredly safe CHSR train system:

(DEIR quotes in red color)

The overall safety and reliability of the California HSR System would be achieved by the application of proven technical standards commensurate with the desired level of performance. Based on the long-term operating success of European and Asian HSR systems, the California HSR System design considers and adapts to the existing European and Asian process and standards with regard to speed and technical issues with high-speed vehicles. —Chapter 3.11 DEIR for Palmdale-Burbank section

Something to Consider

A train traveling 200 mph carrying 400 passengers receives an earthquake warning from an automatic warning system a few seconds ago and at once begins to brake. Now fifteen seconds later and half a mile further on, it is still traveling over 100 mph where it encounters one of the four following conditions somewhere in the tunnel between Palmdale and Burbank.



Seismic ground faulting buckled tracks at several locations including inside tunnels in the 1952 earthquake south of Bakersfield.



2016 San Benedetto tunnel following the Norcia earthquake in Italy.

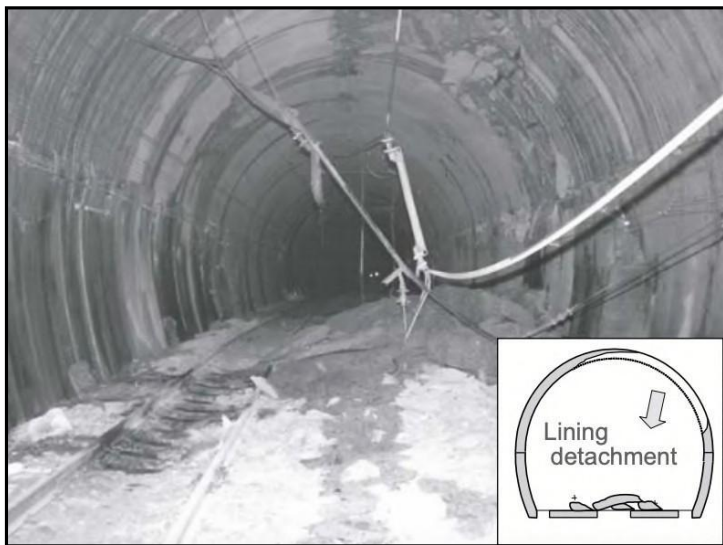
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Wenchuan earthquake 2008 tunnel collapse at fault crossing.



Japanese seismic failure at the Wanatsu tunnel in 2004, in which "compressive failure at the crown with a longitudinal length of about 40 m, and large blocks fell off the lining."

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Confusing, Misleading or Incorrect Statements in the DEIR

DEIR (quotes in red color)

Project trackway, stations, ancillary facilities could be subject to **surface fault rupture**. Damage or collapse could potentially result in damage to nearby structures, injury, or loss of life. Implementation of GEO-IAMF#8 requiring the suspension of operations during earthquakes would reduce the potential for injuries or loss of life during operations from surface fault rupture. GEO-IAMF#6 would ensure that the project design incorporates early warning systems that track strong ground motion associated with ground rupture. This will help identify situations where fault creep or rupture have the potential to damage facilities and **engage train control in a manner that would reduce the potential for accidents**. GEO-IAMF#10 would **ensure that structures are designed to industry standards, limiting vulnerability to surface fault rupture**.

3.9.4.5 Method for Determining Significance under CEQA: The Authority is using the following thresholds to determine if a significant impact on geology, soils, seismicity, and paleontological resources would occur as a result of each of the six Build Alternatives. A significant impact is one that would:

- Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving: – Rupture of a **known earthquake fault**, as delineated on **the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42 [CGS 1997])**

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The focus here is on tunnel safety. The relevant issue for tunnels is not surface faulting, but rather faulting rupture at depth which is not seen at the ground surface. The DEIR fails to recognize this latter most important hazard.

Should read "engage train control in a manner that would reduce the potential for some, but not all, accidents," as the train control system would be ineffective for locations that are closer than the train stopping distance of about 2 miles.

There are no standards limiting vulnerability to surface rupture—or any other rupture—for 200 mph (or any other) high-speed trains.

Unknown faults are the greater hazard. They are hard to detect and difficult to mitigate.

These maps, referred here redundantly, are not suited for projects with critical or difficult geotechnical vulnerabilities.

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Question: *With respect to the warning system GEO-IAMF#6, who will be in charge of making the calculations and determination as to whether the safest decision is for the train to decelerate/stop as soon as possible or to continue at speed in an attempt to clear the tunnel? Or will the stop routine be initiated automatically at some level of shaking?*

Question: *As there are no standards limiting vulnerability to surface rupture (or any other rupture) for 200-mph (or any other) high-speed trains, how are the mitigation measures set forth in GEO-IAMF#10 even applicable to CHSRA's high-speed train proposal?*

Question: *CHSRA has limited its methodology to study known and active earthquake faults. As unknown or inactive faults create irregular loading of constructed tunnel elements with the passage of seismic waves, a significant hazard to the high-speed train traversing through the San Gabriel Mountains, how does it propose to study and address the potential impacts of unknown and inactive faults in this area?*

Question: *In the critical section Section 3.9, "Geology, Soils, Seismicity, and Paleontological Resources," the maps are based on National Geographic shaded relief maps of unknown accuracy and do not include any coordinates that would allow viewers to geolocate the map. Map coordinates are a basic requirement in technical documents. Why is CHSRA utilizing maps which are not suited for projects with critical or difficult geotechnical vulnerabilities?*

Question: *Does the DEIR recognize faulting rupture at depth, which is the most significant hazard facing the train vis a vis tunnel safety? Will the final DEIR address this hazard, or will this be a matter left to the contractors to address?*

Question: *Does the DEIR account for the hazard of "inactive" faults, known and unknown, which create irregular loading and failure of constructed tunnel elements with the passage of seismic waves?*

The Case of the San Andreas Fault

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The CHSR proposed alignments all cross the San Andreas Fault about 3 miles south of Palmdale. There is no doubt about the activity of the San Andreas fault, and the annual likelihood of a major earthquake producing many feet of ground displacement that would instantly and completely destroy the rail (which is at grade here) is said to be about 1% per year. For a fast-moving train within about 3 miles of the ground disruption, which will occur at the same time as the earthquake, a perfectly efficient earthquake warning system would begin to decelerate the train at a rate of about 2 mph per second. However, the train could still be moving at high speed when it hit the disrupted track, with disaster then a certainty. Since the trains will be quite frequently passing with a distance between them of perhaps 20 miles, the chances of a train being within a 2-mile braking distance of about 2 miles are about 10 to 20%. Recent Japanese experience has shown that a train traveling at about 100 mph and derailling may (with good luck) be "contained" in an above-ground site, bringing the train to a halt without fatal consequences. Therefore, planning for derailment by "containment" of the derailed train is necessary.

On the assumption there is no tunneling at the San Andreas Fault crossing at grade, this is a hazard that may be mitigated by good engineering. But what of a similar scenario in the tunnels hundreds of feet below ground? Or a shallow tunnel in the alluvial areas of the San Fernando Valley which has already demonstrated multiple splay faults?

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This problem is bypassed in the DEIR by resorting to comforting assurances. Note the following bold claim in regard to earthquake warning systems presented in a CSHR brochure meant to convince the public of safety.

The Authority is adopting an Early Earthquake Detection System (EEDS) that will be designed to detect the initial wave produced by a seismic event, and immediately stop all trains in operation at the time of the earthquake. This process will allow for the inspection of tracks, bridges, and signals before resuming service.¹¹

While it is true that EEDS will significantly reduce the probability of derailment and likely disaster in a tunnel and elsewhere, there remains still a significant probability that cannot be ameliorated by warning systems. This would apply to any fault disruption including dislocation of surrounding rock at so-called "inactive" faults or zones of sharply contrasting rock properties (see Chinese experience following). We believe this condition exists at many locations, suspected and as yet unknown, along the alignment. We believe this poses an unacceptable risk for this section of the CHSR.

Question: *If the Early Earthquake Detection System (EEDS) is instructed to immediately stop all trains at the time of an earthquake, what will happen to the trains that are somewhere in the middle of the longest 22-mile tunnel?*

Question: *What is the warning lead time predicted to be achieved by the EEDS (yet to be developed)? Assuming a five-second lead time and a two-minute time for the train to stop, how can catastrophic derailment be prevented when the train is still moving at high speed and encounters a track disruption? CHSRA's assertions regarding the EEDS seem to be applicable only to trains running at grade. What are the potential outcomes for application of the EEDS in a tunnel, when faced with not only the possibility of derailment, but also the probability of tunnel collapse or floor and track uplift during a major seismic event?*

Question: *What is the plan for evacuating passengers and crew in the event of a tunnel failure or derailment for any reason, including earthquakes? Does it account for seismic damage to emergency facilities such as cross passages, escape and ventilation shafts, and tunnels? To potential blockage of any of the 10 portals?*

Question: *The longest planned continuous tunnel under the San Gabriel Mountains is a length of 22 miles. Traveling at maximum speed of 200 mph, riders will spend over 6 minutes in a tunnel underground; traveling at a more conservative speed of 100 mph, riders will spend over 13 minutes in a tunnel underground. In the event of a tunnel collapse caused by an earthquake, CHSRA's plan appears to be for riders to cross through cross passages to a twin tunnel, where they will either be rescued by another train or walk to safety. In the event of an earthquake of significant enough size to cause a tunnel collapse of Tunnel A, isn't there a likelihood that adjoining Tunnel B will also be damaged, making it difficult or impossible to effectuate a rescue utilizing Tunnel B?*

¹¹ *Early Earthquake Warning*, CHSRA brochure, <https://hsr.ca.gov/about/safety/early-earthquake-warning/>
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Question: For the 22-mile tunnel, the longest distance that a passenger could conceivably have to walk to safety outside the tunnel in the event of an earthquake would be 11 miles. What do applicable transportation safety guidelines say is the longest distance that a passenger should have to walk to reach a safety area/passenger assembly zone adjacent to the portal?

Question: In the event of a power outage caused by earthquake or other disaster, how will CHSRA ensure that communication lines remain open and working for the purpose of communicating with passengers and crew?

Question: Given that the warning systems will be ineffective for locations that are closer than the train's stopping distance of approximately 2 miles, how does CHSRA propose to address the scenario of a still fast moving train colliding with debris or derailed by track damage within that 2-mile braking zone?

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Japanese Experience

Japan got off to an early start with high-speed rail and the successful construction and operation of its famous Shinkansen line. Shinkansen operated for 50 years with no passenger fatalities, and that record has been held up as a shining example of excellence throughout the world and is the starting point for many claims of the excellent safety record of high-speed trains.

Meanwhile in Japan, exultation over its lack of fatalities in operation of ever faster high-speed trains has given way to a much more precautionary tone in connection with earthquakes, as shown as early as 2004 in this article from the Quarterly Report of the Railway Technical Research Institute:

Since mountain tunnels are generally surrounded by stable ground, their displacement during seismic activity tends to be minimized, making such structures less susceptible to seismic damage. Despite this, many railway mountain tunnels have sustained damage, from the 1923 Kanto Earthquake to the 2004 Niigataken-Chuetsu Earthquake. This paper provides an outline of the historical damage to mountain tunnels in Japan and outlines the results of case studies on damage sustained in mountain tunnels. Also outlined here is a classification of the damage patterns and the conditions of damage based on the results of the case studies, and we refer to the estimated causes of damage to tunnels in the 2004 Niigataken-Chuetsu-Earthquake.¹²

The derailling of a Japanese bullet train due to seismic shaking (not fault offset) in 2022 provides an ongoing reminder of the seismic rail hazard in that country. Reportedly this train, the Tohoku Shinkansen bullet train, received an automatic shut down warning from a shock that preceded the main shock, so the train had come to a halt by the time of the main shock which followed. Early warning systems also allowed stopping of Japanese high-speed trains in the large 2011 earthquake. From these cases, it is evident that development of fast automatic warning systems based on the fortuitous separation of compression and slower seismic shear wave velocities can be an effective mitigation measure and a significant improvement, especially in the cases where earthquakes are both very large and distant. The warning time shrinks to zero when the earthquake is close to the rail line. But as we shall see later, and as it is acknowledged by experts, warning systems can reduce but do not adequately eliminate the risk of disaster.

Recent Chinese Experience

Starting about 20 years ago, China engaged in a remarkable program to build a high-speed rail network covering the entire country. At the time, tunnels and other deep structures were heralded as mostly likely immune to seismic problems. China now has some 50,000 km of high-speed rail and, until recently, had no serious accidents in spite of the country also being an area of high seismic vulnerability. The 2008 collision of a high speed train traveling at about 110 mph with a stopped train on a viaduct was a serious disaster. Attempts by the government to avoid publicity on the matter—to the extent of actually burying the smashed cars—led to a widespread revolt against government censorship by local commentators and even the government press. High officials were threatened with jail sentences. That in itself may have been the reason for China's recent liberal policy with respect to experts and academics commenting on

¹² Yashiro, K., Kojima, Y., Shimuzu, M., 2007. Historical earthquake damage to tunnels in Japan and case studies of railway tunnels in the 2004 Niigataken-Chuetsu earth-quake. Quart. Rep. Railway Tech. Res.Inst. 48 (3), 136–141. Zhang, X., J https://www.jstage.jst.go.jp/article/rtrqr/48/3/48_3_136/pdf

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safety concerns about high-speed rail. At the same time, the very high exposure rate of the western part of this vast rail network to China's most seismically-active areas suggests high possibilities for future seismically-induced accidents including fault damage to track, as Chinese engineers and geologists have explicitly pointed out in many recent publications.

One recent Chinese review considers both the pace of progress and attempts to grapple with the question of mitigation of fault-induced track damage:

Driven by the growing demand for infrastructure in mountainous areas, the constructions of tunnels in highway and railway network is accelerated. More challenges and complex geological conditions are met with in tunnel projects, especially with large scale, than in the past. Numerous cases of damages of mountain tunnels have been reported in earthquakes, such as 1999 Chi-Chi, 2004 Mid-Niigata Prefecture, 2008 Wenchuan and 2016 Kumamoto earthquakes etc. [1-6]. Seismic damages of these cases have led scholars and engineers into topics researching seismic response of tunnels and underground facilities. Many earthquake damage investigations on mountain tunnels reveal that fault or fracture zone crossing is one of the most critical factors leading to tunnel damages.¹³

Following a catalog of examples (which also includes 9 historical cases of seismic tunnel damage in Japan with its longer history of HSR), the paper also notes that:

All these records indicate that the tunnel section crossing fault is the most vulnerable part when subjected to an earthquake. But in use standards and codes guiding tunnel construction have mostly qualitative description upon this problem, which shows that existing research has not providing enough guidance for engineering practice.

Further, in regard to the formerly presumed seismic safety of tunnels:

Nevertheless, this traditional viewpoint has been challenged by several strong earthquakes happened worldwide in recent years. For example, in the 1995 Kobe earthquake over 30 mountain tunnels were reported to have experienced minor damage and about 10 of them required countermeasures to make them safe (Asakura and Sato 1996). The 1999 Chi-Chi earthquake and the 2005 Niigataken-Chuetsu earthquake also caused different damages to mountain tunnels, and several tunnels were severely damaged, even collapsed at the linings when crossing fractured zones and active faults (Li 2008; Wang et al. 2001). In the 2008 Wenchuan earthquake, more than 30 mountain tunnels suffered damages in different levels, and a number of tunnel sections crossing faulted zones even collapsed during the earthquake (Gao et al. 2009). It can thus be seen that the safety of mountain tunnels in seismically active areas is still an important issue to tunnel engineers.

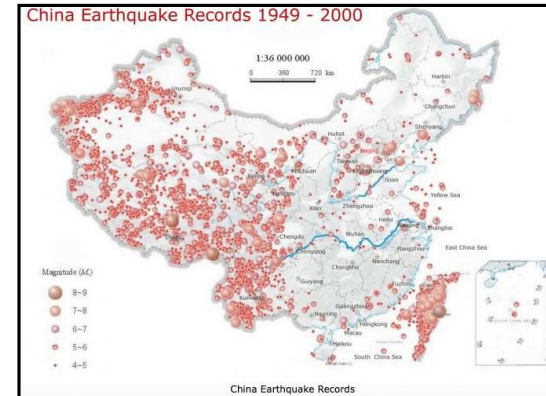
The Wenchuan tunnel damage is particularly relevant here because those tunnels are in terrain of exceptional high seismicity with high lateral stresses like the San Gabriel Range. China is now aware that their extensive network of high-speed trains in these western mountainous areas faces serious earthquake risks. A magnitude-6.6 earthquake occurring early this year in the Qinghai province in Western China

¹³Zhang L. 2020 F1, Li R H2, Liu H1, Fang Z B1, Wang H B1, Yuan Y2, Yu H T2 A Review on Seismic Response and Aseismic Measures of Fault-crossing Tunnels <https://iopscience.iop.org/article/10.1088/1755-1315/570/5/052046/pdf>. Also Yu, H.T., Chen, J.T., Yuan, Y. and Zhao, X., 2016. Seismic damage of mountain tunnels during the 5.12 Wenchuan earthquake. *Journal of Mountain Science*, 13(11), pp.1958-1972.

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(January 7, 2022) caused temporary halts of several high-speed rail lines.¹⁴

Fortunately, most of China's rails are in the fertile Southeast part of the country, the major westerly HSR is located artfully on less seismically-active ground. China would like to open up its mountainous western regions, but justifiably fears the damage and national scandal of another high-speed train wreck.



¹⁴"A powerful magnitude-6.6 earthquake occurred in the Qinghai province in Western China on January 7, 2022 (Figure 1). The quake struck at 1:45 a.m. local time in a remote region of Menyuan county. It was the largest earthquake in China since the magnitude-7.3 Maduo earthquake in the same province in May 2021. The Menyuan earthquake was widely felt in surrounding regions and caused temporary halts of several high-speed rail lines."

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According to the Chinese, damage can occur at fault crossings whether the fault is "active" or "inactive". In the first case, the fault itself is seismogenic, prone to dislocation and radiating familiar seismic waves that shake the ground and are the ordinary concern of engineers. In the second, the "inactive" feature may be a zone of shattered rock, originally probably a seismogenic fault, which amplifies or concentrates stress concentrations from several sources: passing seismic waves which are superimposed on the regional stress pattern, the excavation of the tunnel itself, which may induce rock bursting and other deformations, water pressure changes, or even ground stresses created by passing trains. But track damage may occur at and around these features:

*"Inactive fault does not cause dislocation in an earthquake, so the influence of fault on the tunnel is similar to fracture zone in an earthquake. Due to the existence of such a fault, tunnel structure on both sides of fault may suffer from shear action of fault as a result of the inconsistent movement of surrounding rock on both sides of the fault."*¹⁵

Utilization of the terms *active* and *inactive* is a useful pragmatic distinction, but one which must be used with some caution. First of all, *active* and *inactive* may have particular and highly specific definitions (e.g., Quaternary v. Holocene, corresponding aftershocks, etc.) depending upon some agency or a country which believes that its lexical authority extends into the realm of geophysics. Secondly, the distinction between seismogenic active faults and inactive faults which move in response to passing seismic waves becomes blurred when within the "source area." Was the San Fernando earthquake one earthquake or two "simultaneous" earthquakes on separate faults?¹⁶ Does the large earthquake at Northridge immediately following the "main shock"¹⁷ also mean there was no single earthquake? What kind of faults are rock bursts triggered by seismic or non-seismic excess stresses? What about dangerous rock bursts which involve shear fracture of previously unbroken rock? Are dislocations accompanying aftershocks of Magnitude 5 or more faults? The common terminology fails. This is at the heart of CHSRA's use of erratic terms -- "known faults" or "named faults" -- a belief that there exists somewhere an "official" or "legal" list of faults which fits the concern of this project, that being sudden track damage or track misalignment even of a very small amount.

Japanese engineers set a limit of 5 mm per 10 m for vertical misalignment of high-speed rail. Chinese engineers have aggressively studied this problem and have developed some preventive measures which they believe will protect tunnels at known fault crossings for displacements up to 20 cm (8 in). These include extra rock reinforcement and double lining with expanded tunnel size. Zones requiring such treatment are presumed to be determined during construction.¹⁸ By contrast, CHSRA's DEIR visualizes special treatment in only two or three famous faults, and even there offers no assurance that this

¹⁵ Zhang 2020, op cit

¹⁶ Dreger, D., 1997. The large aftershocks of the Northridge earthquake and their relationship to mainshock slip and fault-zone complexity. *Bulletin of the Seismological Society of America*, 87(5), pp.1259-1266.

Galli, P., Galderisi, A., Martino, M., Mugnozza, G.S. and Bozzano, F., 2020. The coseismic faulting of the San Benedetto tunnel (2016, Mw 6.6 central Italy earthquake). In *Tunnels and Underground Cities: Engineering and Innovation meet Archaeology, Architecture and Art* (pp. 805-811). CRC Press.

Tsutsumi, H. and Yeats, R.S., 1999. Tectonic setting of the 1971 Sylmar and 1994 Northridge earthquakes in the San Fernando Valley, California. *Bulletin of the Seismological Society of America*, 89(5), pp.1232-12.

¹⁷ Heaton, T.H., 1982. The 1971 San Fernando earthquake: A double event?. *Bulletin of the Seismological Society of America*, 72(6A), pp.2037-2062.

¹⁸ Huang Run-qiu¹*, LI Yan-rong², QU Ke³, WANG Ke³ *Engineering Geological Assessment for Route Selection of Railway Line in Geologically Active Area: A Case Study in China* <https://d-nb.info/1238583024/34>

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treatment will prevent catastrophic derailing.

Even as CHSR is claiming Asian success as a model goal for the California system, the Chinese began having second thoughts a decade ago. Concerns were described by a *Financial Times* report on China's growing reservations about safety for high-speed rail:¹⁹

China is lowering the operating speeds on its new bullet train lines because of safety and affordability concerns over the biggest high-speed rail network in the world. The top speed for trains running on the country's main high-speed lines will be reduced from 350km/h to 300km/h [217mph to 186 mph], said Sheng Fautia, China's new railway minister. "This will offer more safety," Mr Sheng was quoted as saying in the official Communist party mouthpiece, People's Daily.

Question: *The DEIR says that the CHSRA is going to follow the tunneling methodology of Asian and European models. What model is CHSRA using? Does that model include all recent high-speed rail accidents and up-to-date assessment of safe speed limits for high-speed rail projects in experienced Asian and European countries? How does that model hold up to scrutiny, given the accidents that are discussed in this Meehan-Hamilton Review Report?*

Question: *The maps clearly demonstrate that China, despite an ambitious interest in and significant experience with high-speed train construction, has intentionally avoided the areas with the most seismic activity. Given that the CHSRA has no experience in building a high-speed train, let alone building a high-speed train through one of the most geotechnically challenging regions in the country, why should the public have confidence in CHSRA's ability to successfully build what the Chinese have intentionally avoided? Would it not be the more prudent choice to build the high-speed rail network closer to grade in an environment less threatening from a seismic standpoint (e.g. crossing the mountains to the north near Bakersfield, not Palmdale) in order to eliminate the significant risk of tunnel accidents?*

Question: *Does the CHSRA aim to meet the standard in Japan for maximum vertical track alignment of no more than 5mm per 10 meters?*

¹⁹ Financial Times JULY 25 2011

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Fault Rupture Sources Ignored in the DEIR

San Fernando Valley Faults

4356-10531

The DEIR's insistence on limiting fault rupture to features from specific State sources such as Alquist Priolo maps, which are intended for use on small local construction projects such as housing tracts and shopping centers, is a serious error and would mislead any bidding contractor attempting to address project safety. Fault ruptures are by nature dissimilar to geophysical seismic wave attenuation processes such as those that lie at the heart of most probabilistic earthquake models which have been developed since the late 1960s. These models, which may be seen as increasingly naïve for estimation of rupture potential, given recent experience with earthquakes, are suitable for distant earthquakes where the earthquake can be characterized by a simplified conceptual model, usually featuring a fault line containing an epicenter which is imagined to be the source of the vibratory disturbance. However, recent earthquakes have shown that local fault rupture is erratic and dependent on many variables and, as often as not, invisible and detached by many miles from earthquake epicenters. For example, the fault ground ruptures shown on this Alquist Priolo map (with one proposed tunnel alignment shown in green) are 9 miles away from the epicenter of the 1971 earthquake that is often taken to be the fault that produced them, which is located in the San Gabriel Mountains off the map to the north. The line does not avoid the indicated Veterans Fault which is known to extend below ground far both east and west from the indicated surface break.



From the time of the earliest investigations of the San Fernando earthquake as by Yerkes and Wentworth,²⁰ geologists have been warning that the San Fernando Valley is underlain by many faults, invisible at the ground surface, of greater or lesser magnitude, including faults with greater potential displacements than the 1971 earthquake. In fact, those authors cautioned that a reasonable design earthquake should be more than Magnitude 7 for this area. But even if the map showing here were a complete catalogue of all of the faults that would show movement at the tunnel depth, one would be left with the question of how so many potential and fatal track disturbances (more than an inch or two) could be reasonably mitigated.

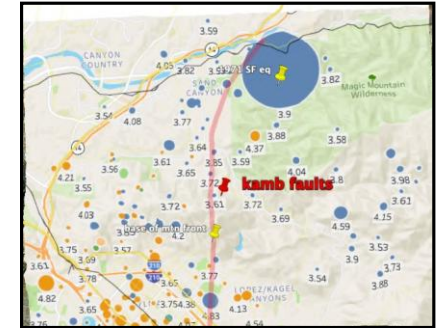
²⁰Wentworth, Carl M. and Yerkes, R. F. and Allen, Clarence R. (1971) *Geologic Setting and Activity of Faults in the San Fernando Area, California*. In: The San Fernando, California, Earthquake of February 9, 1971: A Preliminary Report Published Jointly by the U.S. Geological Survey and the National Oceanic and Atmospheric Administration. Geological Survey Professional Paper, No.733. United States Geological Survey, Washington, DC, pp. 6-16. <https://resolver.caltech.edu/CaltechAUTHORS:20190906-153619517>

For a more recent treatment see Levy, Y. and Rockwell, T.K., 2019. Geological structure of the Sylmar basin: Implications for slip distribution along the Santa Susana fault system in the San Fernando Valley, California, USA. *Structural architecture of the Western and Central Transverse Ranges, California, USA, 1001*, p.79.

4356-10531

San Gabriel Mountains Faults

Barclay Kamb and associates from Cal Tech reported visiting the site shortly after the 1971 earthquake and recognizing that the entire range was created by faults, known or suspected, near the ridge north of the Pacoima Reservoir. They did in fact find active ground offsets exposed in road cuts in this area and noted that some of them (shown as "Kamb faults" here) were located close to the proposed rail line. Being close to the mountain road, these features were relatively easy to identify. Elsewhere in the steep roadless terrain of this area, it would be very difficult to see evidence of either current or past faulting because, among other reasons, surface evidence would be quickly covered by slope erosion and other geomorphic processes.²¹



Map of San Gabriel Mountains area showing San Fernando (blue) and Northridge (orange) aftershocks and fault features discussed by Kamb.

North of Pacoima reservoir, at lat 118°23.6' W., long 34°21.2' N. cracks were observed along several preexisting faults of unknown age and displacement. On the average, these faults strike N. 60° W. and dip 40° SW. Two examples showed dip-slip displacement of 1-2 cm, down to the southwest. This displacement could represent the movement of either tectonic or large landslide blocks downward toward the San Fernando basin.

According to Kamb, the only truly seismogenic fault observed at the ground surface is the Veterans Fault, which is seen on the Alquist map just to the left of the proposed track alignment where it produced about 4 inches of ground offset. We may reasonably expect that this feature continues underground both east and west, so it would cross almost any rail alignment in this area. One might argue that the Veterans Fault is second only to the San Andreas Fault as a "known fault" certain to produce track damage, but it is not even mentioned in the DEIR.

On the other hand, to the north of the Mint Canyon quad, the Alquist Priolo map shows no faults, suggesting to at least the CHSRA that this mountainous terrain north of Pacoima is free of faulting of any relevance to the project. Notably the San Gabriel Fault is not shown in the Alquist Priolo database covering the HSR alignment (Mint Canyon quad), though its westerly extension is shown as being active in the adjoining Newhall Alquist Priolo map.

Although most of the abrupt measured vertical ground movement from the 1971 earthquake is located in the San Fernando Valley at Foothill Blvd, several inches of vertical strain are indicated as occurring in the San Gabriel Mountains just to the north, where faulting has been claimed by seismologists as involving multiple faults or splay faults unobserved at the ground surface in this rugged terrain. Alewine

²¹Kamb, B., Silver, L.T., Abrams, M.J., Carter, B.A., Jordan, T.H. and Minster, J.B., 1971. Pattern of faulting and nature of fault movement in the San Fernando earthquake. *US Geol. Survey, Prof. Paper, 733*, pp.41-54. Kamb recon 34.353,-118.393

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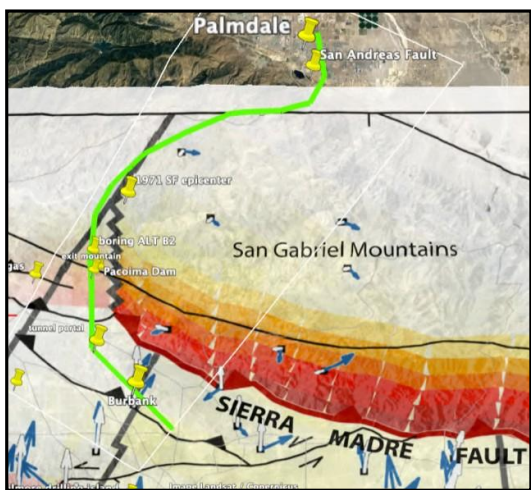
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estimates vertical shear strain between fault outcrops in the San Fernando Valley and the 1971 epicenter of several inches which may have been produced by splay faults with unknown, if any, surface displacement.²²

The geology section of the DEIR considers only three faults which it considers to be significant potential for track displacement: the San Andreas, San Gabriel, and various surface faults in the San Fernando Valley. However, the hydrology section of the DEIR report (Section 3.8) indicates there are other known and unknown faults on the alignment that could affect groundwater flow. Our view is that these unknown faults, to be discovered in a more extensive geotechnical investigation order during construction, will also need to be considered in regard to the question of track alignment and derailling.

Section 3.8 DEIR:

However, it is likely that not all faults in the ANF have been mapped because of limited surface evidence and the inherent limitations of surface geologic investigations. Additional geological investigation would occur before final design and construction.



Current strain accumulation rate, southwest side of San Gabriel Mountains. The proposed Palmdale to Burbank alignment (green line) passes about 2 miles west of the red 5mm per year convergence in this area, which is the highest rate in Los Angeles. This "hot" area has not experienced a significant earthquake for a long time, so an earthquake of Magnitude 5 to 7 may be "overdue." Strain base map from Rollins (2018).²³

²² Alewine III, R.W., 1974. Application of linear inversion theory toward the estimation of seismic source parameters (Doctoral dissertation, California Institute of Technology) https://thesis.library.caltech.edu/3912/3/alewine_rw_1974.pdf

²³ Rollins, C., Avouac, J.P., Landry, W., Argus, D.F. and Barbot, S., 2018. "Interseismic Strain Accumulation on Faults Beneath Los Angeles, California." *Journal of Geophysical Research: Solid Earth*, 123(8), pp.7126-7150.

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Question: Why does the DEIR not address the Veterans Fault, which is taken by some geologists as the one major seismogenic fault breaking ground in the San Fernando earthquake?

Question: What further investigations, including but not limited to borings, will CHSRA complete before requesting bids for design and build?

Seismic Vibratory Effects on High-Speed Rail

4356-10532

The reader might think after this extensive discussion of fault rupture that the subject of seismic hazard has been exhausted, but so far we have only been discussing seismic damage caused by permanent ground deformation which damages tunnel linings, walls, crowns, or track alignment in a way that causes derailment.

However, probably the greatest seismic hazard to CHSR is the effect of very strong ground motion on the stability of a fast-moving train regardless of track disturbances. This strong motion may and will occur almost instantly anywhere along the alignment traversing local earthquakes, usually of Magnitude 5 or more. Whereas in Japan the seismicity is such (i.e., producing large, distant events) that EEDS warnings may offer a minute of more of time allowing for braking, the seismicity of the San Gabriel Mountains area would not allow for more than a few seconds, and maybe only a second or two, of warning of incoming strong ground motion.

But we have yet to address the question of the direct effect of earthquake shaking on the stability of a speeding train itself.

Ground motions in the San Fernando and Northridge earthquakes were shockingly high to most engineers, reaching levels of more than 1.5 g—much higher than the traditional range of accelerations assumed in engineering work. Now it is generally agreed that those accelerations, where deep below the ground surface, are less, perhaps 50% or so, of the surface accelerations such as the 1.8g measured at Pacoima Dam. However, even a reduced acceleration of say .8 g or more is far above what has traditionally been considered a safe level, about .2 g, for ordinary trains which are susceptible to derailment and overturning because of their high center of gravity and their proneness to vibratory rocking.

We must further consider that trains and other wheeled vehicles traveling at high speed tend in any event toward instability, known as "hunting" in railroad engineering lingo, with very slight rhythmic track disturbance, ²⁴ initiating at the track level and propagating upward into the train components which may begin to resonate with the ground vibration. Instability will develop at an increasing amplitude until the train is thrown off the track. Hunting instability may be spontaneous at high speeds, but as any driver of an old car with wobbly steering notes, any disturbance of the moving vehicle (e.g., speed bumps, etc.) initiates instability at a lower speed.

This hazard for this reach of the HSR to earthquake vibrations is extremely high in our opinion, but we have not been able to get full documentation of the CHSRA engineering rationale for safe design, as various technical memorandum (including those by Parsons Brinkerhoff of a decade past) are not available in CHSRA online databases. Also an adequate review of this question would be a major task requiring specialized structural engineering expertise which is outside of our capacity, therefore we leave it as a hazard which is very high but not explored in this review.

²⁴ Japanese engineers believe that a longitudinal track misalignment of more than 5 mm (1/4 inch) in 30 feet of running track is a danger warning point.

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Rock Bursts



Rock burst in a Chinese tunnel

Rock bursts are a serious hazard in both deep tunneling and mining projects. The risk of rock bursts is heightened and extends to shallow depths when the terrain is subject to high lateral stresses, as is the case in the San Gabriel Mountains. Rock bursts result from overstressed rock that explodes into the tunnel. They are capable of destroying tunnel lining, throwing rock onto the track, and rupturing the floor of the tunnel. They may occur at the time of construction or later when they may be triggered by earthquakes or even non-seismic changes in stress conditions in and around the tunnel. Are these to be counted as a kind of fault? In any event, rock bursts are a hazard that does not appear to be addressed in the DEIR, though it has been a major concern and some other projects—including the famous and comparable Gotthard Tunnel recently completed in Switzerland. In that case, we know that the owner of the project was required to retain responsibility for adverse events arising from rock bursts during future operations.²⁵

Although rock bursts are often associated with tunnels and mines deeper than 2000 feet, they also occur at shallow depths of less than 2000 feet where basement rocks are brittle and horizontal stresses in the

²⁵ Rehbock-Sander, M. and Jesel, T., 2018. Fault induced rock bursts and micro-tremors—Experiences from the Gotthard Base Tunnel. *Tunnelling and Underground Space Technology*, 81, pp.358-366.

Zhang, C., Feng, X.T., Zhou, H., Qiu, S. and Wu, W., 2012. Case histories of four extremely intense rockbursts in deep tunnels. *Rock mechanics and rock engineering*, 45(3), pp.275-288.

Nussbaumer, M.M., 2000. *A comprehensive review on rock burst* (Doctoral dissertation, Massachusetts Institute of Technology). <https://core.ac.uk/download/pdf/17029577.pdf>

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rock mass are very high, as in the San Gabriel Mountains. Unfortunately the geotechnical testing done in 2016, which would have allowed for an estimate of this high hazard to both construction and future safe operations, had technical problems (acknowledged in the DEIR supporting documents) and did not produce enough data to allow for a good estimate of the severity of the rock burst problem.

Question: Does the DEIR address the hazard of rock bursts, which could be fatal either during construction or later in operation? What level of tectonic stress conditions (especially horizontal principal stress) would lead to rock burst danger at tunnel and cross passage depth? What stress does CHSRA assume in avoiding mention of this hazard?

Near Surface Ground Disturbances Possibly Leading to Track Damage

The DEIR does not, as far as we can see, even mention the potential for seismic disturbances in the alluvial soils of the San Fernando Valley, wherein the tunnel will be about 100 feet below ground surface. In our experience, liquefaction, lateral spreading, or ground lurching hazards (often manifesting as broken or buckled curbs and sidewalks, broken pipelines, and damage to houses) occurred during the Northridge earthquake over large areas of the valley floor. Although these features may not be strictly defined as faults, they involve large and sometimes deep cases of ground dislocation. The subsurface potential effect of such processes on a 100-foot deep tunnel or ancillary structures beneath the sloping alluvial plain has not been discussed in the DEIR. Nor does the DEIR discuss the potential at the north end of the Palmdale-Burbank line, notwithstanding the potential for deep earth fissures caused by changes in ground water level.

Significant Impacts Not Addressed Adequately in the DEIR

1. Tunnel portal problems including gas, slope instability, and track buckling or breakage are not discussed. Tunnel portals are especially susceptible to damage because they are constructed at mountain fronts formed by persistent faulting. Stations and other related structures are vulnerable to this damage.
2. Auxiliary underground works including ventilation works, cross passages, and escape shafts. Cross passages may be particularly dangerous because the tunnel cross section will cross the path of the major principal stress.
3. Seismic impacts on viaducts and their transitions.
4. Seismic impacts on track built on or close to ground surface with sudden earthquake displacements of as little as an inch or two.
5. Some potential groundwater issues: the impact of deep tunnel dewatering on surface hydrology and ecology are discussed, but not for shallow tunnels beneath the San Fernando Valley. Ground subsidence and associated stretching and cracking of track caused by wells in the Pearland-Palmdale-San Andreas areas is not analyzed or flagged for mitigation.
6. Gas problems are mentioned in a perfunctory way, but the deadly 1971 methane gas explosion

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occurred in a MWD tunnel project²⁶ west of and close to the CHSR line (the gas leak was at the foot of the mountain north of Barry J. Nidorf Juvenile Hall) and with similar geology to the HSR line. This case, with 17 fatalities, served as a safety warning to tunnel contractors on the LA Metro project and led to large claims, as yet unresolved, for hundreds of precautionary TBM shutdowns from undisclosed gas conditions in the Wilshire Boulevard area. We have found that tampering with deep water pressures at other compressive environments in the Los Angeles Basin often leads to unexpected (and catastrophic) ground deformations and migration of methane gas.²⁷ The Sylmar tunnel explosion demonstrates that potentially adverse hydrologic problems may be found, especially at the base of the San Gabriel Mountain front.

²⁶The Fireman's Grapevine, 2014 LAFD History – The Sylmar Tunnel Explosion: June 23, 1971 <https://www.lafra.org/lafd-history-the-sylmar-tunnel-explosion-june-23-1971/>

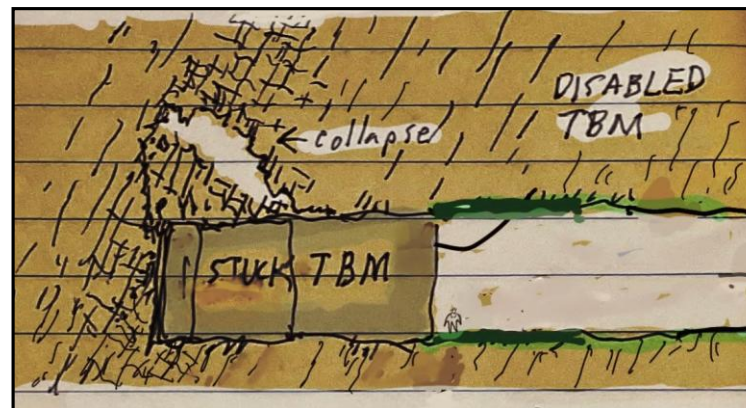
<https://www.latimes.com/visuals/photography/la-me-fw-archives-blast-in-sylmar-water-tunnel-kills-17-htmlstory.html>

²⁷ Hamilton, DH, Meehan, RL. (April 23, 1971): "Ground Rupture in the Baldwin Hills," Science. 172, no. 3981, 333-344.

Hamilton, DH, Meehan, RL. "Cause of the 1985 Ross Store Explosion and Other Gas Ventings, Los Angeles" Association of Engineering Geologists, Special Publication No. 4, 1992.

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Construction Problems Could Cause Unacceptable Accidents, Large Cost Overruns, or Even Project Abandonment



Would tunneling conditions be so difficult that the project might face abandonment or very large cost overruns?

4356-10535

Under the best of conditions, modern tunneling can often be carried out by TBMs with lower cost and more speed than traditional tunneling practices. Case studies testify to the success of TBMs utilized in the construction of many modern tunnels arguably similar to the Palmdale to Burbank line in Asia (especially China), Europe, and even in Los Angeles. However, in large part because of the extreme earthquake potential at the Palmdale-Burbank alignment, there are exceptional possible barriers to the use of TBMs. Among these barriers is the possibility of having a TBM that is stuck 2000 ft below ground in bedrock and cannot be moved or retrieved because of the depth and lack of access to the machine. Tectonic forces have produced not just the few significant faults mentioned in the DEIR, but also high lateral stresses in the rock mass (which may not have shown up in the limited downhole testing), as well as creating fractured zones in non-plastic rock such as granite, which experience has shown can lead to caving and stoppage of TBM progress.

The geotechnical investigations carried out prior to the issuance of the DEIR provide some limited amount of data on the 2016 subsurface conditions at the proposed tunnel reach. These are quite well documented in the field testing program, including pressure tests. Examples of rock conditions at the tunnel depth in 3 borings, at the base of the foothills near Pacoima Reservoir, give a fair sense of the distribution of intact versus broken zones of rock. Given the otherwise relatively uniform character of the granite, one might expect good TBM progress in unbroken zones. Broken or shattered zones could be problematic, and the potential for a stuck TBM would be highly adverse given the greater depth and poor access for rescue operations.

Ground squeezing is appropriately flagged in the DEIR as being a matter of TBM construction problems, though the consequences of loss of a TBM are not addressed.

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Feasibility and economy of TBM operations is an advanced topic because of the rapid advancement of tunneling technologies in recent years, and sound judgement on the matter is beyond the experience of most engineering geologists and geotechnical engineers, including the authors. However a few remarks on the topic are worth noting.

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Question: What is the plan to extricate a TBM if it gets stuck?
Question: What else might CHSRA encounter that would stop the project (i.e., other than a stuck TBM), and what will CHSRA do if/when that happens?

General Construction Problems with TBMs in Bad Rock

Following the 2006 completion of a 14-meter diameter hard rock tunnel project at Niagara Falls, comparable in some ways to the HSR project but with much more favorable rock conditions, the president of the US Robbins Company which provided the TBM made some notable comments:

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The main lesson: In all but homogeneous sedimentary formations, there is a very high degree of rock fallout at the face. This means that at any one time, up to 50% or more of the face falls out in advance of boring. The effect is a result of jointing, bedding planes and fissures which occur normally in most rock formations.problems occur when the voiding progresses outside the cut diameter. This often occurs in severely jointed ground, causing voids or caved-in above the TBM. This phenomenon occurs whether the machine is an Open TBM or a shielded TBM. Such voids left untreated can cause the TBM to be stuck or eventually, if not properly back filled, can cause segment failure. This recently occurred on a project in Ecuador. As the diameter increases, the increase in face fallout goes up exponentially.²⁸

British tunneling engineer Nick Barton, considered a world class expert on TBMs, compiled the best known study of TBM performance in the late 1990s which described the risks of TBM failures as subsequently summarized by Barton:

The writer has been fortunate to get involved in the last stages of several TBM projects where the choice of TBM has clearly been incorrect, and the machine remains in the mountain forever. He has also been involved in projects where drill-and-blast from the other end has been advised at an early stage, but ignored until very late, with adverse consequences on completion dates, due to too late abandonment of the TBM, and fatal consequences for some workers. Reducing risk in long deep tunnels by using TBM and drill-and-blast methods in the same project—the hybrid solution. Nick Barton²⁹

Barton goes on to describe various TBM failures:

²⁸ Modern large diameter rock tunnels. Apr 2010, Lok Home, President, The Robbins Company <http://www.tunneltalk.com/Large-diameter-rock-tunnels-Apr10-Robbins.php>

²⁹ Barton, N, <http://www.rockgeotech.org/qikan/manage/wenzhang/20120202.pdf>

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.....The writer (Barton) knows of several permanently buried, or fault destroyed TBM (Pont Ventoux, Dul Hasti, Pinglin) and rockburst damaged or destroyed TBM (Oleos, Jinping II). There are certainly many more. The 7 km head-race tunnel for the Pont Ventoux HEP in the mountains in the northwest of Italy, was driven parallel to a marked NW-SE trending valley, and also parallel to swarms of faults hidden under slope scree. They represented the ultimate repeated challenge. At one location, the "fault zone performance" was 7 months for only 20 m of advance.....During 2004 the tunnel was completed by drill-and-blast from the other end of the tunnel, by-passing the abandoned rusting TBM.

We note that the proposed method of using TBMs working from both ends of the tunnel toward a middle meeting point would make the kind of rescue completion that Barton suggests impossible.

The geotechnical investigations carried out by CHSRA in 2016 provide some data, limited but high quality, on the subsurface conditions at the proposed tunnel. These are quite well documented in the field testing program, including pressure tests and boring logs. Examples of rock conditions at the tunnel north of the base of the foothills near the Pacoima Reservoir give a fair sense of the distribution of intact versus broken zones of rock at the tunnel depth. Given the otherwise relatively uniform character of the granite, one might expect good TBM progress in unbroken zones. Indicated broken or shattered zones could be problematic, and the potential for a stuck TBM would be highly adverse given the greater depth and poor access for rescue operations.

We offered to share some of our information with a major contractor client, perhaps the premier tunnel contractor operating in California, hoping that he might offer comments on the overall feasibility of the project, but the client understandably declined on the grounds that he might eventually become involved with the project. Even so, we recommend as a minimum the earthquake impacts on construction of this reach of the HSR be reviewed by a high-level panel of professional engineers, geologists and contractor consultants with both positive and negative experience in modern TBM tunnel construction and no investment in future contracts before the project moves to the contract phase. If it is concluded that disastrous cost overruns, delays or cancellations of the project are likely, then the entire route should be reconsidered. A Bakersfield-to-Burbank more direct route might offer a better prospect for construction within a reasonable budget, though we have not studied this alternative.

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Probabilistic Risk Analysis: Preliminary Thoughts

In theory, the risk of a fast-moving train encountering a geologic fault-induced track failure can be understood by considering three points.

4356-10537

1. What is the likelihood of sudden and serious fault rupture track damage occurring at some point on the Lower East San Gabriel Mountains-San Fernando Valley reach (a 15 km stretch, the location of two "surprise" earthquakes, 1971 and 1974) during the operation of the trains? I would say that this is a realistic possibility in the first year of operation and fairly likely in the first 20 years of operation. (This can probably be verified by interviewing experts at the USGS, California Geological Survey, etc.)
2. Neither the exact time nor the location of such a track break or breaks can be known in advance. If a fast approaching train is within 2 miles of the break, even with the instant warning, the train will still be moving at a dangerous speed when it hits the fault-induced break or blockage. This is because it takes a high-speed rail train at least 2 miles (critical braking distance) after the fastest possible warning to come to a halt.
3. The odds of one or more trains being active on the Palmdale to Burbank reach at any time are almost certain. The probability of track disruption within a particular train's critical braking distance would be fairly high, say 2 miles/15 miles, or 6%. If several trains are active, or several track disruptions occur, a derailment becomes more likely than not. On this basis we can claim that the probability of a catastrophic tunnel accident following a local earthquake is quite high, perhaps 50% or more.

One can be easily convinced that such a disaster would be even worse than the worst aviation or rail accidents in history, all the more so because whatever attempts would be made to rescue or recover remains from the wreckage 2000 feet below ground could be hampered by the occurrence of aftershocks for weeks and months after the initial earthquake. Arguably any passenger taking the train would be facing odds of being a casualty on the order of 1:30,000 per trip. By comparison, the odds of any commercial airline flight ending in a passenger's death are much lower, about 1:11 million. Inference: travel on the HSR would be far more dangerous than flying.

Reportedly events such as the San Fernando earthquake occur roughly every 200 years, so one could go through the motions of a traditional probabilistic analysis by beginning with the assumption that operation of the railroad for 20 years would expose the track to a single San Fernando type event and, in other words, a 10% chance of occurrence in 20 years of operation. It seems to the authors quite likely that such an event would produce serious track offsets at several locations. The only events that would cause catastrophic derailment by fault-induced track misalignment would be those that occur within the stopping distance of the train. With the trains' separation at 20 miles and a train stopping distance of 2 miles, the chances of a catastrophic hit would be about 10% for each moving train and each track offset of more than an inch or two. The combined odds for two trains with say five fatal offsets would be quite high, approaching 100%. This line of argument might be advanced to a conclusion that there would be about 20% chance of a San Fernando type event with catastrophic fault rupture track accident occurring in the first 20 years of train operation. On the order of 10 billion passenger miles would be provided during those 20 year, so the fatality rate would be about 1 in 10,000 passenger miles.

All of this ignores the fact that the cause of geologic fault track offset might not be a local reverse fault
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such as the San Fernando 1971 event, but rather the threatening "big one" occurring on the San Andreas Fault (currently estimated at 1% chance per year) or a larger (Magnitude 7+) earthquake on combined reverse faults, either case triggering myriad movements on local faults, known and unknown.

A proponent might enthusiastically conclude that the long-term risk of passenger deaths from the geological fault theory is quite low, comparable to the standards that have been explicit in Great Britain or tacitly found acceptable to the public in the US and Great Britain. Or the number of bicycle deaths likely in the same area. So what's the big deal?

The big deal is that the world would regard such an event in the same spirit as the sinking of the Titanic. It would be concluded with some justification, echoing the views of some commentators in China, that excess speed is the villain and this should be radically reduced. If the eventual conclusion is that speed must be radically reduced, this raises the question of the fundamental purpose and continuing viability of the project, now estimated at more than \$100 billion. Failure of the Palmdale-Burbank link, whether by construction infeasibility, excessive risk, reduced speed limits, or major cost overruns, could jeopardize value of the entire CHSR project.

Question: *Has the CHSRA done an analysis to predict the probability of Magnitude >5.0 and >4.0 earthquakes or aftershocks (which produce measurable fault displacement) occurring at or near the proposed tunnels within the next 20 - 30 years? How has this analysis impacted CHSRA's plans?*

Question: *What if design and build fails (i.e., either CHSRA does not get a contractor to bid, or the contractor bids, and the alignment turns out to be impossible to construct due to subsurface or other issues)? What are the alternatives for completing this project?*

Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued

Conclusions

4356-10538

The DEIR means to establish public confidence by claiming that in the absence of US experience, CHSRA will emulate what are believed to be success stories with high-speed rail in seismic areas of Japan, China, and Europe. However, recent problems including derauling and serious seismic tunnel damage in China and elsewhere in the world have brought on a much more cautious approach by government and experienced railway operators in those countries. The idea of tunnels being immune from seismic problems is no longer acceptable.

All of the routes from Palmdale to Burbank proposed in the DEIR pass through the mountainous terrain of the San Gabriel Range, which presents geology and seismicity conditions of exceptional difficulty, even for California.

Geotechnical investigations by CHSRA in 2016 produced some high quality data, but the scope and number of borings (two for each alignment) is completely inadequate for a 30 mile tunnel in complex geology that is found in Palmdale-Burbank part of the project (50 to 150 borings will ultimately be necessary, at a cost of at least \$10 million). This will prevent contractors from producing reliable bids. It also misleads the public by suggesting that such a limited investigation suffices for approval of the project at this time. We are not confident that the technical and economic feasibility of any of the routes proposed has been established with reasonable assurance, and other routes north of the Palmdale-Burbank section may ultimately have to be considered.

The extensive tunnel damages experienced 2008 in China's Wenchuan tunnels are particularly relevant to this review because those tunnels are in terrain of exceptional high seismicity with high lateral stresses similar to the San Gabriel Range. China has acknowledged that their extensive network of high-speed trains in these western mountainous areas faces serious earthquake risks.

Local ground rupture or seismic overstressing causing tunnel track damage remains an unaddressed and possibly unsolvable problem that has a significant possibility of rendering all of the alternatives offered in the DEIR as infeasible from a safety and construction standpoint.

The extreme intensity of seismic ground motions (approaching 2g) in the San Gabriel Mountains area is unprecedented for any high-speed rail project that we know of. We question whether it is possible to design a train to remain on track for the level of ground motion expected in this "blind thrust" area.

Although rock bursts are often associated with tunnels and mines deeper than 2000 feet, they also occur at shallow depths of less than 2000 feet where horizontal stresses in the rock mass are very high, as in the San Gabriel Mountains. These events can be as destructive to tunnel linings and track as fault movements. The likelihood of rock bursts can be assessed if the lateral stresses in the surrounding rock can be measured. Unfortunately in the field testing program in 2016, most of the planned tests failed to provide usable results. Lacking this essential information, CHSRA did not address this important hazard in the DEIR. Escape routes at cross passages and portals are likely the most endangered by rock bursts.

Although the DEIR discusses at some length various problems that could arise as a result of the dewatering deep high-pressure zones during construction or later operation of the tunnel, it does not mention or discuss of the influence of changed groundwater pressures on rock deformation. For example, in cases where there could be water or brine injection, fault movements will likely be triggered. Dewatering at tunnel depth will also increase effective stresses which can create rock bursts and

stimulate even local faulting.

4356-10538

By minimizing the potential for construction problems — including losing TBMs during construction and tunnel accidents during the lifetime of the project — the CHSRA is misleading contractors who may thereby have a basis for very large cost overruns due to incrementally changed conditions encountered and costly remedial measures necessitated during construction.

Groundwater issues are partially discussed in the DEIR, but not the problems of concern of individual or community property owners relying on water supply for wells, or for groundwater changes that could trigger fault movements, earthquakes, and gas releases.

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Hamilton and Meehan Qualifications

Douglas Hamilton is an engineering geologist with sixty years experience, mostly in California. For many years he was principal advisor on earthquake faulting hazards for PG&E at their Diablo Canyon and other state-wide nuclear power plants. His role in redefining hazards from oil and gas production in Southern California (e.g. Baldwin Hills) is widely recognized. He has worked on many tunnel projects beginning with his experience in the 1950s with deep uranium mines. He has also worked as a consultant on several California tunnel projects (most recently in 2021, the LA Metro line in the Wilshire Boulevard area). He made the original proposal in 2002 to bypass the Devils Slide area in South San Francisco using a vehicular tunnel and has been a continuing consultant to Caltrans on several other forward-looking projects. He holds undergraduate and PhD degrees from Stanford University, working in his younger years under the guidance of Richard Jahns, pioneering engineer geologist of Southern California.

Richard Meehan holds engineering degrees from MIT and Imperial College, University of London, where he developed, under the direction of engineers Norbert Morgenstern and Nicholas Ambraseys, an interest in fluid flow in fractured rock systems and its applications in engineering seismology. In the mid-1960s he formed a California partnership with Douglas Hamilton and has continued to be active in their hundreds of joint consulting projects. Over the past decades, he developed a specialty in safety problems of critical infrastructure facilities including dams and levees. He was principal plaintiffs' expert consultant and witness on the Paterno case, which redefined State responsibility for potentially hazardous public flood control facilities. He represented General Electric as an expert witness in safety hearings, in its successful quest to relicense under the Atomic Energy Commission the Vallecitos nuclear reactor facility in Northern California, which had been determined to be exposed to a geologic faulting hazards; Meehan memorialized that controversy in a book, *The Atom and the Fault* (MIT press) published in 1982. He was an adjunct/consulting professor at Stanford University School of Engineering for twenty-five years.

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

The commenter refers to another comment letter and notes that their main concerns relate to the safety of passengers and the future viability of the Authority's project. The commenter also noted the difficulties in accessing the Draft EIR/EIS and various technical memorandum.

Refer to Section 3.11, Safety and Security, for an analysis of project impacts on emergency services, community safety and security, and other topics related to safety and security.

The Authority endeavored to make the Draft EIR/EIS widely available for public review by making it available on their website (<https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/palmdale-to-burbank-environmental-documents/>), providing electronic copies upon request, and providing printed and electronic copies at repository locations. Please refer to Standard Response PB-Response-GEN-7: Access to Technical Reports, for information on how to access full technical reports supporting the environmental document. Supporting material such as technical memoranda are not required under CEQA or NEPA to be provided on the Authority's website, but can be requested via a Public Records Act Request. Refer to the Authority's website for additional information: <https://hsr.ca.gov/about/public-records-act/>.

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.

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Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest.

The commenter lists a series of geotechnical issues for the long tunnel that would be built under the San Gabriel Mountains and asserts they are not addressed sufficiently in the Draft EIR/EIS. The Authority respectfully disagrees with the commenter's assertion that the analysis is "weak," that "topics are ignored or minimized," or that topics are "presented incoherently." The remainder of this response addresses the technical issues raised by the commenter that appear related to these claims.

Seismic Impacts to Track: The potential for seismic impacts to damage tracks is addressed under Impact GSSP#16 in Chapter 3.9, Geology, Soils, Seismicity, and Paleontological Resources of the Draft EIR/EIS. This discussion notes that seismic events can result in ground shaking and fault rupture at or near the trackway, and that this could result in injury or loss of life of HSR passengers and personnel over the operating lifetime of the project. The discussion explains that the tunnel design at the San Gabriel and Sierra Madre Fault Zones would have fault chambers. Under GEO-IAMF#6, project design will incorporate early warning systems to track strong ground motion associated with fault rupture to minimize the potential for accidents. GEO-IAMF#7 requires that a contractor prepare a technical memorandum documenting large seismic ground shaking evaluation and project design criteria. GEO-IAMF#8 requires the suspension of operations during earthquakes to reduce the potential for injuries or loss of life from surface fault rupture and ground shaking during operations. GEO-IAMF#10 requires incorporation of design guidelines to limit vulnerability to fault ruptures. The Authority disagrees, therefore, with the commenter's assertion that this issue has been "sidelined." Additionally, while the commenter states the language around seismicity is "oversimplified," CEQA Guidelines Section 15140 states that "EIRs shall be written in plain language...so that decision makers and the public can rapidly understand the documents." Therefore, the use of more-widely understandable terminology is appropriate in the Draft EIR/EIS.

Tunnel Portal Hazards: The commenter raises questions about tunnel portal issues. This portion of the response addresses those issues and, to the extent they also relate to tunnels beyond the portals, this response also includes that information for clarity.

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Regarding gas, Impact GSSP#13 in Section 3.9 of the Draft EIR/EIS describes the hazards related to the presence of unknown, undocumented, and abandoned mining facilities and associated toxic subsurface gases, or unstable ground conditions. This location would include Portal 9 (Build Alternative SR14A and Refined SR14) at Vulcan Mine. Impact GSSP#14 in Section 3.9 of the Draft EIR/EIS describes the hazards from known oil/natural gas fields during construction. The Refined SR14, SR14A, E1, E1A, E2 and E2A Build Alternatives, including portal locations, would not interfere with known-and-existing oil/natural gas fields or active extraction infrastructure, based on information from the California Geologic Energy Management Division (CalGEM) (formerly California Department of Conservation, Division of Oil, and Gas and Geothermal Resources (DOGGR)). See Figures 3.10-A-1 through 3.10-A-25 (Chapter 3.10, Hazardous Materials and Wastes) for the maps of the existing oil and natural gas wells/fields within the RSA of all the Build Alternatives.

GEO-IAMF#3 requires the construction management plan (CMP) to incorporate monitoring procedures and construction practices to reduce risks related to gas accumulation. Practices would include using safe and explosion-proof equipment during construction and testing for gases regularly. Under GEO-IAMF#4, the Contractor shall prepare a CMP addressing how historic and abandoned mines will be incorporated into construction best management practices. The CMP will be submitted to the Authority for review and approval. Specific to the MWD water pipeline explosion, for background, this event occurred in June of 1971 and involved explosion of a pocket of natural gas. As discussed above for the tunnel portals, the Refined SR14, SR14A, E1, E1A, E2, and E2A Build Alternatives would not interfere with oil/natural gas fields or active extraction infrastructure.

Under SS-IAMF#4, prior to ground-disturbing activities, the contractor shall identify and inspect all active and abandoned oil and gas wells within 200 feet of the HSR tracks. Active wells and any previously abandoned wells will be abandoned/re-abandoned and relocated by the contractor in accordance with the CalGEM standards and in coordination with the well owners. In addition, under GEO-IAMF#3, the contractor shall prepare a CMP addressing how gas monitoring will be incorporated into construction best management practices. Practices will include using safe and explosion-proof equipment during construction and testing for gases regularly. Installation of passive or

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active gas venting systems, gas collection systems, as well as active monitoring systems and alarms will be required in underground construction areas and facilities where subsurface gases are present. Additionally, and in accordance with California Code of Regulations Title 8 Section 8422 and 8425, a fixed system of continual automatic monitoring equipment shall be provided. These monitors shall have sensors, situated in a way that they will detect any anticipated gas encountered and shall signal the heading, give visual and audible warning, and shut down electric power in the tunnel except for acceptable ventilation and pumping equipment necessary to evacuate personnel. In sum, technology has advanced since the 1971 MWD water pipeline explosion; tunneling engineers have learned tough lessons through experiences on other tunneling projects including this one; later experiences on other projects have demonstrated the ability to tunnel safely through gassy ground; and the Authority will undertake thorough geological investigations before tunneling.

Following the 1971 MWD water pipeline explosion, the California Assembly Speaker charged a subcommittee with investigating the accident and providing guidance on whether existing statutes and regulations were sufficient to have prevented the explosion and deaths. The subcommittee hearings brought to light issues with the Department of Industrial Relations' policies as well as Labor Code and safety order enforcement. The first outcome of this process was the Tom Carrell Memorial Tunnel and Mine Safety Act of 1972, which augmented the Labor Code with mine and tunnel specific safety requirements. A second outcome was that a select committee conducted hearings regarding the Department itself, finding issues around enforcement and staffing levels. Following a freeway bridge collapse and investigation of that accident, the California Occupational Safety and Health Act was introduced and enacted in 1973. As a result, construction of the MWD pipeline and construction of the proposed HSR project are dissimilar based on regulatory setting alone. Safety regulations have advanced substantially since 1971. For all of these reasons together, the tunneling for the project includes features and would follow updated regulations that would prevent a tragedy or calamity like the 1971 MWD explosion.

Regarding slope instability, the potential for landslides during construction is discussed under Impact GSSP#3 in Section 3.9 of the Draft EIR/EIS, while the effects of slope failure hazards during operation are discussed in Impact GSSP#16 in Section 3.9 of the

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Draft EIR/EIS. For construction, the Draft EIR/EIS notes on page 3.9-78 that “[s]lope failures would be unlikely to impact subsurface construction activities but could block or damage tunnel portals or adits.” GEO-IAMF#1 requires that the project include measures to reduce the risk of ground failure from unstable slopes. For operation, the Draft EIR/EIS discloses the area of each alternative occurring in mapped landslide-prone areas and notes that unknown unstable slopes may also occur. GEO-IAMF#10 will require implementation of engineering and safety protocols to limit slope hazards during construction, which would also address potential slope failures during operations. GEO-IAMF #2 requires slope monitoring by a Registered Engineering Geologist into the Operation and Maintenance Procedures at sites identified in the CMP where there is a potential for long-term instability.

Regarding track buckling and breaking, HSR networks commonly use broken rail detectors as part of their train control system. The Authority will implement an FRA-compliant broken rail detection system. These systems either inject and monitor radio signals into the rail or rely on electrical continuity of existing track-based circuits to detect rail-line breaks. Track buckling is a phenomenon that can occur on tracks where the thermal loads are higher than expected at the design stage. HSR tracks are welded at a neutral temperature that is calculated to be above a certain threshold for each specific location. A good track formation with concrete ties on ballast or slab track also helps avoid this problem on HSR lines. Establishing automated weather stations along the alignment is required for the correct operation of many facilities, like tunnel ventilation systems or switch heaters, and is needed to plan for temporary speed limitations due to lateral wind, for example. TM 2.8.1 Safety and Security Design Requirements lists Detection as a Safety Strategy, which includes natural phenomena including earthquake and climatic conditions (temperature, wind and rain), wildfire, mudslides, falling rocks, and high water. Section 3.7.3 of TM 2.8.1 also specifies that “Temperature Detectors shall be installed where necessary based on changing average temperatures along the corridor.” Therefore, regular monitoring of rail temperature variations would occur at critical locations such as bridges or approaches to tunnels as part of the of the regular maintenance operations of the HSR line.

Surface Water and Biological Resources: Under GEO-IAMF#1, the Contractor shall prepare a CMP, which will address geologic constraints and minimize or avoid impacts

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to geologic hazards during construction, including groundwater withdrawal. In the San Fernando Valley, as described in the PEPD Central Subsection and Burbank Subsection Geotechnical Conditions Report Section 3.2, current monitoring data shows groundwater to be relatively deep at depth ranging from 100 to 300 feet. No groundwater issues are anticipated within this section since the tunnel will be above groundwater elevation. Beneath the ANF, the impacts associated with possible dewatering from water inflow into the tunnels are described in Impact HWR#5: Changes in Hydrogeologic Conditions Associated with Tunnel Construction Beneath the ANF which May Affect Surface and Subsurface Water Resources, in Section 3.8, Hydrology and Water Resources of the Draft EIR/EIS. Please also refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest.

Where groundwater is present, it may under certain circumstances leak from the rock mass into the tunnels. In such cases, groundwater inflows may temporarily affect the hydrology of streams, springs, water supply wells, and other waterbodies. The amount and duration of groundwater loss would depend on the geotechnical and hydrogeological conditions along the tunnel alignment, the tunnel construction methods used, and design features adopted to avoid and minimize inflows. Under certain conditions, temporary inflows into the tunnel during construction are likely unavoidable. Thus, temporary effects on surface and groundwater conditions are foreseeable even with the incorporation of design features and employment of construction methods intended to avoid and minimize the effects. Mitigation measures to address these effects would be implemented in response to monitoring information (see Mitigation Measure HWR-MM#4 in Section 3.8 of the Final EIR/EIS). The Authority will utilize 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 tunnel-lining approaches that have been proven effective at controlling water seepage. These measures are identified in HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7. The dewatering impacts from the project, and the measures to avoid and minimize impacts to surface and ground water resources are addressed in the following: Hydrology and Water Resources Technical Report (Authority 2017); Appendix 2-E, Impact Avoidance and Minimization Features (IAMF); Appendix 3.8-C, Adaptive Management and Monitoring Plan for Potential Hydrologic Effects in the

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Angeles National Forest (ANF); and Appendix 3.8-D, Supplemental Water Demand Analysis for Impacts on the ANF, including the San Gabriel Mountains National Monument (SGMNM). Ground Subsidence: There is no area-wide subsidence associated with water-pumping in this project section. The U.S. Geological Survey (USGS) has been tracking subsidence in California since the early 20th century and has developed maps that illustrate areas of recorded subsidence across California. Most of the subsidence has resulted from excessive groundwater pumping for municipal, industrial, and agricultural uses, although oil extraction is also a documented cause. The USGS subsidence maps are presented on the agency's website (https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html), and they show that there is no documented, or measured, subsidence within the RSA of any of the six Build Alternatives. The nearest area of subsidence is located north of the Palmdale Regional Airport, approximately 6.5 miles from Palmdale to Burbank Project Section. Any dewatering required during construction of the project and measures to avoid and minimize impacts to surface and ground water resources including existing wells are addressed in the following: Hydrology and Water Resources Technical Report (Authority 2017); Appendix 2-E, Impact Avoidance and Minimization Features (IAMF); Appendix 3.8-C, Adaptive Management and Monitoring Plan for Potential Hydrologic Effects in the Angeles National Forest (ANF); and Appendix 3.8-D, Supplemental Water Demand Analysis for Impacts on the ANF, including the San Gabriel Mountains National Monument (SGMNM), which evaluates the feasibility of proposed remedial activities set out in the Adaptive Management and Monitoring Plan (AMMP). The Authority addresses subsidence in its design and construction processes. For the initial design, survey monuments were installed to establish a datum and set an initial track profile. In the construction phase, the design-build (DB) contractors for track bed preparation will conduct topographic surveys for preparation of final design. Because subsidence could have occurred since the original benchmarks (survey monuments) were established, the DB contractor's topographic surveys will be used to help determine whether subsidence has occurred (GEO-IAMF#1). The updated topographic surveys will also be used to establish the top of rail elevations for final design where the HSR system is outside established floodplain areas and above water surface elevations. If water accumulates above the tunnel, it could compress the ground, put pressure on the tunnel, and vertically distort the alignment. To avoid that possibility, where the HSR system is in floodplain areas susceptible to flooding, consideration is being given to overbuild the

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height of the rail bed in anticipation of future subsidence.

More generally, regarding ground subsidence that damages track, per GEO-IAMF#1, the CMP will identify subsidence hazard areas and engineering controls to reduce the Palmdale to Burbank Project Section's vulnerability to ground subsidence or settlement during construction. GEO-IAMF#9 will monitor for subsidence along the HSR corridor and GEO-IAMF#10 would apply engineering controls to reduce long-term ground subsidence or settlement hazards during operations.

Conclusion: As demonstrated, the Draft EIR/EIS discloses potential impacts and presents a suite of IAMFs to address the impacts referenced in the comment letter. While the commenter makes states that the impact discussion and measures for geotechnical impacts are "weak," "ignored or minimized," or "presented incoherently," they do not specify what in the above-referenced sections is inadequate. The Authority respectfully disagrees with these statements based on the summary of impact analyses and IAMFs above. Finally, the commenter raises concerns about the use of the EIR/EIS as a "baseline in future contracts," in that it could be misleading and unsafe.

Following TM.01 Preliminary Engineering for Project Definition Guidelines, the scope of an EIR/EIS is to develop the minimum level of engineering, referred to as Preliminary Engineering for Project Definition (PEPD), required to support the project-specific EIR/EIS process. As such, the Authority developed preliminary engineering documents to a level that supports the identification of an inclusive environmental envelope (horizontal, vertical, and temporal), which allows for adequate environmental consequence analyses, permitting, coordination of utility relocation and extension, right-of-way acquisition, and promotes and supports compliance with applicable state and federal regulations. As demonstrated by the summaries above, the content in the Draft and Final EIR/EIS, and evaluation of geotechnical hazards, the Authority disagrees the material would be misleading or lead to unsafe practices. Instead, the EIR/EIS discloses and addresses impacts as required under CEQA and NEPA. Bidding contractors will apprehend the technical requirements to accomplish the tunneling safely and effectively.

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While the commenter comments that fossils, tsunamis, and abrasive quality of rock do not seem important to the project, both CEQA and NEPA require an evaluation of environmental resource areas. For the purposes of compliance with CEQA and NEPA and a thorough evaluation of the impacts of the project, these issues are evaluated in the EIR/EIS. The commenter also alludes to the exclusion of certain topics but does not name them in this comment; therefore, no additional response can be provided here. This comment also provides qualifications of the commenters in the realm of geotechnical studies and tunnel studies and includes some history of tunnels in California.

Regarding the commenter's concerns about the presence of methane, please refer to Draft EIR/EIS Section 3.9 GEO-IAMF#3 and RTC#10534. As required by GEO-IAMF#3, the Contractor shall prepare a construction management plan (CMP) addressing how gas monitoring will be incorporated into construction best management practices. Practices will include using safe and explosion-proof equipment during construction and testing for gases regularly. Installation of passive or active gas venting systems, gas collection systems, as well as active monitoring systems and alarms will be required in underground construction areas and facilities where subsurface gases are present. Additionally, and in accordance with California Code of Regulations Title 8 Section 8422 and 8425, a fixed system of continual automatic monitoring equipment shall be provided. These monitors shall have sensors so situated that they will detect any anticipated gas encountered and shall signal the heading, give visual and audible warning, and shut down electric power in the tunnel except for acceptable ventilation and pumping equipment necessary to evacuate personnel.

The commenter states that the fault rupture and deformation may be impossible to mitigate. Refer to Response to Comment #10526 regarding the discussion of potential fault rupture impacts to track, which includes track in tunnels. The commenter references an article by R. Vartabedian and claims the Draft EIR/EIS did not address the "first paragraph issue" in that article. The Authority reviewed the article (<https://www.nytimes.com/2022/10/09/us/california-high-speed-rail-politics.html>), whose first paragraph states: "Building the nation's first bullet train, which would connect Los Angeles and San Francisco, was always going to be a formidable technical challenge, pushing through the steep mountains and treacherous seismic faults of Southern California with a series of long tunnels and towering viaducts." The EIR/EIS analyzes geologic- and seismic-related impacts in compliance with CEQA and NEPA. The

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commenter makes a similar reference to a prior interview in the LA Times emphasizing seismic risks. The Authority recognizes that the tunneling presents complex conditions and that it will require using an equally complex set of methods, procedures, technologies, and experiences to build the tunneling. Nonetheless, the Authority has researched tunneling projects under similar conditions. Examples include San Jacinto Tunnel, Arrowhead Tunnels, Angeles Aqueduct Tunnel, Tehachapi Tunnels and Carely V. Porter Tunnel in California. International tunnel projects include Lotchsberg, St. Gotthard, Koralm, Guadarrama, and Pajares.

Due to the complex and high-speed operating conditions, high-speed railways need to be developed from the beginning as a system, integrating all elements to work together in an efficient, safe, and reliable manner. The U.S. has no specific or current guidelines for the development of a high-speed rail system capable of 220 mph operating speeds. However, there is a history of long-term success in the development of the European and Asian HST systems. For the development of the California High Speed Train Project, it is prudent to consider adaptation of existing and available HST system approaches from Asia and Europe to guide a system design approach, one that meets the requirements of applicable and developing federal and state safety regulations. The Authority has developed project level environmental and engineering guidelines, studies and reports discussing the analyses and methodology of the Authority's design criteria. Most of these documents are technical memoranda (TM) developed for the Authority by Parsons-Brinkerhoff between 2009 and 2015, which the Commenter refers to as the "so-called PB Technical Memoranda, circa 2009-2015." Some of the Technical Memoranda (TM) are described and referred to in the DEIR/DEIS (Section 3.9.6.3, page 3.9-84) and the Geology, Soils, and Seismicity Technical Report (Section 5.1.1.3, page 5-7).

However, all of the TMs are available online at:

<https://hsr.ca.gov/programs/environmental-planning/project-level-environmental-engineering-guidelines-studies-reports/>

Additionally, note that tunneling technologies are in continuous evolution in different infrastructure projects around the world, and therefore not necessarily tied to any specific HSR system. Europe and Asia are the main references in the world for HSR Tunnel Design and Construction as referenced in the Authority's TM 1.1.1 Codes, Regulations, Design Standards and Guidelines, Section 3.2.1.1. International Regulations and Codes. Specific requirements for track geometry quality in this project

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section will be defined in the Detail Design Phase and will be based on the Authority's Track and Systems requirements which are still pending final publication for the Track and Systems contract award. As per the Authority's TM 2.1.1, the general basis of alignment design will be to follow best practices of the Japanese and European lines and the guidance of UIC (International Union of Railways) for railway lines, while also taking into account common American practices and the guidance of the Manual for Railway Engineering of the American Railway Engineering and Maintenance of Way Association (AREMA Manual). The overall safety and reliability of the California HSR System would be achieved by the incorporation of European and Asian HSR Systems technical standards with a proven long-term operating success.

Based on its extensive research, the Authority has concluded that it can rely on methods and lessons learned in other tunnels to build this tunnel successfully and safely. Refer to Response to Comment #10526 regarding the Draft EIR/EIS's treatment of seismic risks. The commenter makes various reference to attempts "to plug serious but separate overarching financial risks," "likely future major contractor claims" and "privatized segments." Much of this material appears to be the commenter's interpretations of and opinions about what is occurring with the HSR project. However, some points should be addressed and corrected. First, the HSR project is not privatized, nor are the segments. The Authority is not passing off core safety issues, as suggested by the comment. Safety issues are thoroughly analyzed in the EIR/EIS. Also, as described on Draft EIR/EIS page 3.1-10, "The IAMFs are part of all of the Build Alternatives and will be implemented by the Authority as integral components of any alternative that may be approved during design and construction." This includes IAMFs such as those described in Response to Comment #10526 regarding seismic safety concerns. The commenter also makes various allusions and references to tort law, condemnation law, and Authority liability, while referencing one of the PB Technical Memoranda (most likely TM 2.10.6 R1 Fault Rupture Analysis and Mitigation [Section 3.0 Analysis and Assessment]) for the segment, as well as a study for the Diablo Canyon Nuclear Power Plant. Other than asserting that the San Gabriel thrust zone is more complex than the Diablo Canyon Nuclear Power Plant faulting (which is addressed below), the commenter does not connect this to the adequacy of the Draft EIR/EIS. The Diablo Canyon Nuclear Power Plant project did not involve a tunnel for transportation and is in a geologically different area of California, as is the White Wolf fault. The research and design that has been and will be conducted specific to the project will inform its design, rather than a non-

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applicable scenario involving an entirely different kind of project and different location.

The commenter claims that the enlarged outer tunnel bore protecting an isolated inner tube would not be a fault chamber but instead would be required under the San Gabriel Range and would increase the cost of the project. According to the Authority's TM 2.10.6 R1 Fault Rupture Analysis and Mitigation, where the tunnels cross a Hazardous Fault zone, a larger cross-section has been considered to allow clear passage and realignment of the tracks after a seismic event. Also, the length of the track realignment zone has been extended beyond the fault zone. The fault chamber is designed to accommodate the fault displacement by the failure of the initial lining while preserving the integrity of the interior lining. Please refer to Draft EIR/EIS Volume 3 Tunnel Plans Drawings TN-C0300 through TN-C0302 for a description of the fault chamber design. Before and after the fault chamber, the tunnel will have a widened cross section to allow the alignment recovery as described in TM 2.10.6.R1.section 3.4.3.6. Regarding the comment about future liability, the comment does not address the project's environmental impacts. 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 40 C.F.R. 1503.4 (2016)). This comment is not a comment on environmental issues, and no further response is required.

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The commenter presents a scenario of a train that receives an earthquake warning from the automatic warning system and begins to brake and continues to travel as its speed is reduced, encountering hazardous conditions along the track while still traveling 100 miles per hour a half mile further down the track.

The commenter asserts that the train control system would not work for locations within the train's stopping distance of 2 miles. The Authority has considered scenarios like this. The California HSR system is using the Early Earthquake Warning System (EEWS) to avoid the derailment of the train at high speeds, so the strategy would always be to stop the train after the acceleration threshold has been surpassed. This has been proven to be the safest course of action in similar systems in other parts of the world, such as Japan, where the HSR system operates in highly seismic areas. After the 1995 Kobe earthquake that killed 6,400 people, Japan invested \$600 million in an Earthquake Early Warning System. As an example, on the afternoon of March 11 2011, a seismometer at Kinkazan Island on the northeast coast of Japan detected seismic P-waves and sent an automatic stop signal via the UrEDAS to the Shinkansen's electric power transmission system, triggering the emergency brakes on 27 bullet trains. Ten seconds after the warning signal went out, a massive 9.1 Magnitude earthquake hit mainland Japan. Although this 'Great East Japan Earthquake' and the following tsunami caused immense destruction and loss of life in eastern Japan, none of the 19 trains running through the affected area were derailed, and no casualties were sustained on the trains. The magnitude 9.1 Tohoku earthquake occurred on a thrust fault within the subduction zone where the Pacific and North America tectonic plates pass over each other, where in California, the same tectonic plates move past each other laterally along the strike-slip San Andreas fault. The USGS reports that an earthquake larger than a magnitude 8.3 occurring on the San Andreas fault is extremely unlikely. The magnitude 9.1 Tohoku earthquake is 8 times larger the largest expected earthquake occurring on the San Andreas fault of magnitude 8.3. Note that Japan HSR lines also cross active faults and seismic hazards and are not limited to large distant events. Large distant seismic events are also a possibility in California on the proposed alignment, for which the EEWS would provide enough warning to mitigate possible impacts. Other countries that have built early warning systems include China, Taiwan, Turkey, and Mexico.

Other California transportation agencies that use an EEWS include BART and Metrolink.

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BART began developing and testing the EEWS in 2012 and joined the ShakeAlert Pilot Program in 2017. In 2020, BART became a License Operator (LtO) of the technology. In 2014, a 6.0-magnitude earthquake struck near Napa around 3:20 a.m. and the EEWS worked exactly as expected and successfully activated the train-stopping system, although no trains were running at that time. Metrolink EEWS was first piloted along the 91/Perris Valley Line between Riverside and Perris in June 2022. Since then, Metrolink teams have completed the full deployment of its advanced ShakeAlert-powered EEWS along segments of all seven of its passenger rail lines.

The California High-Speed Rail Authority will implement the integration between the statewide ShakeAlert System and the HSR Train Control System similar to the systems implemented by BART and Metrolink (Authority 2014 and Authority 2020).

Once the EEWS sends the signal to stop the train after the detection of seismic P-waves, it would take approximately one minute for the train to come to a full stop. The passengers will experience an emergency braking deceleration of approximately 5 ft/s², which is lower than the braking deceleration of a car emergency braking.

Under GEO-IAMF#6 the selected alternative will incorporate the installation of early warning systems, triggered by strong ground motions associated with ground rupture. The Authority's hazard management program includes the identification of hazards, assessment of associated risks, and application of control measures (mitigation). In alignment with similar systems and the Authority's hazard management program, the EEWS, with other IAMFs, would keep the risk at an acceptable level and less than significant as concluded in the Draft EIR/EIS. The commenter suggests making a change to text in the Draft EIR/EIS around this system to note that it would reduce potential for some, but not all accidents. The revision has not been made because the current language is accurate in that it would reduce the overall potential for accidents. The commenter states that the Draft EIR/EIS does not recognize the threat from fault rupture at depth and its relevance to tunnel safety. The Draft EIR/EIS was prepared in accordance with the Authority's Technical Memorandum (TM) 2.10.6 Fault Hazard Analysis and Mitigation Guidelines. TM 2.10.6 indicates that, where the tunnels cross a Hazardous Fault Zone, a larger cross-section has to be considered to allow clear passage and realignment of the track after a surface rupture event. It also states that it

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may be necessary to extend the length of the track realignment zone beyond the fault zone. Standard engineering practices, legal requirements, GEO-IAMF#6, GEO-IAMF#7, GEO-IAMF#8, and GEO-IAMF#10 would keep fault rupture and ground shaking hazards within established safety thresholds, which would reduce the potential for direct and indirect endangerment of people and structures to increased seismic hazards.

Regarding how the measures set forth in GEO-IAMF#10 are applicable to the Authority's high-speed train, the alignment would be constructed in compliance with applicable codes and design standards to address and minimize these risks. These applicable codes and design standards and recommendations include 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. These standards, such as Chapter 9 in the AREMA Manual for Railway Engineering or FHWA-NHI-09-010 Technical Manual for Design and Construction of Road Tunnels, provide a framework of considerations and methodologies for seismic design of railroad infrastructure and tunnels. These standards will be incorporated and referenced in the Design Criteria Manual for final design. The tunnels will be designed and detailed to withstand the imposed deformations without losing the capacity to carry applied loads and to meet the performance goals of the structures.

Regarding unknown and inactive faults, potential geologic hazards include, but are not limited to, fractured bedrock and all types of faulting (whether considered active or not). "Active faults" are defined by the State of California based on evidence of activity during the Holocene period (i.e., the past 11,700 years). All geologic hazards and potential impacts are included and analyzed in Section 3.9, Geology, Soils, Seismicity and Paleontological Resources of the Draft EIR/EIS. These risks and impacts are addressed by GEO-IAMF#1 and GEO-IAMF#10. Adherence to GEO-IAMF#1 (Geologic Hazards) will require a detailed geotechnical investigation during the design phase to address the potential geologic hazards, including all types of faulting, and geotechnical constraints that could affect tunnel design or construction. The Geotechnical Investigation (GI) Plan will include studies to specifically locate faults crossing the preferred alignment. The GI

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Plan will utilize geologic mapping, geophysical surveys, trench excavations, and vertical and angled coring through the faults. The GI Plan fault investigation will ensure accurate location of the fault(s), determine recency of the fault's displacement, and amount of displacement.

The maps included in Section 3.9 are intended to identify the general location of geological hazards for the purpose of analyzing the footprint and potential physical effects on the different alternatives. The Alquist-Priolo maps are just one set of maps used for identifying faults in the project area. Many of the faults identified in the EIR/EIS were previously mapped by the USGS and CGS geology and fault maps (i.e., Quaternary faults and folds maps), Dibblee Foundation, Working Group on California Earthquake Probabilities (comprised of USGS, CGS, and academia), and academic dissertations (such as, Dr. Bruce Carter mapping of the ANF in the project area). The faults and locations identified in the above sources were verified during preliminary geologic mapping. The level of detail is appropriate and adequate for use in the Draft EIR/EIS, which from a CEQA standpoint should be "written in plain language and may use appropriate graphics so that decision makers and the public can rapidly understand the documents" per CEQA Guidelines section 15140. So, to clarify, the small-scale maps (figures) found within Section 3.9 of the Draft EIR/EIS are not "National Geographic shaded relief maps." The small scale of the maps, which the commenter refers to, is due to depicting a large topographic area onto the size of paper (8.5"x11") needed for the EIR/EIS document. Note that the PEPD Drawings have been produced using a Digital Terrain Model (DTM) developed specifically for this project. However, the EIR/EIS does have large-scale maps in Volume 3, Preliminary Engineering for Project Definition, of the Draft EIR/EIS, which can be used to view the Build Alternatives overlying aerial photographs.

The commenter also includes four examples with pictures, including: (1) buckled tracks as a result of the 1952 earthquake south of Bakersfield; (2) the San Benedetto tunnel following the 2016 Norcia earthquake in Italy; (3) the tunnel collapse at fault crossing in China due to the 2008 Wenchuan earthquake; and (4) Japanese seismic failure at the Wanatsu tunnel in 2004.

Regarding the first example about track knuckling, the Authority has responded to

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issues related to track buckling in an earlier response. Please refer to Response to Comment #10526.

Regarding the second example, the exact causes of failure of this tunnel cannot be determined without extensive research, and this kind of research for a tunnel that is not related to the project and is not in the same country as the project, is outside the scope of the EIR/EIS. Nonetheless, the Authority has considered this example, and it appears that damage to this tunnel is related to its specific geometry (open horseshoe shape without structural invert) and thus excessive deformation under seismic activity. Please also note that this tunnel was built in the 1980s and it was not until 1993, when Wang (Seismic Design of Tunnels, A Simple State-of-the-Art Design Approach, June 1993) highlighted the concept of relative flexibility as a key parameter to understand the seismically-induced deformation of underground structures interacting with the surrounding ground. Therefore, it is likely that the tunnel was not designed for seismically induced deformations. Regardless of the specific reason for the San Benedetto tunnel damage, the Authority will design its tunnel based on site-specific conditions. As described throughout this response, the Authority has identified several features to ensure tunnel safety.

Regarding the third and fourth examples of tunnel failures, please refer to response to comment #10530, which explains that this damage has been primarily associated with unreinforced portions of the concrete lining in tunnels subjected to strong ground motion, and that the HSR project would require tunnel lining to be reinforced.

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The commenter presents a scenario for a fast-moving train decelerating after triggering the Early Earthquake Detection System (EEDS). The commenter also asks what would happen to trains in the middle of the 22-mile tunnel when the EEDS is triggered. The commenter also specifically asks about an EEDS trigger that slows a train, but the train still collides with rocks that have collapsed from tunnels.

Under GEO-IAMF#10, the project would be constructed in compliance with applicable codes and design standards to address and minimize seismic risks. These standards include 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. These standards, such as Chapter 9 in the AREMA Manual for Railway Engineering or FHWA-NHI-09-010 Technical Manual for Design and Construction of Road Tunnels, provide a framework of considerations and methodologies for seismic design of railroad infrastructure and tunnels. These standards will be incorporated and referenced in the Design Criteria Manual for final design. The tunnels will be designed and detailed to withstand the imposed deformations without losing the capacity to carry applied loads and to meet the performance goals of the structures.

As stated by the commenter and shown in the Table 3.9-4 in Section 3.9 of the Draft EIR/EIS, all six Build Alternatives will cross the San Andreas Fault (Mojave Section) at grade near Lake Palmdale. Trackway profiles, stations, and ancillary features associated with all six Build Alternatives could experience violent seismic ground shaking, particularly near the San Andreas Fault (see Figure 3.9-19 in Section 3.9 of the Draft EIR/EIS). The anticipated design ground displacements would not "instantly and completely destroy the rail," although for the Maximum Considered Earthquake (MCE) event, extensive repairs or complete replacement of some components of the system may be required before train operation may resume. As established by GEO-IAMF#7, potentially hazardous faults crossed by the HSR Build Alternatives would be evaluated by conducting field investigations to establish updated estimates of levels of ground motion prior to construction and during final design. Final design would be further

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supported by additional seismic studies and compliance with Caltrans seismic design criteria. Geotechnical and design protocol would adhere to established engineering procedures listed in GEO-IAMF#10 to minimize hazards associated with fault rupture and ground shaking.

Regarding the commenter's assertion that there must be containment of derailed trains in addition to the EEDS, the Authority is aware of the seismic hazards present in the project section. The rail system will be equipped with additional safety measures and stop the train in case a seismic event exceeds established thresholds with automatized emergency braking systems. Strategies to ensure containment include operations and maintenance plan elements that would ensure high-quality tracks and vehicle maintenance to reduce the risk of derailment. Also, physical elements such as containment parapets, check rails, guard rails, and derailment walls, would be used in specific areas with a high risk of or high impact from derailment.

Regarding comments about seismicity and tunnels, as well as seismic impacts associated with inactive fault zones, please refer to Response to Comment #10528. The commenter states that they believe that there is an unacceptable risk associated with fault disruption and dislocation of rocks. Rocks collapsing from the tunnel in a seismic event is not an anticipated scenario. All tunnels are lined, and lining resistance will be designed so that any potential rock failure will not lead to a collapse. Refer to Response to Comment #10527 for a description of the suite of IAMFs that would be implemented to address seismic hazards. HYD-IAMF#7, which is identified in the Draft EIR/EIS, also identifies pre-excavation grouting as a measure to improve rock/soils conditions for tunneling in zones of sharply contrasting rock properties or highly fragmented rock that could be encountered in an inactive fault zone. In addition, to minimize seepage, the grouting will create a permanent strengthened low-permeability circular crown around the TBM helping the excavation process in difficult ground conditions. The TBMs that will be needed for this project will be designed to operate in difficult ground conditions, including areas with sharply contrasting rock properties that could be present in an inactive fault. As described in HYD-IAMF#5, the TBMs will be designed with ports for drilling horizontal probe holes through the TBM cutterhead, and angled probe holes through the TBM shields. The probe holes, equipped with blow out preventers, will allow for pre-excavation grouting ahead of the TBM.

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The presence of inactive faults or sharply contrasting rock properties can be addressed during excavation for a safe construction of the tunnel through changes in the TBM operation process, including filling the excavation chamber with spoils to gain front face support and avoid over-excavations. In an EPB TBM, this will be done by regulating the gate of the screw conveyor to ensure that spoil remains in the chamber and changing the operation mode to EPB or SEMI-EPB mode. In a slurry TBM, the material level into the chamber will be regulated by the flow of the discharge slurry pump. Also, the rotation speed of the cutter head of the TBM can be reduced to avoid deviations, front face collapses, water ingress, and damage to excavation tools. Volume 3, PEPD Tunnel Plans, Drawing TN-C0104 in the Draft EIR/EIS identifies typical construction sequence and support methods for mined tunnels in poor quality rock.

The commenter asks about the warning lead time that would be achieved by the EEDS. EEDS lead times will depend on the location of the epicenter of the seismic event with respect to the train and can vary between seconds to minutes. Earthquake early warning systems like ShakeAlert in California work because the warning message can be transmitted almost instantaneously, while shaking waves from the earthquake travel through the Earth at speeds of a few miles per second. When an earthquake occurs, seismic waves, including compressional (P) waves, transverse (S) waves, and surface waves, radiate outward from the epicenter. The faster but weaker P waves trip nearby sensors, causing alert signals to be sent out. One key feature of earthquakes is that although they start at a point, the rupture takes time to spread out over the fault. Large magnitude 8-9 earthquakes can rupture hundreds of kilometers along a major fault and this takes tens of seconds to minutes to occur. Thus, for the largest of earthquakes, there is a higher potential for long warning times that there is for smaller earthquakes. Once the EEDS sends the signal to stop the train after the detection of seismic P-waves, it would take approximately one minute for the train to come to a full stop. The passengers will experience emergency braking deceleration of approximately 5 ft/s² which is lower than the braking deceleration of a car emergency braking.

Most countries with early warning systems built them after a devastating earthquake. Japan invested \$600 million in such a system after the 1995 Kobe earthquake killed 6,400 people. Today, Japan's system allows every citizen to receive advance alert of

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earthquake ground shaking from the Japan Meteorological Agency. Thanks to this system, no trains derailed in the 2011 magnitude 9.1 Tohoku earthquake. Other countries that built early warning systems include China, Taiwan, Turkey and Mexico. For additional information about the Japanese EEDS system and other systems being used in California, please refer to Response to Comment #10528.

Regarding passenger evacuation standards and tunnel collapse, the Authority has developed an emergency access plan for operation of the California 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, tunnels, ventilation systems, procedures, control systems, communication, and vehicles. Additionally, tunnels would be designed to avoid tunnel collapse in case of a seismic event.

Emergency egress for long, twin-bore tunnels like the 22-mile long tunnel referenced in the comment for Build Alternative E1 is expected to be done by the passengers and crew from one tunnel to the other one, through the cross passages, that will be located each 800 ft. These cross passages will serve as safe zones too, as they will be equipped with self-closing fire protected doors (rated for 1.5 h), ventilation, communications, and other facilities. The typical procedure will be to wait inside these cross passages until a rescue train is able to reach the incident section, or at least until the traffic on the other tunnel has been confirmed to have stopped by the control center, to perform a self-rescue walking along the tunnel to the nearest portal. These procedures will be detailed in the Emergency Response Plan in later stages of the project. Please refer to RTC 9072 for additional information.

The 22-mile tunnel referenced by the commenter is on the E1 Build Alternative between Portal P3 and P4. This tunnel has two intermediate windows and one adit that can serve for emergency egress. The longest stretch of tunnel between exits to the surface points is between Intermediate Window 1 and construction adit at Sta 1490+00.00. This stretch of tunnel is 11 miles long, meaning that the longest distance that passengers would have to travel on foot to the closest emergency egress point would be 5.5 miles. Assuming a walking traveling speed of 200 ft/min it would take approximately 2hr and 30 min to walk that distance.

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The longest tunnel for Build Alternative SR14A extends from Portal 1A north of Pearblossom Interchange (Sta 472+31.00) to Agua Dulce Canyon (Sta 1170+00.00). This tunnel has a total length of 13.21 miles. This tunnel has an intermediate window at Acton (Sta 819+00.00). Based on these considerations, the maximum length from a tunnel surface exit to the furthest point in the tunnel between Agua Dulce and the Intermediate Window would be 3.32 miles. Assuming an egress travel speed of 200 ft/min, it would take approximately 1-1/2 hours for the passengers to evacuate the tunnel on foot.

As established in GEO-IAMF#7, potentially hazardous faults crossed by the HSR Build Alternatives would be evaluated by conducting field investigations to establish updated estimates of levels of ground motion prior to construction and during final design. Final design would be further supported by additional seismic studies and compliance with Caltrans Seismic Design Criteria. Geotechnical and design protocol would adhere to established engineering procedures listed in GEO-IAMF#10 to minimize hazards associated with fault rupture and ground shaking. GEO-IAMF#10 is further described in the first paragraph of this response. As described in the Authority's Technical Memorandum (TM) 2.8.1, for egress, the principal operational strategy is to continue operation of the train to the nearest station platform for passenger evacuation. If it is not possible to move the train, a second train will be brought to the scene (if safely practicable) to facilitate evacuation of the passengers. In the event that operation of a second train is not possible, passengers will still be afforded a safe and efficient mean of egress.

Regarding potential power outages and communication maintenance, during normal system operations, power would be provided by the local utility or a TPSS. Should the flow of power be interrupted, the system would automatically switch to a backup power source: an emergency standby generator, an uninterruptable power supply, or a direct current (DC) battery system.

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

The commenter provides information about the Chinese and Japanese HSR development experience related to seismic hazards. The comment covers issues such as seismic damage to tunnels, derailling of a train due to seismic shaking, the effectiveness of early warning systems, and specific instances of tunnel damage from seismicity on other HSR systems. The comment also describes the difference between faults designated as known faults and inactive faults and claims the Draft EIR/EIS addresses only two or three faults and provides no assurance that design will prevent derailling. The commenter also asks what model the Authority is using for tunneling and if it includes HSR accidents and assessment of safe speed limits, and asks whether the model holds up to scrutiny in the context of various accidents. The commenter also asks why the public should have confidence in the Authority's ability to construct the system and asks whether a crossing of mountains near Bakersfield would be more prudent to address the significant risk of tunnel accidents. The commenter also asks whether the HSR project would be designed to meet the Japanese standard for maximum vertical track alignment of no more than 5mm per 10 meters.

Regarding seismic impacts to track, please refer to response to Comment #10526. The Authority will use the latest state-of-the-art tunneling methodologies available in the industry, such as construction of fault chambers at hazardous fault locations where a highly compressible material is installed between the interior tunnel lining and the primary support of the fault chamber allowing for large deformation redistribution and avoiding shear failure. Please refer to EIR/EIS Volume 3 Tunnel Plans Drawings TN-C0300 through TN-C0302 for a description of the fault chamber design. Tunneling technologies are in continuous evolution in different infrastructure projects around the world, and therefore not necessarily tie to any specific HSR system. Europe and Asia are the main references in the world for HSR Tunnel Design and Construction as referenced in the Authority's TM 1.1.1 Codes, Regulations, Design Standards and Guidelines, Section 3.2.1.1. International Regulations and Codes. Specific requirements for track geometry quality in this project section will be defined in the Detail Design Phase and will be based on the Authority's Track and Systems requirements which are still pending final publication for the Track and Systems contract award. As per the

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Authority's TM 2.1.1, the general basis of alignment design will be to follow best practices of the Japanese and European lines and the guidance of UIC (International Union of Railways) for railway lines, while also taking into account common American practices and the guidance of the Manual for Railway Engineering of the American Railway Engineering and Maintenance of Way Association (AREMA Manual). Refer also to Response to Comment #9567, which addresses seismic hazards and design of the project, including fault rupture and tunnels, and explains the fault chamber design concept.

Please refer to Responses to Comments #10528 and #10532, which address train derailling as well as the function of the EEDS to prevent derailling. Refer also to Response to Comment #10529, which addresses the EEDS function when trains are in a tunnel. Responses to Comments #10528 and #10532 address comparisons to seismicity and HSR operation in Japan.

Regarding the issue of designation of inactive and active faults and risks associated with inactive faults, refer to Responses to Comments #10528 and #10529. Regarding specific concerns raised about HSR systems in other countries and design of the California HSR project, the Authority's Technical Memorandum TM 2.4.5, Section 3.5.1.4, indicates that recent observations (Japan, Taiwan, China) of structural damage to tunnel linings due to strong seismic shaking (not fault rupture or displacement across a tunnel) has been primarily associated with unreinforced portions of the concrete lining in tunnels subjected to strong ground motion. Sections of tunnel lining that were reinforced exhibited far less damage during strong ground motion. As shown in PEPD Volume 3 Tunnel Plans, tunnel lining will be reinforced for the California HSR project.

Regarding the request to construct the Palmdale to Burbank Project Section alignment closer to grade in an environment less threatening from a seismic standpoint in order to minimize the risk of tunnel accidents, refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. While the alternatives analysis process considered multiple criteria, the project objective to maximize the use of existing transportation corridors and available rights-of-way to the extent feasible was emphasized as a way of minimizing impacts otherwise caused by creating an entirely new linear transportation corridor. Additionally, the engineering, geologic, and grade-

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requirement challenges within this project section have influenced the alternative alignments. The commenter indicates that Japanese engineers set a limit of 5 mm per 10 m for vertical misalignment of high-speed rail. The commenter does not specify what standard this limit is based on, nor does he provide any references to verify the applicability of this statement. The Authority is relying on European Standards for High Speed Rail track alignment and tolerance thresholds as described in TM 2.1.2 Alignment Design Standards For High Speed Rail Section 2.0 Design Standards and Guidelines. Also, the Authority's Track and Systems Functional and Technical Requirements establishes that for non-ballasted track, the design shall accommodate the following "maximum movement" and "design movement" due to construction, expansion, and earthquake loading: (a) Lateral Horizontal: 6mm (1/4 inch) max / 4 mm (5/32 inch) design; (b) Vertical absolute: 10mm (½ inch) max / 8mm (3/8 inch) design; (c) Longitudinal: 20mm max (3/4 inch / 18mm (11/16 inch) design; (d) Angular displacement: 1 in 1000 max.

Existing federal and state regulations and codes govern passenger and freight rail systems in the United States. These regulations are typically applicable to the basis of design and govern the operation of conventional rail networks; these do not specifically address the basis of design or govern the operation of high-speed train systems operating at speeds over 150 mph. As such, and as clarified in the Authority's TM 1.1.1 Codes, Regulations, Design Standards and Guidelines, international regulations and codes provide additional guidance, including European, International Union of Railways (UIC) and tentatively Japanese Standards. These regulations and codes are to be incorporated into HSR design where appropriate.

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The commenter asserts that the analysis of fault rupture in the Draft EIR/EIS was deficient by considering only faults identified on the Alquist-Priolo map. The commenter expresses concerns regarding the adequacy of the Alquist-Priolo map for locating faults during construction, and also expresses concerns about the existence of unknown faults within the HSR project alignments. The commenter asks why the Draft EIR/EIS did not identify and address the Veterans Fault. Additionally, the commenter asks about what further investigations the Authority will conduct before requesting bids for design and build of the project.

As described in Draft EIR/EIR Section 3.9.4.5, the Authority's methods for determining impact significance under CEQA was based on CEQA Guidelines Appendix G, which lists substantial adverse effects from "[r]upture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault" as an impact criterion. Fault rupture impacts during construction are addressed in the Draft EIR/EIS under Impact GSSP#7 (Fault Rupture and Seismic Ground Shaking Could Endanger People or Structures During Construction). Refer to Response to Comment #10526 regarding the EIR/EIS's discussion of potential fault rupture impacts. Design features such as fault chambers, enlarged tunnel diameters, alignment recovery and Early Earthquake Detection System (EEDS) are applicable during operations. While the analysis identifies several specific potentially hazardous fault zones, GEO-IAMF#6, GEO-IAMF#7, and GEO-IAMF#10 address fault rupture and seismic hazards along the entire alignment. Under GEO-IAMF#6, project design will incorporate early warning systems to track strong ground motion associated with fault rupture to minimize the potential for accidents. GEO-IAMF#7 requires that a contractor prepare a technical memorandum documenting large seismic ground shaking evaluation and project design criteria. Refer to Response to Comment #10526 regarding these Impact Avoidance and Minimization Features (IAMFs) and seismic impacts. As required by GEO-IAMF#10, the alignment, including tunnels, would be constructed in compliance with applicable codes and design standards to address and minimize these risks. Response to Comment #9567 also provides additional discussion regarding GEO-IAMF#10. Additionally, note that the project will be designed in accordance with the Authority's Technical Memorandum including TM 2.10.6, Fault Hazard Analysis and Mitigation Guidelines.

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As part of the Public Resources Code, the Alquist-Priolo Act applies to buildings for human occupancy. Because no similar codes exist in California that regulate non-building structures subject to transient human occupancy, such as the railway track and viaducts, TM 2.10.6 provides guidelines for analysis and mitigation that may not be consistent with the Alquist-Priolo Act. TM 2.10.6 provides guidelines for identifying Hazardous Fault Zones (HFZs) in terms of their fault displacements, recurrence rates, orientation, sense of slip, and other characteristics. Geophysical surveys are one of the tools for identification of faulting. The methodology for assessing fault hazard displacement includes deterministic and probabilistic approaches to quantify the best estimates of fault displacement to be used in design. All fault ruptures are variable and dependent on a variety of seismic conditions, such as tectonic stress, fault slip rate, earthquake recurrence interval and time since previous earthquake. Small magnitude earthquakes can cause displacement along the fault and at its focus, and not reach the ground surface (this response assumes this is what the commenter means by "invisible"). The epicenter is the ground surface vertically above the focus of the earthquake. Therefore, fault rupture only occurs at the epicenter if the fault is vertical. Dipping faults, such as the San Gabriel or Sierra Madre faults, may have fault rupture miles south of the earthquake's epicenter. Guidelines within TM 2.10.6 are generally consistent with California Department of Transportation (Caltrans) Memo to Designer (CMTD) 20-10, which defines a methodology for surface fault rupture displacement determination. The CMTD 20-10 references California Geological Survey (CGS) guidelines for evaluating surface fault hazards, and the methodology by Wells and Coppersmith and Hecker et al. 2013 for estimating fault displacements.

The Authority's Technical Memorandum TM 2.10.4 also defines the design earthquakes for which high-speed train facilities are to be designed to. The design earthquakes and performance levels are based upon similar criteria worldwide for high-speed trains, and current Caltrans standards. Since more devastating earthquakes have a lower probability of occurrence, a probabilistic approach to defining earthquake hazard is used. The "return period" identifies the expected rate of occurrence for a level of earthquake. Additionally, deterministic methods are used to evaluate severe ground motions for the Maximum Considered Earthquake. There are three levels of design earthquakes: the Maximum Considered Earthquake, the Functional Basis Earthquake, and the Operating Basis Earthquake. Regarding the magnitude of the earthquakes, the

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Authority's Technical Memorandum TM 2.10.5, 15% Seismic Design Benchmarks, Section 3.1.2 describes the method to determine seismic design parameters for tunnel design.

Additionally, GEO-IAMF#1 requires the investigation of geologic hazards, and the preparation of a Construction Management Plan that requires a topographic survey and an assessment of geotechnical conditions prior to construction. These detailed geotechnical investigations will occur during the design phase of the project and include the drilling of borings and Cone Penetration Tests; geophysical (reflection and refraction) surveys imaging fault zones; and the excavation and detailed logging of numerous fault trenches across the San Andreas Fault system (numerous segments), San Gabriel Fault, Sierra Madre Fault (Hospital segment), San Fernando Fault (referred to as the Veterans Fault by the commenter) and Verdugo Fault.

Regarding the Veterans Fault mentioned by the commenter, it is a splay of the Sierra Madre fault zone. The Draft EIR/EIS analyzes the Sierra Madre fault zone in its entirety, not the individual splays. Primary seismic hazards associated with faults along the project alignment, which includes the Sierra Madre fault, are addressed in GEO-IAMF #6 (Ground Rupture Early Warning System), GEO-IAMF#8 (Suspension of Operations During an Earthquake) and GEO-IAMF#7 (Evaluate and Design For Large Seismic Ground Shaking) in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources in the Final EIR/EIS. The full text of these IAMF's can be found in Appendix 2.0-E of the Final EIR/EIS. It was reported by the USGS that the Veterans fault (a splay of the Sierra Madre fault zone) produced 4 to 8 inches of displacement during the 1971 San Fernando Earthquake (Kamb, B., Silver, L.T., Abrams, M.J., Carter, B.A., Jordan, T.H. and Minster, J.B., 1971. Pattern of faulting and nature of fault movement in the San Fernando earthquake: U.S. Geological Survey Professional Paper, 733, pp. 41-54). Regarding unknown or inactive faults, refer to Responses to Comments #10528 and #10529.

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The commenter expresses concern about the direct effect of earthquake shaking on the stability of a speeding train. Regarding the comparison to seismicity in Japan, Japanese HSR lines also cross active faults and seismic hazards and are not limited to large distant events. Large distant seismic events are also a possibility in California on the proposed alignment, for which the Earthquake Early Warning System (EEWS) would provide enough warning to mitigate possible impacts. Specific EEWS lead time for the project will depend on the location of the epicenter of the seismic event with respect to the train and can vary between seconds to minutes (Authority, 2023).

Earthquake early warning systems like ShakeAlert in California work because the warning message can be transmitted almost instantaneously, while shaking waves from the earthquake travel through the Earth at speeds of a few miles per second. Importantly, the EEWS main goal is to avoid the derailment of the train at high speeds, so the strategy will always be to stop the train after the acceleration threshold has been surpassed. This has been proven to be the safest course of action in similar systems in other parts of the world such as Japan. Most countries with early warning systems built them after a devastating earthquake. Japan invested \$600 million in such a system after the 1995 Kobe earthquake killed 6,400 people. Today, Japan's system allows every citizen to receive advanced alert of earthquake ground shaking from the Japan Meteorological Agency. As another example, due to its EEWS, no trains derailed in the 2011 magnitude 9.1 Tohoku earthquake. On the afternoon of March 11th, a seismometer at Kinkazan Island on the northeast coast of Japan detected seismic P-waves and sent an automatic stop signal via the UrEDAS to the Shinkansen's electric power transmission system, triggering the emergency brakes on 27 bullet trains. Ten seconds after the warning signal was issued, a 9.1 magnitude earthquake hit mainland Japan (USGS, 2011). Although this 'Great East Japan Earthquake' and the following tsunami caused immense destruction and loss of life in eastern Japan, none of the 19 trains running through the affected area were derailed and no casualties were sustained on the trains. The magnitude 9.1 Tohoku earthquake occurred on a thrust fault within the subduction zone where the Pacific and North America tectonic plates pass over each other, where in California, the same tectonic plates move past each other laterally along the strike-slip San Andreas fault. Computer models show that an earthquake larger than a magnitude 8.3 occurring on the San Andreas fault is extremely unlikely (SCEC 2024). The magnitude 9.1 Tohoku earthquake is 8 times larger than the largest expected

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earthquake occurring on the San Andreas fault of magnitude 8.3. Japan's HSR lines also cross active faults and seismic hazards and are not limited to large distant events.

Large distant seismic events are also a possibility in California on the proposed alignment for which the EEWS would provide enough warning to mitigate possible impacts. Other countries that built early warning systems include China, Taiwan, Turkey, and Mexico. Other California Transportation Agencies that use an EEWS include BART and Metrolink. BART began developing and testing the EEWS in 2012 and joined the ShakeAlert Pilot Program in 2017. In 2020, BART became a License Operator (LtO) of the technology. In 2014, a 6.0-magnitude earthquake struck near Napa around 3.20 a.m. and the EEW system worked exactly as expected and successfully activated the train-stopping system, although no trains were running at that time. Metrolink EEWS was first piloted along the 91/Perris Valley Line between Riverside and Perris in June 2022. Since then, Metrolink teams have completed the full deployment of its advanced ShakeAlert-powered EEWS along segments of all seven of its passenger rail lines.

The Authority will implement the integration between the Statewide ShakeAlert System and the HSR Train Control System similar to the systems implemented by BART and Metrolink. In the event of an earthquake epicenter located in the vicinity of the alignment to the extent that the EEWS is not able to provide enough lead time to completely stop the trains, the infrastructure is still designed to achieve a performance level that safeguards against loss of life or collapse in case of the Maximum Considered Earthquake taking place. In addition, and as explained in Section 3.11 of the Draft EIR/EIS on page 3.11-59, strategies will be implemented to ensure containment of the trainsets within the right-of-way. These strategies include operations and maintenance plan elements that would ensure high quality tracks and vehicle maintenance to reduce the risk of derailment. Physical elements, such as containment parapets, check rails, guard rails, and derailment walls, would be used in specific areas with a high risk of or high impact from derailment.

Regarding rock bursting or squeezing, this geotechnical hazard is referenced in the Draft EIR/EIS in Section 3.9.4.3 of Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources. Rockburst and squeezing are addressed as part of future investigation and design, but are ultimately addressed through design measures

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because they are technical issues associated with tunneling rather than an environmental impact. Rockburst and squeezing are geotechnical hazard scenarios and phenomena associated with tunnel excavation under high overburden (ITA REPORT n°19 / MAY 2017. TBM Excavation of long and deep tunnels under difficult rock conditions). Rockburst is a failure of the rockmass with sudden energy release, which happens due to stress concentration. In its most intensive mode, rockburst is a failure of the rockmass characterized by a violent and sudden release of energy with shooting/projection of pieces of rock. While difficult to predict, it is known to be associated with the concurrence of various factors: 1) high rock strength, 2) massive homogeneous rock (i.e., non-fractured rock), 3) brittle rock behavior (low deformability), and 4) high stress level (high overburden and/or anisotropy). Rockburst can also be seismically induced (by drill and blast, or earthquake). Squeezing is an overstress of the rock mass leading to high convergences or, if hindered by a stiff support, to high ground pressures. A peculiarity of squeezing is that it may take days, weeks or months to fully develop. It is also difficult to predict, but it is associated with the concurrence of the following factors: high stress level (high overburden), low strength rock mass, and high deformability of the rock mass.

In TBM tunneling, squeezing may lead to the jamming of the TBM (cutterhead, shield, or back-up equipment), inadmissible convergences of the bored profile, or damage to tunnel support. Rockburst, on the other hand, can lead to damage to the machine and/or injury of workers. Moreover, the occurrence of rockburst may lead to difficulties in the mucking-out operations. In conventional tunneling, squeezing may lead to high convergence of the tunnel walls. Over-excavation and flexible liners are usually applied to counteract squeezing. Rockburst, on the other hand, can be seismically induced by drill and blast activities (in its most intensive and energetic way), and by tensional release caused by excavation (less intense and less energy released). For economic reasons, long and deep tunnels, similar to the tunnels proposed on this project, require the industrialization of the construction method and thus the use of TBM wherever possible. Conventional methods (e.g., drilling and blasting) are much more flexible than mechanized methods (e.g., TBM), but at the trade-off of slower advance rates. As an example, conventional methods do not have limits to the extent of over-excavation to counteract squeezing, while the capacity of over-excavation with a TBM is dictated by the geometry of the cutting discs.

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The timely identification of geotechnical hazards and the understanding of their consequences are essential for selection and design of the most appropriate TBM and its equipment. The TBMs proposed for the project will be designed to work under conditions of a deep tunnel, incorporating systems capable of dealing with foreseen risks. As for the potential hazards of rock burst and squeezing, examples of measures to implement with TBMs for rockburst and squeezing can be found in the ITA Report n°19, which shows that there are proven solutions, such as installation of a high thrust force with sufficiently high factor of safety or the installation of radial bolting, if they are required. The development of rockburst and squeezing depends on the rock type and the geological conditions on each tunnel. Empirical and semi-empirical methods have been developed to predict their occurrence. Implementation of these methods are dependent on the results of geotechnical investigation adapted to the singularity of deep tunnels. The future investigation must be focused on identification of the geological structure and the measurement of field stresses. The impacts associated with rock bursting and squeezing are addressed through the design of the project. Note that HYD-IAMF#5 requires the TBM to be equipped with features to operate in difficult ground conditions including unstable rock and/or swelling/squeezing ground. As mentioned above, more site-specific information is needed to identify the specific measures to address potential rock bursting and squeezing; however, the Authority has included this IAMF in the Draft EIR/EIS that would ensure that impacts associated with rock bursting and squeezing are addressed. Additional investigations will be conducted during the project's design phase.

In accordance with GEO-IAMF#1, GEO-IAMF#2, GEO-IAMF#6, and GEO-IAMF#7, the investigations will include a detailed analysis of the project's geology, geologic hazards, and geotechnical constraints, and minimize or avoid their impacts. The Authority will perform additional investigations and studies for the design of the selected Build Alternative, prior to the start of any construction. Rock bursting will be assessed during the design phase through empirical and semiempirical methods. Two of these methods are Kwasniewski (1994) and Wang (1998). The latter is an extension of Hoek's criterion (1980). Rock burst risk can also be complementarily assessed through the level of fracture (i.e., RQD) and during construction through various means. For example, if a core-hole from the tunnel face in advance of the excavation shows signs of core diskings,

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this can also provide a warning the phenomenon can be expected. This interpretation will be done by a qualified geologist. All tunnels for this project would have a single-pass or double-pass reinforced concrete lining, designed to support in-situ rock stresses during construction and operation; therefore, this risk is also reduced in operation. While the commenter also references the Gotthard Tunnel, they do not explain how that tunnel illuminates potential impacts related to the project; therefore, no additional response specific to that comparison is required.

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Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter is concerned with construction and operational impacts to tunnels because of earthquakes and seismic disturbance (e.g., liquefaction, lateral spreading, or ground lurching) in the alluvial soils of the San Fernando Valley. The commenter states that the Draft EIR/EIS does not address this impact and that it does not address the impact at the north end of the project section. The commenter also states that there is a potential for deep earth fissures resulting from changes in groundwater levels.

Seismic risks and impacts are analyzed in detail in Section 3.9, Geology, Soils, Seismicity and Paleontological Resource of the Final EIR/EIS, specifically in Impact GSSP#7 (Fault Rupture and Seismic Ground Shaking Could Endanger People or Structures During Construction), Impact GSSP#8 (Liquefaction, Lateral Spreading, and Ground Lurching Could Endanger People or Structures During Construction), and Impact GSSP#16 (Effects of Geologic Hazards During Operations). The Authority performed research and reviewed various sources of data to characterize the affected environment. The relevant geotechnical information reviewed included general characteristics of subsurface conditions in the vicinity of the project alignment. The supporting geotechnical documentation can be found in the Preliminary Engineering for Project Definition (PEPD) Palmdale to Burbank Project Section Geology, Soils, and Seismicity Technical Report, PEPD Palmdale to Burbank Central Subsection and Burbank Subsection Geotechnical Conditions Report, PEPD Palmdale to Burbank Geotechnical Report, PEPD Palmdale to Burbank Geotechnical Feasibility Evaluation of Tunnels Beneath Angeles National Forest, PEPD Palmdale to Burbank Preliminary Ground Conditions Tunnels 1 and 2 North of the ANF Refined SR14 and PEPD Palmdale to Burbank Addendum SR14A/E1A/E2A Preliminary Ground Conditions Tunnels North of ANF. These documents are part of the PEPD Record Set, that includes Plans and Engineering Reports. Seismic hazards, including liquefaction and other secondary seismic hazards; impacts to groundwater during tunnel construction; potential for subsidence; and other geologic hazards are discussed in these documents. These documents support the conclusions, mitigation, and recommendations found in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, of the Palmdale to

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Recommendations for additional geotechnical investigations to be conducted during the design phase and prior to the start of any construction are provided in PEPD Record Set REV01, Geotechnical Investigation Plan Recommendations for Palmdale to Burbank Proposed Alignment Alternatives Refined SR14, E1 and E2 and PEPD Record Set Addendum SR14A, E1A and E2A Geotechnical Investigation Plan Recommendations for Build Alternatives SR14A, E1A and E2A. Additionally, the project's design will incorporate IAMFs such as the preparation of a Construction Management Plan (GEO-IAMF#1) that requires an assessment of geotechnical conditions prior to construction. In accordance with GEO-IAMF#7, a detailed seismic analysis will be conducted during the design phase to determine the need for any additional measures to minimize the risk of potential damage. GEO-IAMF#10 will implement engineering and safety protocols to limit ground shaking hazards, including liquefaction and lateral spread, during construction and operation of tunnels. Because of the effectiveness of these design features (and those described in Response to Comment #9567), there would be less than significant impacts related to seismicity under CEQA. Please refer to Responses to Comments #9567 and #10526 for additional information regarding these impacts, as well as applicable IAMFs and Technical Memoranda.

It is unclear what the commenter means by "deep earth fissures resulting from changes in groundwater levels." The Authority believes that the commenter may be referring to potential for subsidence, cracks, and fissures due to large-scale and extended groundwater withdrawal. There will be no extensive groundwater withdrawals in this area to cause areawide subsidence or ground fissures. Any changes to groundwater levels during tunnel construction will be mitigated as identified in the IAMFs. Groundwater impacts and IAMFs are discussed in Standard Responses PB-Response-HYD-2 and PB-Response-HYD-3. Please refer to Response to Comment #10526 for a discussion of ground subsidence.

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The commenter raises concerns about unaddressed impacts from tunnel construction and train operations in tunnels.

Regarding tunnel portal issues including tunnel gas, slope instability, and track buckling and breakage, please refer to Response to Comment #10526.

Regarding the concern of seismic damage to cross passages, under GEO-IAMF#10 the alignment would be constructed in compliance with applicable codes and design standards to address and minimize these risks. These applicable codes and design standards and recommendations include 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. These standards, such as Chapter 9 in the AREMA Manual for Railway Engineering or FHWA-MHI-09-010 Technical Manual for Design and Construction of Road Tunnels, provide a framework of considerations and methodologies for seismic design of railroad infrastructure and tunnels. These standards will be incorporated and referenced in the Design Criteria Manual for final design. The cross passages will be designed and detailed to withstand the imposed deformations without losing the capacity to carry applied loads and to meet the performance goals of the structures.

GEO-IAMF#7 also establishes that prior to final design, the contractor will conduct additional seismic studies to establish up-to-date estimation of level of ground motion. Excavation method, construction sequence, support measures, and final lining for the cross passages will be designed when appropriate geotechnical information is acquired, and the space proofing is definitive. Drawings TN-C0402 and TN-C0403 in PEPD Record Set REV02 Tunnel Plans in Volume 3 of the Draft EIR/EIS depict generic/typical initial support requirements for cross-passages and should not be taken as an actual design for the tunnel. These drawings are conceptual and intended only to demonstrate a spectrum of initial support requirements in medium- and poor-quality rock. Initial HSR design criteria have been issued in technical memoranda that provide guidance and procedures to advance the preliminary engineering. When completed, a Design Manual

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will present design standards and criteria specifically for the design, construction, and operation of the HSR. Preliminary design of the tunnel structures has been completed in accordance with the following Technical Memoranda (TM): TM 2.4.5 Train Tunnel Structures; TM 2.4.2 Basic Tunnel Configuration; TM 1.1.21 Typical Cross Sections; TM 2.4.6 Tunnel Portal Facilities; TM 2.4.8 Tunnel Service and Maintenance Considerations.

Regarding seismic impacts on viaducts and their transitions, all design of aerial structures has followed the criteria provided in the following most relevant technical memoranda: TM 0.1 Preliminary Engineering for Project Definition Guidelines; TM 1.1.21 Typical Cross Sections - 15% Design; TM 2.3.2 Structure-Design-Loads; TM 2.3.3 Design Guidelines for High-Speed Train Aerial Structures; TM 2.10.4 Interim Seismic Criteria; TM 2.10.5 15% Seismic Design Benchmarks; TM 2.10.6 Fault Hazard Analysis and Mitigation; TM 2.10.10 Track Structure Interaction. The most current Caltrans seismic design criteria at the time of design will be used in the design of any structures supported in or on the ground. These design procedures and features reduce to the greatest practical potential movements, shear forces, and displacements that result from inertial response of the structure. In critical locations, pendulum base isolators may be used to reduce the levels of inertial forces.

Regarding small seismic displacements, motion-sensing instruments will be incorporated into the final design under GEO-IAMF#6 to provide ground motion data and a control system to shut down HSR operations temporarily during or after a potentially damaging earthquake. Monitoring equipment will then be inspected for damage due to ground motion and/or ground deformation, and then returned to service when appropriate. HSR trainsets will be equipped with autonomous equipment for daily track surveys. If monitoring indicates that track tolerances are not met, trains will operate at reduced speed until track tolerance is restored. In addition, under GEO-IAMF#2, during operations and maintenance, the Authority shall incorporate slope monitoring by a Registered Engineering Geologist into the operation and maintenance procedures. The procedures shall be implemented at sites identified in the Construction Management Plan where a potential for long-term instability exists from gravity or seismic loading, including but not limited to at-grade sections where slope failure could result in loss of track support, or where slope failure could result in additional earth loading to

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foundations supporting elevated structures.

Regarding dewatering and its impact on surface water hydrology and ecology, please refer to Response to Comment #10526.

Regarding ground subsidence that could damage track, please refer to Response to Comment #10526.

The commenter also states that the gas problems are mentioned in a perfunctory way. Specific to the MWD water pipeline explosion, please refer to Response to Comment #10526. Gas hazards are extensively discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources of the Draft EIR/EIS (see Impacts GSSP#13 and GSSP#14). As required by SS-IAMF#4, prior to ground-disturbing activities, the contractor shall identify and inspect all active and abandoned oil and gas wells within 200 feet of the HSR tracks. Active wells will be abandoned and relocated by the contractor in accordance with the California Geologic Energy Management Division (CalGEM) [formerly California Department of Conservation, Division of Oil, and Gas and Geothermal Resources (DOGGR)] standards, in coordination with the well owners. In addition, please refer to GEO-IAMF#3, which requires the contractor to prepare a construction management plan (CMP) to incorporate monitoring procedures and construction practices to reduce risks related to gas accumulation. Practices would include using safe and explosion-proof equipment during construction and testing for gases regularly. Under GEO-IAMF#4, the Contractor shall prepare a CMP addressing how historic and abandoned mines will be incorporated into construction best management practices. The CMP will be submitted to the Authority for review and approval. The CMP will address how gas monitoring will be incorporated into construction best management practices. Practices will include using safe and explosion-proof equipment during construction and testing for gases regularly. According to OSHA 1926.407(b)(3), safe and explosion-proof equipment shall be of a type and design that will provide protection from the hazards arising from the combustibility and flammability of vapors, liquids, gases, dusts, or fibers. This can be certified by Nationally Recognized Testing Laboratories (NRTL). NRTLs test and certify electrical equipment and other products to ensure that they meet current safety standards. Installation of passive or active gas venting systems, gas collection systems,

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as well as active monitoring systems and alarms, will be required in underground construction areas and facilities where subsurface gases are present. Additionally, and in accordance with California Code of Regulations Title 8 Section 8422 and 8425, a fixed system of continual automatic monitoring equipment shall be provided. These monitors shall have sensors situated so that they will detect any anticipated gas encountered and shall signal the heading, give visual and audible warning, and shut down electric power in the tunnel except for acceptable ventilation and pumping equipment necessary to evacuate personnel.

The commenter also expresses concern that tampering with deep water pressure in a compressive environment could lead to unexpected consequences or catastrophes. The commenter cites the findings in the paper "Ground Rupture in the Baldwin Hills", for which the commenters are the authors. The example that the commenter provided is not applicable or relevant to the tunneling being proposed for this project. The catastrophe in the Baldwin Hills was ground rupture along faults caused by increased water pressure due to water being injected (i.e., hydraulic fracturing) by the Inglewood oil field operator into the subsurface. The HSR tunneling will not be fracking the subsurface geologic materials. As such, this example is not relevant. As discussed in this response to this comment, as well as responses to other comments made by this commenter, the Authority has designed and will continue to design a tunnel that prioritizes safety.

The commenter also notes that there are adverse hydrologic problems that may be found, especially at the base of the San Gabriel Mountain front. The groundwater condition and the effect it has on tunneling, how tunneling may affect the groundwater, and how the tunnel liner system will address most issues are addressed in other responses to comments. Regarding tunneling through faults filled with groundwater, please refer to responses to comments #8885, #9468, #9469, #9478, #9544, #10291, #10303, #10411, #10588, and #10594. Regarding tunneling in water saturated alluvium, or sedimentary rock, above or below the groundwater table, please refer to responses to comments #7639, #7742, #7962, #8722, #8984, #8995, #9025, and #9512.

4356-10535

The commenter asks about the procedure proposed to remove or retrieve a TBM in the event it gets stuck during tunneling. TBMs are equipped with extra power and torque to overcome situations where the TBM could potentially become trapped. In extreme cases, there are several strategies that could be implemented to retrieve a stuck TBM, depending on its location within the tunnel, depth, and ground conditions. As an example, the ITA Report No.19 includes a database of tunneling experiences in difficult rock conditions (ITA Working Group No.17 2017). Three of these cases (Lake Mead tunnel, Gothard base tunnel, and Kargi tunnel) describe jamming of the TBM and the technical solutions applied. In another example, jamming incidents in China and the technology used to rescue the TBMs are described in the Alexandria Engineering Journal Volume 79, 15 September 2023, Pages 374-389 (Cui and Ke 2023). Anticipated loss and eventual retrieval plans of TBMs are not included in the Preliminary Engineering for Project Definition (PEPD) provisions. More specific procedures will be analyzed once the specifications for the TBM are known and additional information is gathered regarding the conditions to be encountered.

In addition, the Authority has included design features to address difficult rock conditions. To address one of the most important features of the TBMs tunneling in rock, HYD-IAMF#7 identifies advanced exploration ahead of the machine and pre-excavation grouting as a measure to detect and improve rock/soils conditions for tunneling in zones of sharply contrasting rock properties, highly fragmented rock that could be encountered in an inactive fault zone, and presence of potential water inrush with high inflow. In addition to reducing permeability, the grouting will create a permanent strengthened low-permeability circular crown around the TBM helping the excavation process in difficult ground conditions. As described in HYD-IAMF#5, the TBMs will be designed with ports for drilling horizontal probe holes through the TBM cutterhead, and angled probe holes through the TBM shields. The probe holes, equipped with blowout preventers, will allow for the pre-excavation grouting ahead of the TBM. In summary, the Authority has identified examples where technical solutions have been employed to address TBM jamming and TBM rescue and has also included design features that address difficult excavation situations.

Regarding the broad question of what the Authority might encounter that could stop the project, other than a stuck TBM, and what would the Authority do if this happened,

Response to Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued

4356-10535

Section 3.9 of the Final EIR/EIS addresses multiple potential risks that may be encountered during project construction and operation and explains that the Build Alternatives have been designed to avoid and minimize such risks, or mitigation measures have been applied to mitigate such risks. The Authority has not identified other reasonably foreseeable conditions that would prevent successful completion of a Build Alternative, if approved.

4356-10536

The commenter provides various summaries from other tunneling projects that used TBMs but does not directly link that specific information to the proposed project. The commenter references various geologic conditions along the alignment and states that a stuck TBM would be an adverse condition. In terms of suggestions, the commenter recommends a panel of relevant experts with experience in TBM construction to evaluate the earthquake impacts on construction and to determine if "disastrous cost overruns, delays, or cancelation of the project are likely," in which case the commenter states the route should be reconsidered. The commenter describes a hybrid solution for reducing risk in long deep tunnels, involving a combination of TBM and drill-and-blast methods in the same project.

The Authority was not able to access the link cited in the comment, however, the excerpts cited in the comment are discussed below.

At this level of design (15 percent) there are not enough ground investigations to properly inform the selection of TBMs. At this time, it is feasible only to show what characteristics the TBM should have, based on the currently known ground conditions from the existing boreholes, and then what is currently available in the market. However, it would still be uncertain if that is the exact TBM model a contractor would use. The exact combination of construction techniques to be applied (e.g., TBM with Drill and Blast methods) will be defined in later stages of the project when more geologic and geotechnical data is available. The geological and geotechnical data to be gathered in future stages of the design will be used to support the TBM selection and will include in-situ testing and in-situ observations. While the commenter raises an example of a project in Ecuador where a TBM was stuck, the commenter does not specify what exact project in Ecuador is referring to. This example does not pertain to the proposed project since TBM selection and characterization of rock mass that would be encountered would occur during future design stages of the project. TBM jamming can be caused by collapse, large deformation, and creep deformation. TBMs are equipped with extra power and torque to overcome situations where the TBM could eventually get trapped. In extreme cases, there are several strategies that could be implemented to retrieve a stuck TBM, depending on its location within the tunnel, depth, and ground conditions. Rescue technologies depend on the section of the TBM trapped and its causes; they may include overmining the crown shield, excavation of recovery galleries, advance

Response to Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued

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grouting ahead of excavation face to free the cutter head. As examples, the ITA report No.19 includes a database of tunnelling experiences in difficult rock conditions. Three of these cases (Lake Mead tunnel, Gothard base tunnel, and Kargi tunnel) describe jamming of the TBM and the technical solution applied. In another example, jamming incidents in China and the technology used to rescue the TBMs are described in an article titled "Rescue technology of the jamming accident for the double-shield TBM in complex geological conditions: A case study" (Cui et al 2023). Relatedly, anticipated loss and eventual retrieval plans of TBMs are not included in the PEPD provisions. More specific procedures will be analyzed once the specifications for the TBM machine are known, and additional information is gathered regarding the conditions to be encountered. This is a risk to be assessed and addressed once the TBM features and geotechnical information is completed in the final design phase, as the contractor will be in charge of selection of the TBM and its equipment.

Regarding the presence of difficult ground conditions and associated risks such as rock fallout at the face, TBMs will be built and provided with systems adapted to anticipated ground conditions and this will be done in the advanced design phase by the contractor. Mined/conventional tunnelling, on the other hand, is a good and necessary complement to TBM/mechanized tunnelling because of its higher flexibility in dealing with changing ground conditions, but at the expense of slower rates of advance. The proposed excavation methods along the project alignment have been included in the PEPD based on the available geotechnical information at this time and the known tunnel depth, size, length, and tunnel configuration (twin or single double track). As one of the most important features of the TBMs in rock, HYD-IAMF#7 identifies advanced exploration ahead of the machine and pre-excavation grouting as a measure to detect and improve rock/soils conditions for tunneling in zones of sharply contrasting rock properties, highly fragmented rock that could be encountered in an inactive fault zone and areas prone to rock fallout. The grouting will create a permanent strengthened circular crown around the TBM helping the excavation process in difficult ground conditions. As described in HYD-IAMF#5, the TBMs will be designed with ports for drilling horizontal probe holes through the TBM cutterhead, and angled probe holes through the TBM shields. The probe holes, equipped with blowout preventers, will allow for the mentioned pre-excavation grouting ahead of the TBM.

Please refer to Response to Comment #10535, which provides information about

4356-10536

successful use of TBM in challenging conditions, as well as the design features that the Authority would implement to minimize difficult excavation. Although the precise TBM cannot be identified at this time, there is nonetheless sufficient information to evaluate impacts of the proposed project under CEQA and NEPA. For example, the Authority has already identified requirements for TBM selection to address diverse geological, hydrogeological and geomechanical conditions of the ground related to deep tunnels, including squeezing ground.

The commenter also suggests a Bakersfield-to-Burbank route. Please refer to Section 2.4.2.2. Alternatives Considered and Findings in Chapter 2, Alternatives of the Draft EIR/EIS. Based on the 2005 Statewide Program EIR/EIS, the Authority and FRA selected the SR 58/ Soledad Canyon corridor over the I-5 corridor. The most significant difference regarding environmental impacts between the Antelope Valley option and the I-5 alignments was related to major parklands. The Antelope Valley corridor would not go through major parks or national forests. In contrast, the I-5 corridor would affect Fort Tejon Historic Park, ANF, Los Padres National Forest, the Hungry Valley State Vehicular Recreation Area, Pyramid Lake, and other local parks.

Regarding the commenter recommendation to create a panel of relevant experts with experience in TBM construction to evaluate the earthquake impacts on construction, the Authority will progress the project relying on experienced engineering and consulting firms with a proven track record in tunnel design and construction, especially in challenging ground conditions. These firms will provide valuable expertise and insights to develop effective design solutions and construction methods tailored to the project's specific challenges in tunnels of similar lengths, complexity, means and methods, and ground conditions to those expected on this project. The Authority will select reputable contractors and construction firms with extensive experience and expertise in tunnel construction, particularly in challenging ground conditions. The Authority will evaluate contractors based on their track record, qualifications, technical capabilities, and commitment to quality and safety.

While relying on the project team's experience, the Authority will also have independent reviewers oversee the design and construction. The Authority will assign qualified engineers and technical experts to provide oversight and technical support during the design and construction phases. These experts can review design documents, construction plans, and progress reports to ensure compliance with quality standards

Response to Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued

4356-10536

and specifications. This adds an extra layer of safety and ensures potential earthquake risks are thoroughly considered.

4356-10537

The commenter raises concerns about a fast-moving train encountering seismic track failure. The commenter asks if the Authority has done an analysis to predict the probability of earthquake magnitudes greater than 4.0 and 5.0 occurring at or near the proposed tunnels within the next 20 to 30 years. The commenter is also concerned about the contracting model for completing design and construction of the project.

Regarding concerns about trains encountering seismic track failure, refer to Responses to Comments #10528 and #10532. The overall Seismic Design Policy incorporates the definition of the Seismic Performance Criteria whose goal is to safeguard against loss of life, major failures, and prolonged interruption of high-speed train operations caused by structural damage due to earthquakes. The project would be designed in accordance with the Authority's Technical Memoranda. As described in Technical Memorandum TM 2.10.4 R1 Seismic Design Criteria, the design earthquakes and performance levels are based upon similar criteria worldwide for high-speed trains, and current California Department of Transportation (Caltrans) standards. Since more devastating earthquakes have a lower probability of occurrence, a probabilistic approach to defining earthquake hazard is used. The "return period" identifies the expected rate of occurrence for a level of earthquake. Additionally, deterministic methods are used to evaluate severe ground motions for the Maximum Considered Earthquake (MCE). For 15% seismic design, as per TM 2.10.5 R0, Section 2.1, the MCE for tunnels and complex structures is defined according to the American Society of Civil Engineers - Minimum Design Loads and Associated Criteria for Buildings and Other Structures ASCE 7-05 [9]. The design ground motions probabilistically correspond to having a 4% probability of exceedance within the design life of 100 years (return period of about 2,475 years), and deterministically are within the limits as explained in ASCE 7-05 [9, Section 21.2.2]. The USGS reports there is a 46% probability of a magnitude 7 earthquake occurring in the next 30 years on the San Andreas fault in the Los Angeles area. Additionally, it is conceivable that at some point in the future (open-ended and unspecified time frame) there will be an earthquake along the Sierra Madre fault zone that will produce ground rupture. However, measures (i.e., fault chamber) have been included in the project design to address this issue (see Responses to Comments #9567 and #10526).

Specific seismic analysis regarding the probability of a magnitude 4.0 and 5.0

Response to Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued

4356-10537

earthquake occurring near the build alternative tunnels has not been performed. However, the Authority has developed a methodology to screen the geologic and seismic hazards during the 15% design stage that is defined by the Authority's Technical Memoranda (TM) 2.9.3 R1 Geologic and Seismic Hazard Analysis Guidelines; 2.9.6 Interim Ground Motion; 2.10.5 15% Seismic Design Benchmark; and 2.10.6 Fault Hazard Analysis and Mitigation Guidelines. These guidelines include methodology and criteria for seismic analysis considering relevant earthquake magnitudes, ground motions and potential for fault displacement for various structure types including tunnels. This methodology has been applied to the preliminary design included in the Draft EIR/EIS. TM 2.10.5 R0, 15% Seismic Design Benchmark provides benchmark guidance to assist in establishing the scope, confirming design feasibility, establishing the structure foundation footprint, ensuring reasonable constructability, and developing preliminary cost estimates for EIR/EIS documents. The seismic structural design and analysis standards appropriate for the 30% Design and Final Design levels are defined in TM 2.10.4 R1 Interim Seismic Design Criteria and TM 200.01 R0 Seismic Design and Ground Motion. Additional seismic studies will be completed during the future design phases of the project in accordance with GEO-IMAF#7, and GEO-IAMF#10, which requires construction in compliance with applicable codes and design standards to address and minimize seismic hazards risks. Refer to Response to Comment #105626 regarding GEO-IAMF#7 and Response to Comment #9567 for more detail about GEO-IAMF#10.

The commenter states that any passenger taking the train would be facing odds of being a casualty on the order of 1:30,000 per trip. High-speed rail systems in operation around the world have an outstanding safety record, such as Japan's, which has not had a single accident with fatalities since it started operations in the 1960s. Also, according to the International Railway Safety Council the risk of fatality for rail (both conventional and high-speed) within the European Union in 2019 is 0.09 fatalities per billion-passenger-kilometer, similar to the risk of 0.08 fatalities per billion-passenger-kilometer of flying. As discussed in Impact S&S#12: Permanent Operational Safety Impacts in Section 3.11, Safety and Security of the Draft EIR/EIS, international experience operating HSR systems in Japan, France, Germany, China, and Spain has surpassed the passenger rail safety record achieved in the United States. Since 1964 and the inauguration of the first HSR service in Japan, Japanese HSR trains (the Shinkansen) have maintained a

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record of no passenger fatalities or injuries due to train accidents, including derailments or collisions (Central Japan Railway Company 2015).

As a specific example, due to Japan's EEDS, no trains derailed in the 2011 magnitude 9.1 Tohoku earthquake. On the afternoon of March 11, 2011, a seismometer at Kinkazan Island on the northeast coast of Japan detected seismic P-waves and sent an automatic stop signal via the UrEDAS to the Shinkansen's electric power transmission system, triggering the emergency brakes on 27 bullet trains. Ten seconds after the warning signal was issued, a 9.1 magnitude earthquake hit mainland Japan. Although this 'Great East Japan Earthquake' and the following tsunami caused immense destruction and loss of life in eastern Japan, none of the 19 trains running through the affected area were derailed and no casualties were sustained on the trains. However, the magnitude 9.1 Tohoku earthquake occurred on a thrust fault within the subduction zone where the Pacific and North America tectonic plates pass over each other, where in California, the same tectonic plates move past each other laterally along the strike-slip San Andreas fault. The USGS reports that an earthquake larger than a magnitude 8.3 occurring on the San Andreas fault is extremely unlikely. The magnitude 9.1 Tohoku earthquake is 8 times larger than the largest earthquake expected to occur on the San Andreas fault of magnitude 8.3. Note that Japan HSR lines also cross active faults and seismic hazards and are not limited to large distant events. Large distant seismic events are also a possibility in California on the proposed alignment for which the EEDS would provide enough warning to mitigate possible impacts.

HSR trainsets and fixed infrastructure would employ the latest safety features and designs to enable the trains to stay upright and in-line in the event of a derailment. ATC systems would provide additional protection against collisions, derailments, outside hazards such as intrusions into the right-of-way, earthquakes, and severe weather conditions. The HSR guideway, stations, and associated facilities would include fire and life safety infrastructure (including fire and smoke prevention and control); security and communications systems; and features to manage adjacent hazards from electrical and other utilities, hazardous materials facilities, oil and gas wells, and wind turbines.

Regarding the commenter's concern about possible reduction of speed such as has happened in China, the article referenced by the commenter does not provide any

Response to Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued

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evidence of the statement that suggests that high speeds pose a safety risk. On the contrary, the article includes other reasons (not safety related) to support the reduction in operating speeds like increasing revenue through reduction in ticket prices and increasing passenger numbers, lowering energy usage and operating costs. The article also indicates that trains produced by Chinese companies are heavily based on foreign designs that were only meant to travel up to 250 km/h and that modifying the original designs to allow trains to travel at 350 km/h and faster would pose a serious safety risk. Trains and systems for the California High-Speed Rail System will be designed and manufactured to operate at 220 mph and tested to 242 mph (RFQ No. HSR23-18). The alignment is designed up to a maximum operating speed of 220 mph (TM 2.1.2).

The commenter asks what would happen if design and build fails (i.e., either the Authority does not get a contractor to bid, or the contractor bids and the alignment turns out to be impossible to construct due to subsurface or other issues). Regarding the broad question of not receiving bids, the Authority intends to build and complete the project once approved. CEQA requires some degree of forecasting and foreseeing the foreseeable (see CEQA Guidelines section 15144) and therefore the Authority is not required to consider hypothetical scenarios such as this in the environmental review of the project.

4356-10538

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The comment represents a summary conclusion of issues and concerns raised in prior comments (comments #10529 through #10537). Issues raised include seismic effects on tunnels, effects from ground rupture, rock bursts, groundwater pressure, and TBM failure. Please see responses to prior comments (comments #10529 through #10537).

The Authority is aware of the seismic hazards present on the project. For example, as described in Draft EIR/EIS Section 3.9, Geology, Soils, Seismicity and Paleontological Resources, Section 3.9.4.3, the Authority identified, "recognizing the history of challenging tunnel design and construction in the region, the most challenging constraints with strong potential for influencing tunnel feasibility. . ." This included rock quality and effects of squeezing ground, in-situ stresses, intersections with faults and gouge zones, groundwater pressures on the tunnel lining system, potential for water leaking into the tunnel both during and after construction, and impacts on USFS water resources due to tunneling activities. Furthermore, Section 3.9 contains extensive discussion of numerous geological impacts. The Draft EIR/EIS was prepared in accordance with TM 2.10.6 Fault Hazard Analysis and Mitigation Guidelines. TM 2.10.6 indicates that, where the tunnels cross a Hazardous Fault Zone, a larger cross-section has to be considered to allow clear passage and realignment of the track after a surface rupture event. It also states that it may be necessary to extend the length of the track realignment zone beyond the fault zone. Standard engineering practices, legal requirements, GEO-IAMF#6, GEO-IAMF#7, GEO-IAMF#8, and GEO-IAMF#10 would keep fault rupture and ground shaking hazards within established safety thresholds, which would reduce the potential for direct and indirect endangerment of people and structures. Regarding how the measures set forth in GEO-IAMF#10 are applicable to CHSRA's high-speed train, the alignment would be constructed in compliance with applicable codes and design standards to address and minimize these risks. These applicable codes and design standards and recommendations include 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

Response to Submission 4356 (Richard Meehan, Stanford University, November 30, 2022) - Continued

4356-10538

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. All geologic hazards and potential impacts are included and analyzed in Section 3.9 of the Draft EIR/EIS. These risks and impacts are addressed by GEO-IAMF#1 and GEO-IAMF#10. Adherence to GEO-IAMF#1 (Geologic Hazards) will require a detailed geotechnical investigation during the design phase to address the potential geologic hazards, including all types of faulting, and geotechnical constraints that could affect tunnel design or construction. Regarding the specific comment about the damages to China's Wenchuan tunnels in 2008 being relevant, please refer to response to comment #10530, which explains that this damage has been primarily associated with unreinforced portions of the concrete lining in tunnels subjected to strong ground motion, and that the HSR project would require tunnel lining to be reinforced. Regarding the rock bursting risk and lack of geotechnical investigation, please see response to comment #10532. On the fault movement risk please see response to comment #10526. On the concern of seismic damage to cross passages, refer to response to comment #10532.

With regard to water supply wells, pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the Angeles National Forest (ANF), including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For

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wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Submission 4357 (Drew Thomas, November 30, 2022)

Palmdale - Burbank - RECORD #4357 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Drew
Last Name : Thomas

Stakeholder Comments/Issues :

4357-8040 | I am concerned about the outdated traffic analysis. The traffic study is using the 2016 SCAG model - I think its up to 2018 or even 2020 by now! Plus the ridership forecasts seem to be from a very old business plan and the traffic counts are from the last decade. How can we know if the project would cause traffic impacts if it doesn't even include the latest data. Also, where is the VMT analysis - isn't this required by SB734 or whatever? We need to see this new information before agreeing to the EIR.

4357-8041

Response to Submission 4357 (Drew Thomas, November 30, 2022)

4357-8040

The commenter expresses concern about the use of outdated traffic counts and ridership forecasts in the traffic analysis. CEQA Guidelines Section 15125 (a) states the following: "An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." CEQA Guidelines Section 15125 (a) (1) further states: "Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published..." The Authority used the physical environmental conditions as they exist at the time the notice of preparation is published in its analysis, consistent with CEQA Guidelines. Background growth in intersection and roadway volumes was developed for the Transportation Technical Report (TTR) using outputs from the 2016 SCAG RTP/SCS regional travel demand model, which was the approved version when the analysis was conducted. 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 traffic counts that were used to establish existing 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 recently published data, volumes on local roadways and regional freeways throughout LA County and the entire SCAG region 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 traffic volumes have returned to pre-pandemic levels on local streets during the peak commute periods. Since 2023 actual traffic volumes are likely consistent to those before the COVID-19 pandemic, whereas the SCAG model projected an increase of 3-8 percent, it can be inferred that current conditions are consistent with the technical analysis conducted for the project and presented in the Draft EIR/EIS. The ridership estimates used in the technical analysis were from the 2016 Business Plan; the latest ridership forecasts prepared by the Authority were documented in the 2020 Business Plan (note that the 2022 Business Plan did not develop new ridership forecasts). On a systemwide basis, the 2020 Business Plan had a lower total HSR ridership than the 2016 Business Plan. Based on this data, it is anticipated that boardings and alightings at individual stations would also have lower ridership than previously estimated. Specifically, the 2016 Business Plan forecasted 37.1 million annual riders in 2029 and 42.8 million riders by 2040, whereas the 2020 Business Plan

4357-8040

forecasted 35.6 million annual riders in 2029 and 38.6 million riders by 2040. As a result, the activity levels at the Palmdale and Burbank stations as analyzed in the Draft EIR/EIS, would be conservative compared to using the latest ridership forecasts. For more information regarding the baseline for the traffic analysis, please refer to RTC #9828. The use of more recent data would not result in new or different findings related to the transportation effects of the project which under NEPA is the criteria for determining if supplemental or new analysis is warranted. No changes to the analysis are required.

4357-8041

The commenter asked a question about the provision of a VMT analysis, per the SB743 requirements. Impact TRA#19: Project Operational Effects on Regional VMT presents the assessment of the Project with respect to potential VMT-related impacts. Additional information can be found in Appendix 3.2-A, Vehicle Miles Traveled Methodology. No further response is needed.

Submission 4360 (Bo Tiegs, November 30, 2022)

Palmdale - Burbank - RECORD #4360 DETAIL		4360-8039
Status :	Action Pending	
Record Date :	11/30/2022	
Interest As :	Individual	
First Name :	Bo	
Last Name :	Tiegs	

Stakeholder Comments/Issues :

Forward

Sent from Yahoo Mail on Android

----- Forwarded Message -----From: "Kelly Erin Decker" <kellyerindecker@aol.com> To: "botiegs@yahoo.com" <botiegs@yahoo.com> Cc: "kpaul@earthlink.net" <kpaul@earthlink.net>, "bslocum@loyolajs.edu" <bslocum@loyolajs.edu>, "buffalo2620@gmail.com" <buffalo2620@gmail.com>
 Sent: Tue, Nov 29, 2022 at 6:47 PM Subject: Re: Concerns for environment The correct email address is Palmdale_Burbank@hsr.ca.gov
 You can cut and paste that into the subject line of your email. In printing the flyer, the underlining may have obscured the underscore between Palmdale and Burbank.

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

From: Bo Tiegs <botiegs@yahoo.com>
 To: Kelly Decker <kellyerindecker@aol.com>
 Cc: Katharine Paull <kpaul@earthlink.net>; Bill Slocum <bslocum@loyolajs.edu>; buffalo2620@gmail.com <buffalo2620@gmail.com>
 Sent: Tue, Nov 29, 2022 6:33 pm
 Subject: Concerns for environment

4360-8037 | The email address on the flyer is incorrect. Please send this email to the correct address by Dec. 1. I could not even find a correct email address, so other people will not be able to reply also.

4360-8038 | On June 24, 1971, there was an explosion in Sylmar while a tunnel was being dug. The tunnel was being built by Lockheed Shipbuilding and Construction to bring water to Los Angeles from the Feather River. According to the LAFD fire report, puffs of methane gas ignited in the tunnel, and 17 miners were killed in the blast and a huge fire erupted. I was not around at this time, but I wanted to learn more about this disaster. I took out a book from the library called "The Sylmar Tunnel Disaster" by Janette Zavattero. The chief safety engineer of this project was Wallace Zavattero. The 250 page book is well written and describes this disaster. The day before the explosion there had been a small flash fire that injured four men, none too seriously. But the explosion happened the next day at 3 AM.. "Before them the whole sky was burning a flaming red...They've blown up the whole damned mountain!" Methane is so flammable that a spark caused by a metal object hitting a rock can start a fire. There was safety testing constantly with meters held up to crevices in the walls of the tunnel. So it was not for lack of technology that the explosion occurred. There was a lawsuit afterwards, and Lockheed paid over \$9 million to the families of the 17 men killed in the blast. It would be much higher today. The Santa Susana fault line had something to do with the blast also. But any tunnel work presents dangers.

The original mapping of the HSR called for existing rail lines to be followed, not the digging of new tunnels through mountains. There are existing rail lines. The cost of digging tunnels is high, without including damages to workers who could be injured. For example the cost of digging a short tunnel through the mountain in Anaheim was estimated at \$1 billion. Elon Musk's The Boring Company came in with a bid of only \$45 Million for the same project using his equipment. It is a grave concern to the community to have tunnel digging in this area of earthquake fault lines. I am returning this book to the library and there are three other copies available if anyone else has concerns and wants to read about "The Sylmar Tunnel Disaster". My question is How can you be sure there is no methane in the tunnel area?

Response to Submission 4360 (Bo Tieg, November 30, 2022)

4360-8037

The commenter noted that a flyer featured an error. Comment noted. The Authority did correct the error on the flyer. 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.

4360-8038

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-S&S-2: Accidents and Explosions.

The commenter expressed concerns related to explosions and seismic events related to tunneling. Methane occurs in the soil in the Palmdale to Burbank project area. Methane is a particular concern in the vicinity of landfill sites where methane may build up in the landfill material in addition to naturally occurring methane in the ground. The June 24, 1971, Sylmar tunnel explosion occurred as a result of methane buildup that occurred after the February 9, 1971, Sylmar/San Fernando earthquake. The methane buildup was noted several times by safety officers and dismissed by contractors prior to the explosion. The earthquake was a 6.5 magnitude earthquake that occurred on the San Fernando fault zone. The Palmdale to Burbank EIR/EIS specifically identifies HMW-IAMF#2 to address methane during construction and operation. HMW-IAMF#2 will require the contractor to prepare a technical memorandum outlining methane protection measures for ground-disturbing work within 1,000 feet of a landfill, including gas detection systems and personnel training. This will be undertaken pursuant to State of California Title 27, Environmental Protection –Division 2, Solid Waste. In addition, the 1971 tunnel explosion occurred prior to the development of safety regulations for tunneling through environments where pockets of natural gas may be encountered. The Build Alternatives will comply with current safety regulations that specify requirements for gas detection and monitoring and ventilation, as set forth in Cal OSHA Title 8 Subchapter 20 Tunnel Safety Orders and in National Fire Protection Association (NFPA) 130 Section B.8.3. Tunnels in Gassy Grounds. Furthermore, GEO-IAMF#3 and HMW-IAMF#2 will establish measures to protect against methane-related hazards associated with construction activities near landfill sites. HMW-IAMF#3 and HMW-IAMF#10 will require hazardous materials monitoring plans and a technical memorandum establishing landfill gas prevention measures prior to operations. Please refer to Standard Responses PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events and PB-Response-S&S-2: Accidents and Explosions.

Response to Submission 4360 (Bo Tiegs, November 30, 2022) - Continued

4360-8039

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-2: Project Costs and Funding, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern about cost, safety of workers, and seismic activity associated with tunneling. The commenter also expresses concern about methane gas being produced during tunneling.

With regard to costs, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, and Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.

For concerns regarding earthquake fault lines and other associated seismic related impacts, refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

GEO-IAMF#3 requires the Construction Management Plan (CMP) to incorporate monitoring procedures and construction practices to reduce risks related to gas accumulation. Practices would include using safe and explosion-proof equipment during construction, and testing for gases regularly. Installation of passive or active gas venting systems, gas collection systems, active monitoring systems, and alarms would be required in underground construction areas and facilities where subsurface gases are present. Installing gas-detection systems can monitor the effectiveness of these systems. The Tunnel Design and Construction Report clarifies that the tunnel waterproofing membrane must be considered to be "gas-tight" to prevent the long-term infiltration of explosive and/or hazardous gases through the waterproofing membrane into the operating tunnel. During construction and in accordance with California Code of Regulations Title 8 Section 8422 and 8425, a fixed system of continual automatic monitoring equipment shall be provided. According to Section 3.3.3.4 of the Authority's Technical Memorandum 2.4.5 High-Speed Train Tunnel Structures and Table 1-1 Summary of Requirements for Tunnel Design in Section 1.4 of the Palmdale to Burbank PEPD Record Set Tunnel Design and Construction Report, a waterproofing membrane for the tunnel that is considered "gas-tight" would be required for the project to prevent the long-term infiltration of explosive and/or hazardous gases.

Submission 4361 (Donna Lauber, November 30, 2022)

Palmdale - Burbank - RECORD #4361 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Donna
Last Name : Lauber

Stakeholder Comments/Issues :

4361-8030

I oppose your tunneling altogether in the Los Angeles National forest. In 1971 there was a tunneling methane explosion, despite the technology being used for methane detection.

Couple that with the fault lines being very close to our house and many others nearby - it would be INSANELY FOOLISH to tunnel in the mountains loaded with fault lines. Fires and deaths occurred and we don't need another Creek Fire.

Lopez Recycling Center is close to our homes, we ride our horses on Indian Cyn trail, which is right on top of the methane piping STILL removing METHANE.

We have a fault line a few homes above ours that begins at telephone pole south end of the Jewish cemetery-, it boomerangs west down into a ranch below, then cuts back east to Blue Sage.

We confirmed this back in 1998 when we were in escrow with a GEOLOGIST.

No tunneling in these mountains period!

4361-8031

Physical safety of ALL creatures, and NO FIRES please! Dewatering of wells is another issue that must be addressed.

Ms. Donna Lauber
Homeowner Ranch District since 1998
12721 Kagel Canyon Rd, Sylmar, CA 91342

FTDNC
Community Interest Representative
CD7
Two terms (2012-2016)

KCCA member since 1998

On Tue, Nov 29, 2022, 10:24 PM HSR palmdale_burbank@HSR <palmdale_burbank@hsr.ca.gov> wrote:

> [Automatic Reply]
>
> Thank you for taking the time to contact the California High-Speed Rail
> Authority. Your views and comments are important to our team. We receive
> a large amount of letters, phone calls and emails, and because this email
> is not monitored 24 hours a day and generally not on the weekends, we may
> not be able to respond to you right away. However, our team works very
> hard to ensure that all comments/questions are read and responded to, when
> appropriate.
>
>
>
> If you have any questions about working at the Authority, please visit our
> High-Speed Rail Careers page here:
> <http://hsr.ca.gov/About/Careers/index.html>.
>
>
>
> Thank you again for your interest in the California High-Speed Rail
> Program.
>
>
>
> California High-Speed Rail Authority <<http://hsr.ca.gov/>>
>

Response to Submission 4361 (Donna Lauber, November 30, 2022)

4361-8030

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-S&S-1: Wildfire, PB-Response-S&S-2: Accidents and Explosions.

The commenter expressed opposition to tunneling in the Los Angeles National Forest (ANF) due to concerns about wildfire and seismic events. The commenter's opposition is acknowledged. Methane occurs in the soil in the Palmdale to Burbank project area. Methane is a particular concern in the vicinity of landfill sites where methane may build up in the landfill material in addition to naturally occurring methane in the ground. On June 24, 1971, a methane explosion occurred at a tunnel construction site in Sylmar. The Authority is aware of the potential presence of, and danger of methane buildup during construction of the tunnels included as part of the preferred alternative alignment. The Palmdale to Burbank Project Section EIR/EIS specifically identifies HMW-IAMF#2 to address methane during construction and operation. GEO-IAMF#3 and HMW-IAMF#2 will establish measures to protect against methane-related hazards associated with construction activities near landfill sites. HMW-IAMF#2 will require the contractor to prepare a technical memorandum outlining methane protection measures for ground-disturbing work within 1,000 feet of a landfill, including gas detection systems and personnel training. This will be undertaken pursuant to State of California Title 27, Environmental Protection –Division 2, Solid Waste. Please refer to Standard Response GEN-4: General Opinions, Opposition or Support. HMW-IAMF#3 and HMW-IAMF#10 will require hazardous materials monitoring plans and a technical memorandum establishing landfill gas prevention measures prior to operations. Also, please refer to Standard Responses PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events; PB-Response-S&S-2: Accidents and Explosions; PB-Response-S&S-1: Wildfire; and PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-S&S-2: Accidents and Explosions. Additionally, Standard Response PB-ALT-1: Alternatives Selection and Evaluation Process, discusses the evaluation of alternatives considered in the Palmdale to Burbank Project Section, including those that would not tunnel through the ANF.

4361-8031

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, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-S&S-1: Wildfire.

The commenter expressed concern regarding effects to wildlife, wildfire hazards, and impacts to water supply wells from the project.

Please refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife for project effects on wildlife.

With regard to potential wildfire hazards, please refer to Standard Response PB-Response-S&S-1: Wildfire.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives, which includes a portion of Kagel Canyon. Portions of Kagel Canyon within 1 mile of the alignment were therefore considered in the impact analysis in Section 3.8, Hydrology and Water Resources, of the Draft EIR/EIS. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including

Response to Submission 4361 (Donna Lauber, November 30, 2022) - Continued

4361-8031

relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF (including in Kagel Canyon) that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Submission 4362 (Larry Dieli, November 30, 2022)

Palmdale - Burbank - RECORD #4362 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Larry
Last Name : Dieli

Stakeholder Comments/Issues :

4362-8027 | To whom it may concern:It is my understanding that you are currently gathering input on the Burbank Project Section of the High Speed Rail Project.

4362-8028 | I am a resident of Kagel Canyon, currently a small rural community which is home to wildlife (the people) and wild animals like mountain lions, bob cats, rattle snakes and coyotes, to list but a few, to say nothing of being in a high brush fire area (we are in the Angeles National Forest) and on an active earthquake fault line. This is one of the areas that would suffer a negative impact if the proposed path of the high speed railroad were to be implemented and constructed. From my research, I think the noise impact has been greatly under reported. In Spain, where these trains are already a fact of life, the noise has been reported as loud as living in the take off zone of jet airliners. This sound pollution would tremendously adversely affect our quality of life. In addition, the people promoting this rail way pro-port that the lines would only be used for passenger traffic. At the high cost of the construction I find it hard to accept that other uses for the tracks would not be implemented. Please ask yourself if you would welcome a jet runaway in your backyard.

4362-8029 | Thank you for the courtesy of reading my concerns.Respectfully,Larry Dieli12605 Trail 01Kagel Canyon, CA 91342
k.c.larry@verizon.net

Response to Submission 4362 (Larry Dieli, November 30, 2022)

4362-8027

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-S&S-1: Wildfire.

The commenter expresses concern regarding the potential impacts of the Palmdale to Burbank project section on the Kagel Canyon community, specifically impacts to sensitive wildlife, potential wildfires, and the project alignment crossing active fault lines. To address these issues, refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife for concerns over impacts to wildlife, and Standard Response PB-Response-S&S-1: Wildfire for wildfire risk concerns. Additionally, please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events for a discussion of impacts associated with seismic events. 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.

4362-8028

The commenter expresses their opinion that the noise impacts have been under reported, makes statements about noise in Spain, and states that noise would affect their quality of life. The noise and vibration source levels used in the assessment of the Build Alternatives are based on extensive measurements of HSR trains in Europe, where HSR trains have been operating for decades. The noise and vibration levels, and mitigation of noise and vibration from HSR operations, are well understood and the CA HSR project has built on that information in the noise and vibration assessment. For the Project, the propulsion and wheel-rail source noise levels come from the high-speed EMU components found in Table 4-1 in Section 4.3.1 of the noise and vibration technical report. For the aerodynamic noise, the VHS Electric components, also found in Table 4-1, are used to predict the Project's noise levels. The train vibration source level was based on the Force Density Level for the Pendolino EMU high-speed train, as reported on Figure 9-5 of the FRA guidance manual and shown in Figure 4-7 in Section 4.8.2 of the noise and vibration technical report. 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 CA HSR Noise Mitigation Guidelines, which are included as Appendix 3.4-C of the Draft EIR/EIS. The primary form of noise mitigation would be noise barriers. The CA HSR Noise Mitigation Guidelines outline where noise barriers would be constructed. 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. In areas where barriers are not effective or not feasible, sound insulation of buildings could be considered. In some cases, the mitigation measures may not be fully effective, and locations exist where sound walls would not be feasible, based on the mitigation guidelines. Some unavoidable adverse noise effects would result from implementation of the Build Alternatives. For the SR14A Build Alternative (the Authority's Preferred Alternative), much of the alignment would be underground, and when underground there would be no noise effects.

Response to Submission 4362 (Larry Dieli, November 30, 2022) - Continued

4362-8029

The commenters noted that they do not believe other uses for the tracks would not be implemented. The commenters also expressed concerns about the potential noise impacts of the project. The project alignment would only be used for passenger traffic. Regarding the commenters' concerns of potential noise impacts, please refer to Standard Response PB-N&V-1: Operational Noise and Impacts to Sensitive Receptors. The commenter's opposition is acknowledged, and the comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4363 (Donna Lauber, November 30, 2022)

Palmdale - Burbank - RECORD #4363 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Donna
Last Name : Lauber

Stakeholder Comments/Issues :

4363-8024

In 1971, there was a horrific explosion in Sylmar causing fires and deaths of workers tunneling. Big lawsuits.

I hired a GEOLOGIST to determine where fault lines may be close to our property, prior to close of escrow . We wanted to determine how many stories high our potential home could be allowed.

He determined it was within a few homes north of ours on the main road, beginning at the telephone pole south end of Jewish cemetery- showing me it's trajectory in an elongated V that runs too close to our homes and the methane filled Lopez Recycling Center. It wrapped around west end of our easement, heading east to Blue Sage.

ANY tunneling is absolutely INSANE and FOOLISH on any investors part, and the State of California!

I have other objections to follow - but our physical safety, and preservation of the Los Angeles National forest is of utmost concern post Creek Fire and the 1971 incident explosion caused by tunneling.

Point blank - NO TUNNELS in forest!

Ms. Donna Lauber

Former CD7
Community Interest Representative
2012-2016

Homeowner
Ranch District
12721 Kagel Canyon ROAD
Sylmar, CA 91342-5625

KCCA member 24 years

Response to Submission 4363 (Donna Lauber, November 30, 2022)

4363-8024

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-S&S-2: Accidents and Explosions.

The commenter expressed opposition to project tunneling due to concerns regarding potential property damage from seismic activities at nearby earthquake fault lines, as well as the potential for explosion during tunneling activities. The commenter notes an explosion in Sylmar due to tunneling in 1971 that resulted in the death of construction workers. The comment also expressed concerns of impacts to the Los Angeles National Forest from tunneling activities. The commenter's opposition is acknowledged. The commenter lives over 1.5 miles from the nearest alignment, the SR14A Build Alternative, and would not be affected by tunneling. The 1971 tunnel explosion the commenter refers to occurred prior to the development of safety regulations for tunneling through environments where pockets of natural gas may be encountered. The Build Alternatives will comply with current safety regulations that specify requirements for gas detection and monitoring and ventilation, as set forth in Cal OSHA Title 8 Subchapter 20 Tunnel Safety Orders and in National Fire Protection Association (NFPA) 130 Section B.8.3. Tunnels in Gassy Grounds. Please refer to Standard Responses PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-S&S-2: Accidents and Explosions, and PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest. Additionally, Standard Response PB-ALT-1: Alternatives Selection and Evaluation Process, discusses the evaluation of alternatives considered in the Palmdale to Burbank Project Section, including those that would not tunnel through the ANF.

Submission 4364 (N/A, November 30, 2022)

Palmdale - Burbank - RECORD #4364 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : N/A
Last Name : N/A

Stakeholder Comments/Issues :

4364-8023 | NO to the proposed line through the Tujunga wash. NO to line E2, E2A.

Response to Submission 4364 (N/A, November 30, 2022)

4364-8023

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

The commenter expresses opposition to the E2 and E2A Build Alternatives, because the two alignments would traverse the Tujunga Wash. The E2A Build Alternatives were introduced in the 2016 Supplemental Alternatives Analysis Report and were designed to reduce surface impacts by increasing tunnel length and avoiding the mitigation area within Big Tujunga Wash. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discussed how the Build Alternatives were evaluated and selected for consideration. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Sites, along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. For a response to comments on whether and how the Preferred Alternative was selected, refer to PB-Response-GEN-1. For a response to comments on project impacts on Big Tujunga Wash, refer to PB-Response-PR-2 and PB-Response-AVQ-2.

Submission 4365 (Allie Moat, November 30, 2022)

Palmdale - Burbank - RECORD #4365 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Allie
Last Name : Moat

Stakeholder Comments/Issues :

Hi,

- 4365-8011 | As a Kagel canyon resident we support no project alternative. With the ballooning budget, the negatives to this project now significantly outweigh the positives. The net impact on the environment and the economy is projected to be negative. Pursuing this further is a waste of everyone's time and money.

- 4365-8012 | Who pays for the water during and after construction?
How will LA's water resources be impacted? What measures will the community need to take during a drought to compensate for water overuse during the project? How is that fair to LA?
- 4365-8013 | How will residents be compensated for the inconvenience of needing to re route paths home due to construction?
What will be the impacts to the local economies in lake view terrace with businesses disrupted for years as a result of the construction? How will this be mitigated and how will business owners be compensated?
- 4365-8014 | What will be the permanent impacts to the forest and local wildlife as a result of construction? How will this be mitigated?
How will lighting pollution and train lights be mitigated?
- 4365-8015 | How will the sound of the trains be mitigated?
- 4365-8016 | How will homeowners be compensated for reduced home values as a result of the high speed rail?
- 4365-8017 | What will be the impact to the stability of our mountains during an earthquake or flood?
- 4365-8018 | Where will the 100-foot communication towers be located in the forest?

Response to Submission 4365 (Allie Moat, November 30, 2022)

4365-8011

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the No Project Alternative, citing concerns related to the environmental, economic, and budgetary impacts associated with the Palmdale to Burbank project section. Please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding for a discussion of economic and budgetary impacts, and Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, which discusses some of the environmental benefits of the HSR project. In addition, the No Project Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives 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.

4365-8012

The commenter asks who will pay for water during and after construction; how water resources for Los Angeles will be impacted; what measures the community will need to take during a drought due to use of water from the project; and how the project is fair to Los Angeles. The Authority is responsible for the payment of water used during and after construction of the HSR Palmdale to Burbank Section. Additionally, PUE-MM#1 will require the Authority to utilize non-potable water from regional water utility service providers for construction activities where feasible, as well as recycling/reusing water used for tunnel construction, further minimizing demand for water supplies to avoid impacting residents' water availability during the construction of the project. For additional information regarding water supply, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

4365-8013

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter raised a question about compensation for economic impacts during construction, including for motorists inconvenienced by construction and for businesses disrupted in Lake View Terrace. Information on business disruption can be found in Section 3.12, Socioeconomics and Communities. Impact SOCIO#1 discusses temporary disruption to community cohesion, which includes identification of uses near construction areas. SOCIO-IAMF#1 would be implemented and requires that a Construction Management Plan include verification that property access is maintained for local businesses throughout construction. Impact SOCIO#6 describes permanent displacement of commercial and industrial businesses from construction, but notes that displacement is not considered an impact under CEQA. As discussed in Socio-IAMF#2, monetary compensation would only be provided for those affected by parcel acquisition. However, SOCIO-IAMF#3 also details that a relocation mitigation plan will have the objectives of making a best effort to minimize permanent closure of businesses as a result of property acquisition and providing business owners who require complex permitting with regulatory compliance assistance. Roadway segments U and AH and intersections 74 - 81 and 87 are within Lakeview Terrace. As shown within Impact TRA#1, Impact TRA#2, Impact TRA#3, Impact TRA#8, and Impact TRA#9, construction period impacts in the Lake View Terrace area would be associated with the E2/E2A Build Alternatives, neither of which is the Authorities preferred alternative. Additionally, no significant impacts related to construction activities were found in the Lake View Terrace area.

Response to Submission 4365 (Allie Moat, November 30, 2022) - Continued

4365-8014

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, PB-Response-GEN-1: Frequently Asked Questions, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only), PB-Response-PR-2: Impacts on Big Tujunga Wash – Recreational Uses, Equestrian Use.

The commenter asks what the permanent impacts to forest and local wildlife will be as a result of construction. The commenter also asks what the mitigation will be for such impacts, and what the mitigation is for light pollution, including train light. Chapter 3.7 of the Draft EIR/EIS includes detailed analysis of biological and other resources that might be impacted by the SR14A Build Alternative and provides mitigation measures to offset those impacts to a less-than-significant level. In 2020, the Authority identified the SR14A Build Alternative as the Preferred Alternative because it best balanced benefits and impacts of the project (see Standard Response PB-Response-GEN-1). The methods for evaluating impacts to biological resources are provided in Section 3.7.4 of the Draft EIR, and the detailed analysis of the affected environment is provided in Section 3.7.5. Direct, indirect, temporary, and permanent impacts are discussed in subsections of each impact of Section 3.7.6. Mitigation measures are provided in Section 3.7.7. For further details related to impacts and mitigation to wildlife and domestic animals, please see the following standard responses:

- PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife,
- PB-Response-BIO-3: Wildlife Movement Corridors,
- PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only) –Noise and Vibration, and
- PB-Response-PR-2: Impacts on Big Tujunga Wash –Recreational Uses, Equestrian Use.

To mitigate for the impact of lighting, BIO-MM#99 and BIO-MM#100 require implementation of lighting minimization during construction and operations, respectively.

Per AVQ-MM#1, contractors will be required to implement measures to minimize construction-related disruption to aesthetics and visual quality, including avoiding locating construction staging areas within 500 feet of existing recreational areas, and other sensitive land uses.

4365-8014

AVQ-MM#2 will require nighttime construction lighting to be shielded and directed downward in such a manner to minimize light that falls outside the construction site boundaries. Shielding nighttime construction lighting would minimize the light and glare within developed areas at nighttime, reducing this impact to less than significant.

Per BIO-MM#37, BIO-MM#72 and BIO-MM#99 the Authority, to the extent feasible, will avoid conducting ground disturbing activities in wildlife habitat, including movement corridors and aquatic resources, during nighttime hours.

Under design feature BIO-IAMF#12, the use of facility lighting will be designed to not attract birds or their prey to project sites. These uses include using non-steady burning lights, using motion or heat sensors and switches to reduce the time when lights are illuminated, using appropriate shielding to reduce horizontal or skyward illumination, and avoiding the use of high-intensity lights. Lighting will not be installed under viaduct and bridge structures in riparian habitat areas. While BIO-IAMF#12 is specifically identified for the benefit of birds, the measures are expected to protect other wildlife and domestic animals as well.

The Authority is committed to avoid and minimize impacts to biological and domestic resources from construction and operations, including lighting. The Authority believes that the measures proposed in the Draft EIR/EIS will ensure impacts to biological and domestic resources from implementation of the project are less than significant.

Response to Submission 4365 (Allie Moat, November 30, 2022) - Continued

4365-8015

The commenter asks how the sound of the trains will be mitigated. 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 CA HSR Noise Mitigation Guidelines, which are included as Appendix 3.4-C of the Draft EIR/EIS. The primary form of noise mitigation would be noise barriers. The CA HSR Noise Mitigation Guidelines outline where noise barriers would be constructed. Barriers would need to achieve between 5 and 15 dB of noise reduction, and meet a cost threshold of \$95,000 per benefited receiver to be considered reasonable and benefit a minimum number of impacted locations. In areas where barriers are not effective or not feasible, sound insulation of buildings could be considered. In some cases, the mitigation measures may not be fully effective, and locations exist where sound walls would not be feasible, based on the mitigation guidelines. Some unavoidable adverse noise effects would result from implementation of the Build Alternatives. For the SR14A Build Alternative (the Authority's Preferred Alternative), much of the alignment would be underground, and there would be no noise effects.

4365-8016

Refer to Standard Response PB-Response-SOCIO-2: Property Values.

The commenter expresses concern related to effects to property values from the project. This topic is further discussed in PB-Response-SOCIO-2, Property Values, including a summary of the economic study regarding potential property value impacts of the HSR project. As discussed in Chapter 2, Alternatives, of this Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing land uses. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR due to the tunnel depths. Finally, although it is predicted that property values will increase and not decrease, owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program. More information can be found in PB-Response-SOCIO-2.

4365-8017

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expressed concerns related to the project and its impact on stability of the mountains during flooding and earthquake events. Please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity and provides references to the analysis in the EIR/EIS where additional information is available on this topic. With regard to flooding risk, during construction, the Authority would implement best practices or Impact Avoidance and Minimization Features (IAMFs) as part of the project. HYD-IAMF#1 will implement stormwater management facilities to convey and detain runoff from new impervious surfaces, thus reducing the Palmdale to Burbank Project Section's contribution of runoff during flood events. In addition, the flood protection plan included in HYD IAMF#2 will allow the Project to remain operational during flood events and would minimize increases in 100-year or 200-year flood elevations. HYD-IAMF#2 will also incorporate hydraulic modeling specific to post-wildfire conditions to provide the appropriate sizing of HSR structures within and adjacent to the ANF including the SGMNM, to accommodate increased flood/debris flows after a wildfire. In addition, HWR-MM#2 will require the Authority to implement additional protective measures to reduce floodplain impacts during construction and operations.

Response to Submission 4365 (Allie Moat, November 30, 2022) - Continued

4365-8018

The comment requests clarification regarding location of communication towers. The automatic train control (ATC) system would use a radio-based communications network, including a fiber optic backbone and communications towers at intervals of approximately 1.5 to 3 miles along aboveground alignment areas, depending on the terrain and selected radio frequency. Communications towers would not be placed within tunnels but would be located at portal facilities. Signaling and train control elements within the right-of-way would include 10-foot-by-8-foot communications shelters or signal huts/bungalows that house signal relay components and microprocessor components, cabling to the field hardware and track, signals, and switch machines on the track. Train control facilities ranging from 2,450 square feet (70 by 35 feet) to 7,175 square feet (110 by 65 feet) would be located along the track. Each communications tower within these facilities would use a 6- to 8-foot diameter pole that would extend to a height of 100 feet above the tracks. The communications facilities would be in the vicinity of track switches and would be grouped with other traction power, maintenance, station, and similar HSR facilities where possible. Where communications towers could not be located with TPSSs or other HSR facilities, the communications facilities would be near the HSR corridor in a fenced area of approximately 25 feet by 40 feet. As described in the EIR/EIS Section 3.15: Parks, Recreation and Open Spaces, the preferred alternative would include a bored tunnel through an approximately 12-mile section of the ANF. Communication towers would be located at the tunnel's portal facilities. The tunnel portals are out of the ANF, meaning no tower would be located within the ANF.

Submission 4366 (John Gallegos, November 30, 2022)

Palmdale - Burbank - RECORD #4366 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : John
Last Name : Gallegos

Stakeholder Comments/Issues :

To who it may concern;

- 4366-7996 | Who pays for the water during and after construction?
- 4366-7997 | How will lighting pollution and train lights be mitigated?
- 4366-7998 | Where will the 100-foot communication towers be located in the Forest.

Sent from my iPhone

Response to Submission 4366 (John Gallegos, November 30, 2022)

4366-7996

The commenter inquired who would pay for water during and after construction. Water used during construction activities would be purchased by the construction contractor on behalf of the Authority and obtained from existing permitted commercial sources in the cities of Palmdale, Santa Clarita, Burbank, and Los Angeles, as well as in unincorporated Los Angeles County. Operation of high-speed trains and stations would require the use of water. Water would be purchased by the Authority or its contractor from the closest available water agencies servicing the areas traversed by each of the six Build Alternatives of the California HSR System Palmdale to Burbank Project Section.

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.

4366-7997

The commenter asked how lighting pollution and train lights would be mitigated. As discussed in Section 3.16, Aesthetics and Visual Quality of the Draft EIR/EIS, AVQ-MM#2 will require nighttime construction lighting to be shielded and directed downward in such a manner to minimize light that falls outside the construction site boundaries. The contractor will be required to prepare a technical memorandum prior to construction verifying how nighttime lighting would be shielded and directed downward to reduce impacts. Shielding nighttime construction lighting would minimize the light and glare within developed areas at nighttime. As for train lights, as described in Section 3.16.6 of the Draft EIR/EIS, HSR train headlights would be directed toward the track. Light generated by HSR trains, tracks, signs, and signals would be minimal and would be directed to the tracks. Light spillover would be minimal. Glare from the HSR trains and structures would be minimal, and retaining walls, guideways, and other built structures would use materials that do not cause substantial amounts of glare.

4366-7998

The comment requests clarification regarding location of communication towers. The automatic train control (ATC) system would use a radio-based communications network, including a fiber optic backbone and communications towers at intervals of approximately 1.5 to 3 miles along aboveground alignment areas, depending on the terrain and selected radio frequency. Communications towers would not be placed within tunnels but would be located at portal facilities. Signaling and train control elements within the right-of-way would include 10-foot-by-8-foot communications shelters or signal huts/bungalows that house signal relay components and microprocessor components, cabling to the field hardware and track, signals, and switch machines on the track. Train control facilities ranging from 2,450 square feet (70 by 35 feet) to 7,175 square feet (110 by 65 feet) would be located along the track. Each communications tower within these facilities would use a 6- to 8-foot diameter pole that would extend to a height of 100 feet above the tracks. The communications facilities would be in the vicinity of track switches and would be grouped with other traction power, maintenance, station, and similar HSR facilities where possible. Where communications towers could not be located with TPSSs or other HSR facilities, the communications facilities would be near the HSR corridor in a fenced area of approximately 25 feet by 40 feet. As described in the EIR/EIS Section 3.15: Parks, Recreation and Open Spaces, the preferred alternative would include a bored tunnel through an approximately 12-mile section of the ANF. Communication towers would be located at the tunnel's portal facilities. The tunnel portals are out of the ANF, meaning no tower would be located within the ANF.

Submission 4367 (Fad Games, November 30, 2022)

Palmdale - Burbank - RECORD #4367 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Fad
Last Name : Games

Stakeholder Comments/Issues :

4367-7999

NO to the proposed line through the Tujunga wash. NO to line E2, E2A

Response to Submission 4367 (Fad Games, November 30, 2022)

4367-7999

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-PR-2: Impacts on Big Tujunga Wash – Recreational Uses, Equestrian Use.

The commenter expresses their opposition to Project Alternatives E2 and E2A. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process and PB-Response-PR-2: Impacts on Big Tujunga Wash - Recreational Uses, Equestrian Use. The commenter's opposition for the HSR Build Alternatives E2 and E2A is acknowledged. The Authority's preferred alternative is SR14A. For more information regarding the Preferred Alternative, please refer to Chapter 8, Preferred Alternative, of the Draft EIR/EIS.

Submission 4368 (Megan Goodwin, November 30, 2022)

Palmdale - Burbank - RECORD #4368 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Megan
Last Name : Goodwin

Stakeholder Comments/Issues :

4368-8258

NO to the proposed line through the Tujunga Wash. NO to line E2, E2A.

Response to Submission 4368 (Megan Goodwin, November 30, 2022)

4368-8258

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter expressed opposition to the E2 and E2A Build Alternatives due to those alternatives traversing Tujunga Wash.

Please refer to Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process, and PB-Response-GEN-4: General Opinions, Opposition or Support. As described in the Draft EIR/EIS, the Refined SR14, SR14A, E1, and E1A Build Alternatives would avoid Tujunga Wash, and the SR14A Build Alternative is the Preferred Alternative of the project. For more information on the Preferred Alternative, please see Chapter 8 of the Final EIR/EIS.

Submission 4369 (Hally Rae, November 30, 2022)

Palmdale - Burbank - RECORD #4369 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Hally
Last Name : Rae

Stakeholder Comments/Issues :

4369-8257

NO to the proposed line through the Tujunga Wash. NO to line E2, E2A.

Response to Submission 4369 (Hally Rae, November 30, 2022)

4369-8257

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter expressed opposition to the E2 and E2A Build Alternatives due to those alternatives traversing Tujunga Wash.

Please refer to Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process, and PB-Response-GEN-4: General Opinions, Opposition or Support. As described in the Draft EIR/EIS, the Refined SR14, SR14A, E1, and E1A Build Alternatives would avoid Tujunga Wash, and the SR14A Build Alternative is the Preferred Alternative of the project. For more information on the Preferred Alternative, please see Chapter 8 of the Final EIR/EIS.

Submission 4370 (Hally Mc Lay, November 30, 2022)

Palmdale - Burbank - RECORD #4370 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Hally
Last Name : Mc Lay

Stakeholder Comments/Issues :

4370-8259

NO to the proposed line through the Tujunga Wash. NO to line E2, E2A.

Response to Submission 4370 (Hally Mc Lay, November 30, 2022)

4370-8259

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter expressed opposition to the E2 and E2A Build Alternatives due to those alternatives traversing Tujunga Wash.

Please refer to Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process, and PB-Response-GEN-4: General Opinions, Opposition or Support. As described in the Draft EIR/EIS, the Refined SR14, SR14A, E1, and E1A Build Alternatives would avoid Tujunga Wash, and the SR14A Build Alternative is the Preferred Alternative of the project. For more information on the Preferred Alternative, please see Chapter 8 of the Final EIR/EIS.

Submission 4371 (Hally Winters, November 30, 2022)

Palmdale - Burbank - RECORD #4371 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Hally
Last Name : Winters

Stakeholder Comments/Issues :

4371-8260

NO to the proposed line through the Tujunga Wash. NO to line E2, E2A.

Response to Submission 4371 (Hally Winters, November 30, 2022)

4371-8260

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter expressed opposition to the E2 and E2A Build Alternatives due to those alternatives traversing Tujunga Wash.

Please refer to Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process, and PB-Response-GEN-4: General Opinions, Opposition or Support. As described in the Draft EIR/EIS, the Refined SR14, SR14A, E1, and E1A Build Alternatives would avoid Tujunga Wash, and the SR14A Build Alternative is the Preferred Alternative of the project. For more information on the Preferred Alternative, please see Chapter 8 of the Final EIR/EIS.

Submission 4372 (Susan Wong, November 30, 2022)

Palmdale - Burbank - RECORD #4372 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Susan
Last Name : Wong

Stakeholder Comments/Issues :

Hello,

4372-8884 | I am a resident of Shadow Hills, a neighborhood in the City of Los Angeles, that will be impacted by the HighSpeed Rail Palmdale to Burbank Project Section. In addition, I value and enjoy the Angeles National Forest, which will be impacted (per the EIR) by the high speed rail going through and under it.

4372-8885 | I am specifically worried about the water issue. How are you planning to protect the critical groundwater sources in the mountains that provide drinking water to LA, especially while we are in a historic drought? The CA HSR will use hundreds of millions of gallons of water: to constantly spray their construction areas to mitigate fugitive dust, to provide water for tunneling operations, and they even have a plan to truck in tens of millions of gallons of water for the oak trees in the Angeles National Forest (ANF) if tunneling causes dewatering (which is a very real possibility). And the construction will take 10 years, so the water use will go on THAT long. How will you get the water needed, and how will you mitigate the suffering of local residents who will not have enough water for our homes, horses, and land?

4372-8886 | Additionally, Construction will generate more greenhouse gases than it will recoup in 70 years of operation. CHSRA is a beneficiary of Cap & Trade funds as it claims it is a "green project," but the irony is that CHSRA will have to PURCHASE offset credits during construction as its pollution levels exceed AQMD standards. How do you plan to justify this?

4372-8887 | So, I would ask you to consider NOT building this segment of the HSR in ANY of the proposed Palmdale to Burbank routes.

Susan Wong
9714 Rotta Ave.
Sunland, CA
91040

Response to Submission 4372 (Susan Wong, November 30, 2022)

4372-8884

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-SOCIO-2: Property Values.

The commenter expresses their enjoyment of the Angeles National Forest and notes that the Shadow Hills community and Angeles National Forest would be impacted by the HSR Palmdale to Burbank Project Section. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's opinion is also included in the record for consideration by decisionmakers. 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 the environmental analysis; therefore, no additional response is required.

4372-8885

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage.

The commenter raises concerns about the water needs of the project in the face of drought conditions, where the sources of such water would be, how groundwater sources in the San Gabriel Mountains would be protected. The commenter further inquires about how potential impacts to water sources for local residents would be mitigated.

Regarding affects of the project's water usage please see Standard Response PB-Response-PUE-3: Water Demand and Usage. Based on review of all the water providers in the project area, including through review of existing plans such as UWMPs and through personal communication with staff at water agencies, the Authority has identified a portfolio of water supplies that could meet the project's temporary water demand during construction during normal years, as well as dry and multiple dry years. The Authority acknowledges the uncertainty of potable water availability during dry and multiple dry years, and as indicated in this response, the Authority acknowledges that potable water for construction may be curtailed during dry and multiple dry years to prioritize serving existing customers. However, the Authority has identified recycled water providers that have available supply during dry and multiple dry years that can be used in the event of water curtailment for the project. As such the use of water for construction purpose would not affect local supplies. To clarify, the project would not involve dewatering but could impact groundwater through inflow into tunnels during construction.

Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been

Response to Submission 4372 (Susan Wong, November 30, 2022) - Continued

4372-8885

revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

4372-8886

The comment states that construction of the project would generate more greenhouse gas emissions than it would recoup in 70 years of operation. While construction of the Build Alternatives would emit greenhouse gases, as described under Impact AQ#12 and shown in Table 3.3-44 in Section 3.3, Air Quality and Global Climate Change, these greenhouse gas emissions would be almost fully offset after 4 to 6 months of operations (depending on the ridership scenario and Build Alternative). After a maximum of 6 months, the Build Alternatives would result in net annual emissions reductions and a GHG benefit. The comment questions why the project would be a beneficiary of the Cap and Trade Program since it would have to purchase offsets during construction. See Response to Comment #8880. The offsets covered under the Cap and Trade Program are for greenhouse gas emissions only. As the project would have a net benefit within 4 to 6 months of operation, no offsets are required to reduce the GHG emissions. The offsets required for the project's construction are for criteria pollutant emissions (VOC, NOx, PM10, PM2.5). As explained in Section 3.3, mitigation measures AQ-MM#1 and AQ-MM#2 will require the purchase of offsets for emissions of criteria pollutants that exceed General Conformity de minimis thresholds or local air district CEQA significance thresholds during project construction.

4372-8887

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the Palmdale to Burbank Project Section. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4373 (Marjorie Maxon, November 30, 2022)

Palmdale - Burbank - RECORD #4373 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Marjorie
Last Name : Maxon

Stakeholder Comments/Issues :

4373-8888

I still oppose routing this train through the Angeles Nation Forest. How is this an existing right of way as presented in the ballot measure that started this nightmare? It will be an earthquake hazard and endangers a valuable water shed in time of drought. Getting to the tunnel in the middle of the wilderness for emergency response and evacuating elderly or disabled people from a tunnel in the forest will be a nightmare Many times more expensive than just following the 14 freeway. World class stupid. Only makes sense if you want to win votes in Action, which is all Former Board of Supervisor Antonovich was thinking about when he came up with this crazy idea.

Response to Submission 4373 (Marjorie Maxon, November 30, 2022)

4373-8888

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-PUE-3: Water Demand and Usage.

The commenter states their opposition to routing the HSR Palmdale to Burbank Segment Project Section through the Angeles National Forest instead of following SR 14. They also make statements about the project being an earthquake hazard and endangering the watershed during drought years, and also express concern about emergency response and evacuation of elderly or disabled people from tunnels. The Authority's response to general opposition regarding the project is provided in Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Refer to Standard Response PB-Response-Alt-1: Alternatives Selection and Evaluation Process, for a detailed discussion of how Build Alternatives and their respective alignments were developed and selected. As discussed in this Standard Response and in Chapter 2, Alternatives, of the Final EIR/EIS, many alternatives were evaluated including alternatives that followed the SR14 freeway corridor. Seismic concerns are discussed in Standard Response PB-Response-GSSP-1: Risks and Impacts Associated with Seismic Events. Water demand and supply are discussed for normal, dry, and multi-dry year scenarios in Standard Response PB-Response-PUE-3. EIR/EIS Impact S&S#3 describes some emergency services access features. Emergency egress for long, twin-bore tunnels is expected to be done by the passengers and crew from one tunnel to the other one, through the cross passages, which will be located each 800 feet. These cross passages will serve as safe zones too, as they will be equipped with self-closing fire protected doors (rated for 1.5 h), ventilation, communications, and other facilities. The typical procedure will be to wait inside these cross passages until a rescue train is able to reach the incident section, or at least until the traffic on the other tunnel has been confirmed to have stopped by the control center, to perform a self-rescue walking along the tunnel to the nearest portal as defined in TM 2.8.1 R0 Safety and Security Design Requirements for Infrastructure Elements Section 3.2 Access/Egress. These procedures will be detailed in the Emergency Response Plan in later stages of the project. As an example of evacuation from long tunnels, there is a 22-mile tunnel on the E1 Build Alternative between Portal P3 and P4. This tunnel has two intermediate windows and one adit that can serve for emergency egress. The longest stretch of tunnel between

4373-8888

exits to the surface points is between Intermediate Window 1 and construction adit at Sta 1490+00.00. This stretch of tunnel is 11 miles long, meaning that the longest distance that passengers would have to travel to the closest emergency egress point would be 5.5 miles. Assuming a walking traveling speed of 200 ft/min it would take approximately 2hr and 30 min to cover that distance at a walking speed. The longest tunnel for the SR14A Build Alternative extends from Portal 1A north of Pearblossom Highway Interchange (Sta 472+31.00) to Agua Dulce Canyon (Sta 1170+00.00). This tunnel has a total length of 13.21 miles. This tunnel has an intermediate window at Acton (Sta 819+00.00). Based on these considerations, the maximum length from a tunnel surface exit to the furthest point in the tunnel between Agua Dulce and the Intermediate Window would be 3.32 miles. Assuming an egress travel speed of 200 ft/min, it would take approximately 1.5 hours for the passengers to evacuate the tunnel on foot or at a walking speed."

Submission 4374 (Susan Lustig, November 30, 2022)

Palmdale - Burbank - RECORD #4374 DETAIL		4374-8895
Status :	Action Pending	
Record Date :	11/30/2022	4374-8896
Interest As :	Individual	
First Name :	Susan	
Last Name :	Lustig	

Andreas, San Gabriel, Sierra Madre, and Verdugo fault zones?

I strongly disagree and object to the Palmdale to Burbank DEIR, and can only support the No Project Alternative.

Stakeholder Comments/Issues :

4374-8889 I highly support the "No Project Alternative." The CA HSR has been fraught with problems, and the Palmdale to Burbank project section is a dangerous and expensive route that never should have been proposed. When we voted, the route was expected to go along the 5 Freeway, above ground, and cost \$35B and now is up to \$105B. With the increasing numbers of electric cars on the road, and now with the possibility of electric airplanes, this project is just not fiscally justifiable nor needed, especially with all the massive harm it will do to our environment and communities.

4374-8890 Here are just a few of the huge problems I see with the project, and questions I have:

- Massive amounts of water for construction (I estimate, 194 football fields 10 feet deep, then an additional 77 of those each year forever) that will be required for the project. When our farmers can't get enough water for their crops, how can HSR justify that amount for this project?

4374-8891 • The drought has had a severe impact on our forests. What will be done to prevent fires from the sparking of the electrical canaries in wildfire prone areas? Will the trains be stopped during the high winds?

4374-8892 • The amount of greenhouse gases generated that will enter our air...and lungs is unacceptable. It will take millions of truck trips (right now they are diesel, not electric) to transport the spoils from the tunnels to the landfills. The traffic back-ups in just the Sun Valley area will be horrible for years (having cars sitting idle expelling more pollutants.) CHSRA will have to purchase offset credits during construction as the pollution generated by this project exceed AWMD standards. It will take 70 years of operation to offset the pollution generated. Also, what will be done with all the contaminated spoils outlined in the DEIR and where will the decontamination occur? How can you say this is a "green" project, knowing the pollution that will be generated and massive amounts of water you will be using? Being a "green" project is its entire justification for existing, and the CA HSR is anything but green.

4374-8894 • How do you justify continuing this project when there is no funding for the majority of it? There has been no private funding, so right now, this is all coming from tax payers. With so many needs in our communities, not to mention the huge sums needed to fix our infrastructure, how is that justifiable?

• Spending over \$900 million dollars to buy & demolish (and of course, all of those buildings will go into land fill) the completed Avion project at the proposed Burbank HSR station when you had the opportunity to purchase the land for \$75 Million. How can you justify that and how will you mitigate those impacts?

• Only 15% of the project is designed before it is approved. Knowing the huge obstacles that will be incurred when digging through the mountains, this is a frightening and expensive, and possibly life-threatening to the construction works, way to produce this mammoth project. How can you approve a project with so many unknowns since you are leaving many of the problems as stated constantly in the DEIR for the contractors to "figure out?" How can you budget something where you have the contractor responsible for engineering the majority of the project. That business method will only lead to massive change orders and cost overruns.

4374-8895 • How can this project make money when no doubt a ticket will be so expensive? Four people in a electric car traveling from LA to San Francisco will no doubt be far less expensive than 4 people buying HSR tickets. Also, has anyone thought that people just might not want to travel underground for so long crossing through the San

Response to Submission 4374 (Susan Lustig, November 30, 2022)

4374-8889

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-2: Project Costs and Funding.

The commenter expressed concerns related to the project cost, is dangerous, and the changes to the original project proposal and also states that the increase in availability for electric cars and the possibility of electric planes minimizes the need for the project. The commenter also expressed concerns that the project will result in massive harm to the environment and communities.

For additional discussion about the cost of the project, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

For additional information about the selection and development of the Build Alternatives, please refer to Chapter 2, Alternatives of the EIR/EIS as well as Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses the Authority's evaluation and selection process for the Build Alternatives analyzed in the EIR/EIS.

For additional information about the purpose and need for the project, please refer to Chapter 1, Purpose, Need and Objectives of the EIR/EIS.

Regarding the commenters concern that the project will harm the environment and communities, please refer to Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures which discusses the potential environmental impacts of the Palmdale to Burbank Section as well as the measures the Authority will take to minimize potential impacts to the greatest extent feasible. For specific discussion regarding impacts to communities, please refer to Chapter 3.12 Socioeconomics and Communities as well as Chapter 5, Environmental Justice which analyzes the potential impacts of the Palmdale to Burbank Section on relevant communities and discusses the measures that the Authority intends to implement to minimize any potential impacts to the extent feasible.

For responses to subsequent comments made by the same commenter regarding the perceived dangers of the project, please refer to response to comments 8890 through

4374-8889

8895.

4374-8890

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

The commenter expresses concern related to water use from construction of the HSR Palmdale to Burbank Project Section. Water demand and supply are addressed in Standard Response PB-Response-PUE-3: Water Demand and Usage. Regarding justification for this amount of water use, the water demand is related to construction and operation of the project. Refer to Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS regarding the purpose of the project.

Response to Submission 4374 (Susan Lustig, November 30, 2022) - Continued

4374-8891

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

The commenter expressed concern on the potential for wildfire hazards from the project, and asks whether project operations would stop during high wind events. The potential for wildfire effects, including measures to minimize and/or avoid the potential for wildfire from the project, are further discussed in Standard Response PB-Response-S&S-1: Wildfire.

Within the ANF, project infrastructure including overhead catenary lines, would be primarily underground. When it is underground, the project would not create fire risk in areas on the surface within the ANF. Fire risks from the project would be reduced by the Authority's formation of a statewide Fire and Life Safety and Security Committee (FLSSC) through implementation of SS-IAMF#2, which will be composed of representatives from fire, police, and local building code agencies. 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, including emergency response operations and protocol in the case of a high wind event. 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. These programs and coordination activities would allow for a rapid response by local emergency responders in the case of an accident, reducing the potential for uncontrolled wildfire events. Please refer to Appendix 2-E, Impact Avoidance and Minimization Measures, of this Final EIR/EIS, for the full descriptions of IAMFs that will be implemented as part of the project design.

4374-8892

The commenter expresses concern about traffic, greenhouse gas emissions, and air pollution during project construction. calls the greenhouse gas emissions for construction ""unacceptable"" and projects that it ""will take 70 years of operation to offset the pollution generated."" The Authority has calculated the payback of greenhouse gas (GHG) emissions for the six Build Alternatives at 4 to 6 months of project operation (see Table 3.3-44 in Section 3.3, Air Quality and Global Climate Change, in the Draft EIR/EIS). In other words, it would take between 4 to 6 months of operation of the Build Alternatives to offset construction-related GHG emissions, not 70 years. After that, the project will produce net benefits by reducing greenhouse gas emissions (see page 3.3-126 in Section 3.3 of the Draft EIR/EIS). Refer to Impact AQ#12 and Impact AQ#13 in Section 3.3 of the Draft EIR/EIS. Regarding the comment about construction vehicles being diesel, as discussed in Section 3.3.4.2 of the Draft EIR/EIS, the Authority would implement AQ-IAMF#3 and AQ-IAMF#5 which would minimize exhaust from heavy-duty diesel-fueled construction equipment and diesel trucks by requiring the use of renewable diesel fuel and requiring that all trucks used for construction hauling be model year 2010 or newer. The commenter states that the Authority will have to purchase offset credits during construction as the pollution generated by this project exceed AWMD standards. The Authority assumes that the comment was referring to AQMD (air quality management district), not AWMD, standards. As discussed in Section 3.3.7 in the Draft EIR/EIS, Mitigation Measures AQ-MM#1 and AQ-MM#2 will require the Authority to enter into agreements with the South Coast Air Quality Management District and Antelope Valley Air Quality Management District, respectively, to purchase offsets for emissions of criteria pollutants (VOC, NOx, PM10, PM2.5) that exceed General Conformity de minimis thresholds or local air district CEQA significance thresholds during project construction. As explained in Impact AQ#6 in Section 3.3, operation of the Build Alternatives will result in a reduction in emissions of all criteria pollutants. Note that criteria pollutants are not considered greenhouse gases. Mitigation Measure AQ-MM#3 describes the Authority's goal of a minimum of 25 percent of all heavy-duty on-road vehicles associated with project construction use zero emission or near zero emission technology. If local or state regulations mandate a faster transition to using zero emission and/or near zero emission vehicles at the time of construction, the more stringent regulations will be applied. The commenter also indicates concern about the number of truck trips to transport spoils, particularly in the Sun Valley area. Section 3.2.6.3 of the Draft EIR/EIS presents the assessment of potential impacts to local streets

Response to Submission 4374 (Susan Lustig, November 30, 2022) - Continued

4374-8892

and intersections for each of the Build Alternatives. In general, the effects of construction spoils trucks in the Sun Valley area would occur with the Refined SR14, SR14A, E1, and E1A Build Alternatives. However, as described in Impact TRA#10, construction would only degrade LOS at Sunland Boulevard at San Fernando Road within Sun Valley. Several mitigation measures were developed to reduce the effect of construction 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 air quality and GHG emissions associated with the truck trips are included in analysis presented in Section 3.3 of the Draft EIR/EIS. Impact AQ#2 summarizes the regional air quality impacts; Impact AQ#4 summarizes the health risk assessment for construction emissions, including truck trips; Impact AQ#5 summarizes the localized construction effects of the air quality emissions; and Impact AQ#12 summarizes the total regional construction GHG emissions. As discussed in Impact AQ#4, after implementing AQ-IAMF#1, AQ-IAMF#2, AQ-IAMF#4, and AQ-IAMF#5, project construction would not exceed applicable thresholds for cancer risk and for chronic and acute noncancer health impacts.

4374-8893

The commenter inquires what will occur to contaminated soils after the decontamination process. Additionally, the commenter inquires how the project can be considered green if pollution will be generated. Hazards of construction within areas of historical contamination are identified and analyzed in Impact HMW#7, and the potential to encounter known and/or suspected contamination during construction is analyzed in Impact HMW#2. Appendix 3.10-B has been added to Volume 2 of the Final EIR/EIS to clarify the list of sites of potential environmental concern (PEC) within the project footprint on which contamination may be present and additional discussion of PEC sites has been included in Section 3.10.5.3. As required by HMW-IAMF#1, historical and current contaminant information for all sites subject to right-of-way acquisition, including known PEC sites would be obtained and reviewed as part of a Phase I ESA. Contaminated materials would be removed from the tunnel construction areas and could be temporarily stockpiled onsite before being hauled to a suitable disposal facility permitted to receive contaminated soils. Spoils determined to be contaminated and cannot be reused on-site will be removed and disposed of at an appropriate disposal facility permitted to receive contaminated soils. If treatment ("decontamination") of said spoils is required prior to disposal, it will be performed at a designated facility that is permitted for such treatment; no treatment would occur in the project footprint. In addition, as explained in Chapter 2, Alternatives of the Draft EIR/EIS, the Authority intends to re-use any spoils that are not considered hazardous (see page 2-212 of the Draft EIR/EIS). In relation to the green project comment, work in relation to the HSR project will not be producing contamination/pollution in relation to spoils and/or water. Rather, the Authority will be excavating and reducing existing contamination from prior industrial operations. Furthermore, risks of spreading contaminants during construction would be reduced by defining areas of known or suspected contamination based on the data from the Phase I and subsequent site investigation(s) completed pursuant to HMW-IAMF#1 and development and implementation during construction of a soil management plan and construction management plan (CMP) as required by HMW-IAMF#4, which has been revised in the FEIR/FEIS with specific contaminant management requirements. A soil management plan (SMP) would incorporate information and data regarding known and suspected contamination obtained per HMW-IAMF#1 and requirements for protection of human health and the environment to be implemented during construction on sites at which contamination is or may be present. The Construction Contractor shall be contractually obligated to meet the plan requirements.

Response to Submission 4374 (Susan Lustig, November 30, 2022) - Continued

4374-8893

The plan shall require oversight by an environmental professional of activities that may result in encountering known or suspected contamination. The CMP shall require the Contractor to develop and implement site-specific health and safety protocols that address site hazards in compliance with CalOSHA regulations for handling contaminated media, including training of construction workers in hazard recognition and monitoring for hazardous contaminants to which workers may be exposed in areas where contamination is known or suspected based on data obtained under HMW-IAMF#1. The CMP shall include specifications for controlling releases of contaminants or contaminated media during construction, including dust control, control of soil erosion and contaminated water runoff, vapor control, and testing and proper storage and disposal of excavated material. The CMP shall include requirements for notification by the Contractor to the Authority, which will notify appropriate stakeholders and agencies, of newly discovered contamination. Moreover, the Authority evaluates the project as being "green" by limiting the distance to appropriate disposal facilities/sites for the previously impacted material in an effort to reduce traffic and greenhouse gas-related impacts, as possible. The Build Alternatives construction would generate GHG emissions between 2020 and 2029. However, as discussed under Impact AQ#12: Total Regional Construction Greenhouse Gas Emissions in the Draft EIR/EIS, these emissions would be almost fully offset after 4 to 6 months of operations (depending on the ridership scenario and Build Alternative). After a maximum of 6 months of operations, the Build Alternatives would result in net annual emissions reductions and a GHG benefit. Operation of any of the six Build Alternatives would result in a net benefit to statewide air quality and would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. For additional information regarding spoils hauling, see Appendix 2-I, Spoils Disposal Assumptions used for Environmental Analysis.

4374-8894

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-S&S-2: Accidents and Explosions.

The commenter inquired about justification for the project funding and how the contractor will address unknown factors. The commenter raised a concern about the Avion Burbank development and asks where the Authority will dispose of the building spoils from demolition of the Avion Burbank complex. The commenter also expressed concerns about only 15 percent of the project being designed before it is approved and concerns about the safety of construction workers working in the tunnels. To address the commentators' inquiry about project funding, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding which provides information relating to the project's funding and costs. This information can also be found in Chapter 6, Project Costs and Operations. Note the project funding is not considered an environmental issue under CEQA or NEPA. Regarding the commenters concern about only 15 percent of the projects design being required for approval, the Staged Project Delivery process allows for designs to be further refined, additional stakeholder and third-party issues to be identified, and right-of-way requirements to be mapped and risks to be identified while the project continues to navigate the environmental review process. For additional information on unique tunneling elements, including elements meant to improve the safety of construction and maintenance workers, please see Standard Response PB-S&S-2: Accidents and Explosions which provides an overview of the safety precautions included to minimize the risk to construction workers. Regarding the commenters' concern about the Avion Burbank development, the Burbank Airport Station was analyzed and approved in the Burbank to Los Angeles Project Section Final EIR/EIS, and no change to the station is proposed in this EIR/EIS. Following the evaluation of comments on the Draft EIR/EIS, the Authority identified that the Avion Burbank development, which would include 53 estimated additional business properties (50 commercial business and 3 industrial businesses, on a property located at 3615 N San Fernando Boulevard in Burbank), would be affected by the proposed Burbank Airport Station. The Burbank Airport Station was approved as part of the Burbank to Los Angeles Project Section in January 2022 and was presented in this EIR/EIS for informational purposes. Because the property was vacant at the time the displacement analysis was originally performed, the Draft EIR/EIS did not identify any displacements that would result from construction of the Burbank Airport Station on this property.

Response to Submission 4374 (Susan Lustig, November 30, 2022) - Continued

4374-8894

Because the Avion Burbank development will likely be completed and occupied prior to right-of-way acquisition and relocation activities resulting from the HSR project, the analysis provided in Impact SOCIO#6 and Impact SOCIO#12, in Section 3.12, Socioeconomics and Communities of the Final EIR/EIS, have been updated to include these business displacements. As shown in Table 3.6-7 of the Burbank to Los Angeles Project Section Final EIR/EIS and discussed under Impact PUE #6, there are five active landfills in the vicinity of the Burbank to Los Angeles Project Section that accept construction and demolition (C&D) material. It is estimated that the total volume of C&D material for the Burbank to Los Angeles Project Section would be approximately 77,137 cubic yards before recycling (approximately 0.06 percent of the total remaining capacity of the five active landfills that accept C&D material). After diversion, C&D material would occupy 0.03 percent of the total remaining capacity of the active landfills. The footprint of the Avion Burbank complex overlaps with the Burbank Airport Station footprint, specifically the station's platform configuration options. Although the setting has changed, the project's impact with implementation of the Build Alternatives as presented in the Draft EIR/EIS remains accurate as the project would displace the Avion Burbank complex and construct the HSR station in that location as depicted in the visual simulation in Figure 3.16-A-30b of the Palmdale to Burbank Project Section Draft EIR/EIS.

4374-8895

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter inquired how the project will generate revenue. Additionally, the commenter expressed concern regarding ticket pricing and underground travel through active fault zones.

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 and would allow the service to be financially self-supporting requiring no public subsidy as mandated by Proposition 1A, passed by California voters in November 2008. In addition, the time savings by using the train versus door-to-door air or auto travel will provide mobility and time savings benefits. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, for more information about costs.

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events which addresses concerns regarding seismicity.

4374-8896

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter supports the No Project Alternative. Please refer to PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's opposition to the HSR project is acknowledged. This comment does not address the sufficiency of the Draft EIR/EIS nor does it suggest edits to the document. As a result, no change has been made to the document in response to this comment.

Submission 4375 (Brian Anthony, November 30, 2022)

Palmdale - Burbank - RECORD #4375 DETAIL

Status : Action Pending 4375-8899
Record Date : 11/30/2022
Interest As : Individual 4375-8900
First Name : Brian
Last Name : Anthony

<https://fee.org/articles/californias-misplaced-political-priorities-are-to-blame-for-water-rationing/>

Stakeholder Comments/Issues :

4375-8897

I am an eighteen year resident of Acton and my house has well water. High Speed Rail has repeatedly assured us that the groundwater beneath Agua Dulce and Acton would not be used to drill tunnels for the High Speed Rail. This is apparently a lie. The use of massive quantities of our groundwater—literally millions of gallons—threatens to make our wells run dry in the worst drought, having lasted so far for about 4 years now with no end in sight.

- The tunnel boring machines require 55,000 gallons of water each (110,000 gallons) per day while boring each 28' diameter tunnel
- The tunnel boring machines bore approximately 650' per day (65%)
- When not boring, the maintenance of the boring heads still require water (assume 10% of boring use or 5,500 gallons/day)
- 6.63 miles to Acton is 35,000 feet or about 54 days of boring
- 54 days of boring = 5.94 million gallons + 594,000(e) for maintenance
- Total required in Agua Dulce will be 6.5 million gallons or 20 acre feet
- This is 3x more than 60 homes in Sleepy Valley use in a year
- A similar amount will be required in Acton to bore 6.59 miles eastwards towards Palmdale.

Our homes and our way of life are being directly threatened. Be it by extra financial burdens to somehow get water delivered with extra costs of \$600-\$1200, and devaluing our homes and property, all in the name of a project that no one in either Acton or Aqua Dulce wants anyway.

There are about 10,000 people living in Acton and Agua Dule, being effectively disenfranchised from their well water- and their way of life, by people who don't live here, who reassured us over and over again our well water wouldn't be touched.

When our wells are dry, where are the 10,000+ residents of Agua Dulce and Acton are going to get water from? There is no current infrastructure to connect all homes in Acton and Agua Dulce to public water any time soon- if the wells are dry- where is the water delivery company going to get water from to serve all these homes? This is unconscientious.

The Anthony's

4375-8898

Our homes and our way of life are being directly threatened, all in the name of a project that no one in either Acton or Aqua Dulce wants anyway.

4375-8899

Several articles currently on the internet show California's government putting water rationing into law - this one article below is one of many- showing absurd priorities of the California government. While rationing water resources for California's Citizens, California's Government will use up valuable water resources (over 12 million gallons of our WELL-drinking water) for drilling tunnels for the High Speed Rail - while simultaneously going to enforce a 55 Gallon restriction per household on Californians.

Response to Submission 4375 (Brian Anthony, November 30, 2022)

4375-8897

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 expressed concern regarding the usage of water during construction and potential impacts on local wells.

Please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which discusses water usage associated with the construction of the project, including water demand associated with tunneling.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. Please refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

4375-8898

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition for the HSR Palmdale to Burbank Project Section. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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.

4375-8899

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

The commenter inquired why the project would use water for construction while there is water rationing in California. Please see Standard Response PUE-3: Water Demand and Usage, which provides additional information regarding the water supplies that the Authority would use for construction water as well as availability of water during normal, dry, and multiple dry year scenarios. For details regarding project's benefits to the State of California, see Chapter 1, Project Purpose, Need, and Objectives, Section 1.2.5, Project Benefits of the Final EIR/EIS which addresses the Palmdale to Burbank Project Section's various benefits such as transportation, environmental, economic and employment concerns.

Response to Submission 4375 (Brian Anthony, November 30, 2022) - Continued

4375-8900

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-SOCIO-2: Property Values.

The commenter expresses concern related to the use of water for tunneling and the impacts to water supply wells. The commenter also expresses concern related to property values.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the

4375-8900

need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Regarding the concern about property values, please refer to Standard Response PB-Response-SOCIO-2: Property Values.

Submission 4376 (Patricia Anderson, November 30, 2022)

Palmdale - Burbank - RECORD #4376 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : zpat
Last Name : Anderson

Stakeholder Comments/Issues :

- 4376-8901 | I live in the Kagel Canyon area and have many concerns regarding the High Speed Rail from Palmdale to
4376-8902 | Burbank. WATER: Tunneling jeopardizes critical groundwater sources in the mountains that provide drinking water to LA.
We are in the middle of a terrible drought and I also live in a high-fire area next to Angeles National Forest. How can you guarantee that our ground water won't be depleted leaving us with limited amounts of water in case of fire?
- 4376-8903 | LIVING THROUGH CONSTRUCTION: Construction here will take AT LEAST 7 years, probably more than 10.
- Construction staging areas nearby are proposed for 118/Paxton and on Little Tujunga Canyon Road by Gold Creek.
- There will be noise, vibration, dust, and exhaust as millions of truck trips are needed to haul spoils out of bored tunnels.
- Traffic will increase for these millions of truck trips on our local roads and the 5/210 freeways. We are already suffering with the construction in this area for new pipes for water. This causes stress and many accidents in this area as a result of the lane and off ramp closures. Also, many of us have horses. How can you guarantee the amount of noise caused by the construction and many trucks transporting dirt and other debris through our quiet canyons?
- 4376-8904 | I think my main concern is earthquakes. When I first moved here 30 years ago, my husband showed me the monument on Little Tujunga Road indicating the site of the 1971 earthquake. I remember that clearly, because it scared me that we were living there. That marker is no longer on the side of the road. Who took that down? How can you even consider tunneling in an area with seismic activity. Many of our land owners are having problems building their homes after the fire because we are in a seismic area. How did you get permission to do this, and our local people can't even get started because of building specifications with the County of Los Angeles? Patricia Anderson 11437 Moonhill Road Kagel Canyon, CA 91342
When you see me don't think of Real Estate, But when you think of Real Estate see me!
Phone: (818) 899-0993 Fax: (818) 899-0175
Email: Homestobuy@AOL.com DRE# 01028629
Watchthe story - www.BrokerInTrust.com

Response to Submission 4376 (Patricia Anderson, November 30, 2022)

4376-8901

The commenter expresses concern regarding the California HSR System's impact on the Kagel Canyon Area. The commenter's concerns are addressed in Response to Comment #8902 through #8904.

4376-8902

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage, PB-Response-S&S-1: Wildfire.

The commenter expresses concern related to the effect of the construction of the HSR Palmdale to Burbank Section on drinking water supply, particularly with respect to the potential for tunnel construction of tunnels to affect groundwater. The commenter also questions how the project can guarantee not depleting groundwater supplies for firefighting purposes.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the Angeles National Forest (ANF), including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates

Response to Submission 4376 (Patricia Anderson, November 30, 2022) - Continued

4376-8902

that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Regarding water demand for the project, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which provides information about the water demands associated with the Build Alternatives (including the Authority's preferred alternative) as well as water supply, including during normal, dry, and multiple dry years.

Please also refer to Standard Response PB-Response-S&S-1: Wildfire regarding wildfire concerns.

4376-8903

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-6: Construction Noise/Truck Impacts, PB-Response-TRA-1: Temporary Traffic Associated with Construction, PB-Response-TRA-2: Impacts of Tunnel Spoils Off-Haul/Deposition.

The commenter expresses concern regarding the length of construction and construction-related impacts, including construction-related noise, vibration, dust, and emission impacts. Additionally, the commenter expresses concerns with the number of construction vehicle trips and associated emissions and potential for increases in accidents. Lastly, the commenter questions how the amount of noise associated with construction can be guaranteed. To clarify, construction of the Palmdale to Burbank Section is estimated to be from 8.33 to 9.25 years, depending on the Build Alternative, as shown in Table 2-35 of the Draft EIR/EIS. The commenter appears to be referring to construction staging areas shown in figures such as Figure 2-92 (E2 Facilities with Angeles National Forest—Adit Option E2-A1) and Figure 2-93 (E2 Facilities within Angeles National Forest—Adit Option E2-A2) in the Draft EIR/EIS. Note that the designation of construction staging areas varies depending on the Build Alternative. Truck trips from spoils hauling are addressed in Standard Response PB-Response-TRA-2: Impacts of Tunnel Spoils Off-Haul/Deposition. Temporary impacts from construction are discussed in Standard Response PB-Response-TRA-1: Temporary Traffic Associated with Construction, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, and PB-Response-AQ-3: Construction Air Quality/Truck Impacts. The commenter does not provide sufficient detail about any water pipeline project for the Authority to identify it. However, projects existing at the time the NOP was released are considered as part of the baseline for environmental impacts and therefore considered in the project-level impact evaluation. The potential for impacts to occur in combination with other future projects is addressed in Section 3.19, Cumulative Impacts of the Draft EIR/EIS, cumulative transportation impacts are addressed in Section 3.19.5.2, Transportation, which concludes that other reasonably foreseeable future transportation and land use projects could contribute construction trips at roadway segments and intersections along the HSR spoils haul

Response to Submission 4376 (Patricia Anderson, November 30, 2022) - Continued

4376-8903

routes. Regarding potential impacts to an equestrian community, the Authority has considered potential impacts to communities and equestrian communities in its selection of the Preferred Alternative and in the environmental analysis. Please refer to Section 8.4.2.9 in Chapter 8, Preferred Alternative and Station Sites of the Draft EIR/EIS, which explains how the SR14A Build Alternative would minimize community impacts compared to other Build Alternatives, and how the Authority considered potential impacts to equestrian communities from other Build Alternatives in its selection of the preferred alternative. A potential impact on equestrian communities is noise and the Authority considered that impact in the Draft EIR/EIS. Please refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, and PB-Response-N&V-6: Construction Noise/Truck Impacts for additional information regarding potential noise impacts. Regarding the question of how the Authority can "guarantee" a certain level of noise, note that CEQA Guidelines section 15126.4(a)(2) requires mitigation measures to be fully enforceable through permit conditions, agreements, or other legally binding instruments. As the lead agency, the Authority would adopt a mitigation monitoring and enforcement plan (MMEP) if the project is approved. The MMEP would serve as the legally binding instrument to require the enforceability of mitigation measures identified to reduce project impacts in compliance with CEQA Guidelines Section 15126.4(a)(2). The requirements of the MMEP would be incorporated into the construction documents for the proposed project and would therefore also be binding on the Authority's contractors.

4376-8904

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern related to seismicity due to the HSR Palmdale to Burbank Project Section being located in an area with seismic activity and asks about removal of a monument related to the 1971 San Fernando Earthquake in addition to permission to build the project. The Authority is unaware of the status of any monument on Little Tujunga Canyon Road; however, this is not relevant to the impact analysis in the EIR/EIS. Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, addresses concerns related to seismicity. Specifically, seismic impacts are analyzed in Impact GSSP#7: Fault Rupture and Seismic Ground Shaking Could Endanger People or Structures During Construction and Impact GSSP#16: Effects of Geologic Hazards During Operations Effects of Fault Rupture and Ground Shaking. To clarify, while the commenter asks how the Authority has received permission to build, note that the Authority has not approved any Build Alternative. The Authority will consider approval of a Build Alternative after release of the Final EIR/EIS. While the Authority is not subject to the same standards as homeowners building homes, the Authority has extensive design guidelines that address seismic safety. The Authority has published initial HSR design criteria in technical memoranda (TM) that provide guidance and procedures to advance the preliminary engineering. The most current applicable seismic design criteria will be used in the design of any structures supported in or on the ground. For example, TM 2.10.6 R1 Fault Rupture Analysis and Mitigation provides guidelines for identifying Hazardous Fault Zones (HFZs) in terms of their fault displacements, recurrence rates, orientation, sense of slip, and other characteristics. This TM indicates that, where the tunnels cross a Hazardous Fault zone, a larger cross-section has been considered to allow clear passage and realignment of the tracks after a seismic event. TM 2.10.5 R0 15% Seismic Design Benchmarks provides the seismic benchmark guidance that shall be applied to all structures that directly support track and running high-speed trains including bridges, aerial structures, tunnels and underground structures, passenger stations and buildings. The intended structural performance of tunnels under seismic loading shall meet the design requirements of Limited Ductility Structures, whereby tunnels or underground structures shall have a clearly defined mechanism for response to seismic loads with a clearly defined load path and load carrying system.

Submission 4377 (Cynthia Despres, November 30, 2022)

Palmdale - Burbank - RECORD #4377 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Cynthia
Last Name : Despres

Thom and Cynthia Despres

Stakeholder Comments/Issues :

Dear HSR Authority,

4377-8928

We have reviewed the EIR/EIS for the proposed Palmdale to Burbank HSR route and we would like to take this opportunity to voice a few of our concerns.

In 1996 the Project was to cost 16.5 billion dollars and has already ballooned to 105 Billion by 2022 and there is no end in sight. This year we have experienced an unprecedented inflation rate to our economy and there seems to be no accounting for this rate in the EIR/EIS with regards to future construction costs. How much more will this cost? How is the planned inflation going to be commensurate with the actual inflation/costs moving forward?

4377-8929

As homeowners in Shadow Hills, we are already extremely challenged with the restrictions and mandates on water usage. California is experiencing an extreme drought condition. We are being told that water usage is going to get more restrictive already. This project will require an extreme amount of water usage during the construction process for dust mitigation, etc.. How is it feasible to increase water usage for this project in an already restricted area?

4377-8930

This project will require extensive boring of holes and displacement of earth/soil. Where and how will this be moved without exacerbating our already overburdened environment? How will our community be negatively impacted by this extreme increase in construction and material movement? This is not adequately addressed in the EIR. This area is being challenged with an industrial negative impact already. Our area is replete with numerous landfills, waste industries, gravel pits and a power plant.

4377-8931

In summary, these are but a few of our concerns. This does not take into account the fact that it will take at least 70 years of operation at medium ridership to offset its own pollution. This is only if cars and airplanes are displaced which is a big "if". Are there any guarantees that the benefits will outweigh the negative impact to our community? What benefit does our community derive from this effort?

Sincerely,

Response to Submission 4377 (Cynthia Despres, November 30, 2022)

4377-8928

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter expressed concerns regarding the California HSR System, stating the rising budget for the Project, possible impacts of continuing inflation, and future construction costs. For information about cost estimates, refer to Chapter 6, Project Costs and Operations, of this Final EIR/EIS and to the Authority's 2022 Business Plan, which can be found at the Authority's website, www.hsr.ca.gov. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. 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.

4377-8929

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

The commenter notes that California is in a drought and questions the feasibility of increasing water use for the HSR Palmdale to Burbank Section, given current restrictions. The commenter specifically notes the water use for dust mitigation. As a matter of clarification, as described in Impact PUE#3 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS, PUE-MM#1 will require the Authority to utilize non-potable water from regional water utility service providers for construction activities where feasible, as well as recycling/reusing water used for tunnel construction, minimizing demand for water supplies. In addition, refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which provides information about the water demands associated with the Build Alternatives (including the Authority's preferred Build Alternative) and the mitigation the Authority would implement related to water supply, including during normal, dry, and multiple dry years.

4377-8930

The commenter expresses concerns that the Shadow Hills community will be negatively impacted by tunnel construction and spoils hauling during construction. Refer to Response to Comment #8200 regarding impacts related to spoils hauling during construction. It is projected that construction-related activities would be minimal in the Shadow Hills area, as the spoils generated at the nearby Intermediate Window IW2 will primarily be transported via conveyor belt to the adjacent Vulcan Landfill/ (Calmat) Sun Valley site. As discussed in Section 3.2.4.3 of the Draft EIR/EIS, separate truck trips to this site are not anticipated due to its proximity to the excavation area. Other construction-related vehicles may use the area roadways to travel to and from the portal through Shadow Hills. As noted in Section 3.2.6.3 in Draft EIR/EIS (Existing plus Project Construction Conditions –Page 3.2-88), construction activities may lead to temporary disruption of transportation system operations; however, since construction traffic would be temporary, any associated traffic effects would not be considered as substantial adverse effects or significant effects. For instance, construction worker trips would generally occur outside the peak hours for street traffic and may involve remote parking areas. Similarly, the movement of heavy construction equipment would generally occur during off-peak hours and follow designated truck routes. Implementation of TR-IAMF#1 through TR-IAMF#7, TR-IAMF#11 and TR-IAMF#12 would prevent circumstances that will interview with circulation conditions during construction; as such, the impact would be less than significant. Regarding the commenters concern about industrial uses, as described in Section 3.13.5 of the Draft EIR/EIS, planned land use in Shadow Hills neighborhoods include low-density residential, commercial, agriculture/open space/parks, and public facility/institutional land uses. As shown in Figure 2-75, implementation of the E2 and E2A Build Alternatives would introduce a tunnel portal, traction, power facility, and communication tower to the northwest area of Shadow Hills. As described under Impact AVQ-#4, the viaduct structure, vertical piers, and distant circular tunnel portal would be highly visible and would contrast with the existing visual setting, lowering the existing natural harmony from Shadow Hills representing an adverse change to visual quality. Mitigation Measures AVQ-MM#3 and AVQ-MM#4, as described in Section 3.16.7, will incorporate local design and aesthetic preferences into the design of the viaduct and require landscape treatments to screen the elevated guideway. Implementation of these measures would reduce the prominence of the viaduct, but the project would still reduce visual quality from moderately high to moderate.

Response to Submission 4377 (Cynthia Despres, November 30, 2022) - Continued

4377-8931

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions.

The commenter expressed concerns relating to offsetting pollution the project will cause and inquired about the benefits related to the project. While the construction of the project will result in the generation of GHG emissions, the project's emission reduction benefits would begin to accumulate 4 to 6 months after operation of the Palmdale to Burbank project section begins. For additional discussion about offsetting emissions, please refer to Standard Response PB-Response-AQ-4: Greenhouse Gas Emissions which discusses the payback period for greenhouse gas emissions generated from construction. Additionally, the Palmdale to Burbank Project Section will bring various benefits relating to transportation, environmental, economic and employment concerns. See Chapter 1, Project Purpose, Need, and Objectives, which addresses the project benefits further in Section 1.2.5, Project Benefits.

Submission 4379 (Cynthia Grimes, November 30, 2022)

Palmdale - Burbank - RECORD #4379 DETAIL 4379-8934
Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Cynthia
Last Name : Grimes 4379-8935

Stakeholder Comments/Issues : 4379-8936

To CA High Speed Rail,

4379-8932 I am opposed to this draft EIR and would like California and the High Speed Rail to abandon this route.

4379-8933 1- This is going to steal all of our ground water from the Agua Dulce and Acton area. We are on a private well,

as most are, in this un-incorporated area of Los Angeles County. You are going to stealour LIFE SUSTAINING

WATER to drill tunnels!! Not only do we pay extra taxes for Safe Clean Water to LA County but, we also pay to

maintain our wells, equipment, testing and filtration systems. There have been many times that we have had

hauled water brought to our property to assist in "not" pulling too much from the ground and supporting the

conservation efforts, especially in these drought years. In case you at the HSR or County/ State haven't heard-

"WE ARE IN A SEVERE DROUGHT!! CONSERVE, CONSERVE, CONSERVE!!!!!!"

Where did you get the data to support the water supply? You can not use only one data point to say there is

enough water to supply millions of gallons of water to support the residents and drill tunnels too! There is no

baseline for the residents. And a baseline requires at least 2 years of monitoring at a series of every quarter

study. Including a study of contamination for ALL chemicals.

I WANT EVIDENCE THAT MY WELL WILL NOT BE EFFECTED! NOT ONLY SUPPLY BUT FOR

CONTAMINATION!!

What will happen if my well goes dry or is contaminated?

What will happen, if the drought continues and the need for water increases?

What happens to our firefighting capabilities? Departments use The Agua Dulce Airpark as a water refilling

station during wildfires (air and ground units). How will they, if the ground water is all gone?

WHO IS GOING TO BE RESPONSIBLE??

Where are the monitoring wells? The one's that are giving the data? Shouldn't every well owner be afforded a

pressure transducer and quality testing to ensure that your "data wells" are calibrated and working correctly and

our wells will not be effected? You know, truth and transparency. Any agency can manipulate numbers to

"show" what ever they want the residents to believe is true. And if you are using regulated monitoring wells how

far is the "RADIUS OF INFLUENCE"? Quarter mile? Half mile? Mile? Or more? There should be data given to

the residents of how many wells are impacted by the radius of impact. Since the residents have not been

notified, if their wells will be affected, is it because this project is actually going to effect ALL OUR WELLS! You

are going to leave us in LIFE THREATENING SITUATIONS and YOU WILL BE RESPONSIBLE!!

We want real time tests, not data modeling!

Not enough time has been spent on monitoring of our private wells, quality, quantity or the effects of using the

ground water that we rely on for life.

PLEASE EXPLAIN THE WATER ESTIMATE NUMBERS SIGHTED IN THE Draft EIR. THEY APPEAR TO BE

INFLATED FOR THE PROJECT AND DECREASED WHEN IT COMES TO RESIDENTS USAGE.

ESPECIALLY IN THE DROUGHT YEARS.

4379-8934 2- This route is bypassing Santa Clarita?? SCV is expecting to see a million residents in the near future and

you are by-passing them up? This will only cause more traffic into Palmdale or Burbank because the people of SCV will have to drive to those stations. Kind of defeats the purpose, doesn't it? Not to mention that Agua Dulce is a town within the Santa Clarita One Valley One Vision boundaries. So, it makes sense that the HSR should be by-passing ALL of Santa Clarita? Or have a stop there for the people of SCV to use for commuting.

3- Agua Dulce and Acton have/are Community Standards Districts that do not allow infrastructure. I believe trains and water pipes are defined as infrastructure. This project is in defiance of our CSD's.

4- What about the children in our schools? The drilling is going to be a mess! How will parents and emergency crews get to the children in the case of an earthquake or major emergency? What about the health hazards from dust, air pollution and the possibility of an environmental disaster/ spill? What about the distractions during class from the noise of drilling and construction?

THE STATE AND IT'S ELECTED OFFICIALS WORK FOR AND ARE ELECTED BY THE PEOPLE- THEY SHOULD BE ACTING ON BEHALF OF THE PEOPLE, ALL THE PEOPLE!!

This project is bad for Agua Dulce, LA County and very bad for the people who pay taxes and live in California rural communities!

Cynthia Grimes33411 Tyndall RdAgua Dulce, CA 91390(213) 503-2135

Response to Submission 4379 (Cynthia Grimes, November 30, 2022)

4379-8932

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. Please refer to PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's opposition to the HSR project is acknowledged. The Authority will consider all impacts when choosing the alignment alternative. 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.

4379-8933

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 expresses that the HSR Palmdale to Burbank Section would "steal" groundwater from the area of Acton and Agua Dulce. The commenter also states that California is in a drought, asks about the data to support the water supply, requests evidence that their well would not be affected, asks about their well, and asks about effects on firefighting capabilities.

Regarding the comments about water supply for tunnel construction, about California being in a drought, and the data to support the water supply, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which discusses the sources of water, as well as the Authority's consideration of future drought conditions.

Regarding the concerns raised about private wells, Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. Please refer to Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest also addresses concerns about contamination during project construction. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 requires the Authority to utilize tunnel design features and construction methods to avoid and minimize groundwater inflows during ANF tunnel construction. This would help minimize

Response to Submission 4379 (Cynthia Grimes, November 30, 2022) - Continued

4379-8933

groundwater flow into the tunnel during construction by matching the tunneling excavation method to the underground conditions.

Regarding the comment on firefighting capabilities related to groundwater supplies, as discussed in Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest, construction of the Build Alternatives would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, firefighter services would not be affected with regard to groundwater. HWR MM#4 requires the Authority to implement an AMMP, which would involve ongoing monitoring and reporting activities to allow for the detection and timely remediation of effects on hydrologic resources that may occur in the ANF, including the SGMNM. The AMMP would address impacts associated with the Build Alternatives. Additionally, the Authority will form a statewide Fire and Life Safety and Security Committee (FLSSC) through implementation of SS-IAMF#2 (Safety and Security Management Plan), which will be composed of representatives from fire, police, and local building code agencies. 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. These programs and coordination activities would allow for a rapid response by local emergency responders in the case of an accident, reducing the potential for uncontrolled wildfire events.

Regarding the comment about contamination, the Draft EIR/EIS considered the potential impacts on water quality from construction and operation of the Palmdale to Burbank

4379-8933

Section, please refer to Section 3.8, Hydrology and Water Resources in the Draft EIR/EIS.

Response to Submission 4379 (Cynthia Grimes, November 30, 2022) - Continued

4379-8934

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

The commenter inquired why Santa Clarita was not included along the HSR alignment, given projected population growth in the area. Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process.

As noted in Chapter 2, Alternatives, a potential station in Santa Clarita was initially proposed in the 2010 Preliminary Alternatives Analysis Report; however, the station was eliminated from further study because of significant residential and community displacements. In 2012, a Supplemental Alternative Analysis (SAA) Report recommended two alignment alternatives be studied in future environmental documentation: Santa Clarita North and Santa Clarita South.

The 2014 SAA Report recommended no changes to the Santa Clarita South alignment alternative. However, the Santa Clarita North configuration identified in 2012 did not meet the requirements of an Authority Technical Memorandum (2.1.2) for curvature or speed. The 2014 SAA Report therefore reevaluated and updated the Santa Clarita North profile to eliminate nonstandard alignment features and meet geometric standards for curvature and segment lengths.

The commenter also identified that there could be additional traffic resulting from people in Santa Clarita driving to HSR stations. As discussed in Section 1.2.4 of the Draft EIR/EIS, implementation of the project would result in overall reductions in single-occupancy vehicle trips. With a greater number of people traveling on the California HSR System, vehicle miles traveled would be reduced. For a response to comments on project-related vehicle miles traveled (VMT), refer to PB-Response-TRA-4.

4379-8935

The commenter stated that they believed the Agua Dulce and Acton Community Standards Districts (CSDs) prohibit infrastructure (such as trains and pipelines), and further expressed concern that the project would be in conflict with these CSDs. The CSDs do not prohibit infrastructure, but state that infrastructure should be minimized to reduce impacts on community character and maintain the character of the rural areas. The SR14A Build Alternative alignment (the Preferred Alternative for the Palmdale to Burbank Project Section) would be underground where the alignment would traverse the communities of Acton and Agua Dulce, thus minimizing the need for, and presence of, any surface infrastructure. As a result, the proposed alignment would not result in substantially adverse effects on community character, as detailed in the Acton CSD. Surface features associated with the SR14A Build Alternative in Acton would include a traction power substation (TPSS) and a power transmission line connecting the TPSS to the Southern California Edison (SCE) Vincent Substation, and an intermediate window facility for tunnel access located south of State Route 14. Surface features in Agua Dulce would include surface alignment approximately 0.75 mile east of Agua Dulce Canyon Road. This surface alignment would transition between at-grade and elevated profiles closely paralleling State Route 14 before transitioning underground (please refer to Figure 2-57 through Figure 2-61, which depicts the project features associated with the SR14A Build Alternative, and Section 2.5.3.2, which provides a description of ancillary features for the SR14A Build Alternative, in Chapter 2, Alternatives, of the Draft EIR/EIS).

Community impacts are discussed throughout the EIR/EIS, including in Section 3.12, Socioeconomics and Communities. In order to minimize both temporary and permanent disruption to neighborhoods and communities, the Authority has identified multiple Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM) including: SOCIO-IAMF#1 (Implementation of a Construction Management Plan), NV-IAMF#1 (minimization of noise near sensitive receptors), AQ-IAMF#1 (implementation of a fugitive dust control plan), TR-IAMF#2 (implementation of best management practices through a Construction Transportation Plan) as well as SO-MM#1 (Implement measures to reduce impacts associated with the division of residential neighborhoods) and SO-MM#2 (Implement measures to reduce impacts associated with the division of communities). For additional discussion about the potential for temporary and permanent disruptions to neighborhoods, please refer to Impact SOCIO#1: Temporary

Response to Submission 4379 (Cynthia Grimes, November 30, 2022) - Continued

4379-8935

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 in Section 3.12, Socioeconomics and Communities.

The Draft EIR/EIS determined the project would be consistent with the policies of the Agua Dulce CSD that are intended to maintain community character (please refer to page 2.0-H-75 through 2.0-H-77 of Appendix 2-H, Regional and Local Policy Consistency Analysis). The Authority is a state agency and therefore is not required to comply with local land use and zoning regulations; however, throughout the HSR process, the Authority has tried to design and construct the California HSR System to be consistent with land use and zoning regulations. For example, the proposed Build Alternatives will incorporate IAMFs to minimize disturbances (listed above). Further, the Authority will work with the Los Angeles County Planning Department during engineering and design to address any areas of potential conflict with the Acton and Agua Dulce CSDs prior to project construction, in order to further minimize the installation of infrastructure (sewers, streetlights, paved local streets, concrete sidewalks, and concrete flood control systems as described in the CSDs) that would alter the community's character, while providing for adequate drainage and other community safety features, as defined in the CSDs.

4379-8936

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-5: Impacts of Spoils Hauling (Noise), PB-Response-N&V-6: Construction Noise/Truck Impacts, PB-Response-SOCIO-3: Health and Safety of Children.

The commenter expressed concern on emergency access, air quality, hazardous materials, and noise and vibration effects on schools and children during project construction. These effects are further discussed in Standard Responses PB-Response-SOCIO-3: Health and Safety of Children, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-5: Impacts of Spoils Hauling (Noise), and PB-Response-N&V-6: Construction Noise/Truck Impacts. Effects on emergency response and services from the project are described and evaluated in Impact S&S#1, Impact S&S#2, and Impact S&S#3, in Section 3.11, Safety and Security, of this Final EIR/EIS. Temporary road closures, relocations, and changes in traffic that could result in temporary interference with emergency response and access would be effectively minimized through development and implementation of a construction safety transportation management plan (SS-IAMF#1: Construction Safety Transportation Management Plan) as part of the California HSR System. The construction transportation plan (TR-IAMF#2: Construction Transportation Plan) will minimize traffic impacts caused by temporary road closures by providing traffic control on several elements, including provisions for 24-hour access by emergency vehicles. Project construction would also require permanent road closures, roadway realignments, and grade separations that could disrupt traffic patterns. Because the project design would include coordination with emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs, emergency service providers would be able to maintain acceptable performance objectives. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features, for full descriptions of IAMFs that will be incorporated into the project design.

Response to Submission 4379 (Cynthia Grimes, November 30, 2022) - Continued

4379-8937

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition to the California HSR System. Please refer to PB-Response-GEN-4: General Opinions, Opposition or Support. 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.

Submission 4380 (Kelly Herold, November 30, 2022)

Palmdale - Burbank - RECORD #4380 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Kelly
Last Name : Herold

Stakeholder Comments/Issues :

HSR,
I have two questions.

4380-8488 | 1. How will the crystalline silica dust be abated?
This is a highly hazardous dust which will be created with this work.
This will expose the community, the wildlife, and the drinking water of both.
What are you going to do about this?

4380-8489 | 2. Is there an itemized list available containing the amount paid of all business, entities, companies, associates, consultants, etc. who have been associated with the HSR work in this area so far?
Where is this and/or where can it be obtained?

Thank you,
Kelly HeroldShadow Hills

Kelly Herold
safetykelly@ca.rr.com 818 618 6806

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Response to Submission 4380 (Kelly Herold, November 30, 2022)

4380-8488

The comment asks how the Authority will abate crystalline silica dust effects on the community, wildlife, and drinking water. Crystalline silica is a common mineral that is found in construction materials such as sand, stone, concrete, brick, and mortar. When workers cut, grind, drill, or crush materials that contain crystalline silica, very small dust particles are created. According to OSHA (<https://www.osha.gov/silica-crystalline/health-effects#healthinfo>), breathing in very small crystalline silica particles can cause multiple diseases, including silicosis, lung cancer, chronic obstructive pulmonary disease (COPD), and kidney disease.

Two studies reported the particulate matter less than 10 m (PM-10) and silica levels measured at two sites near a sand quarry, near California ([Ruble R, Goldsmith DF. Ambient PM10 emissions: Contributions and impact on silica emissions. *J Expo Anal Environ Epidemiol.* 1997;7:327–44] and [Goldsmith DF. Quail Hollow Special Investigation. Monterey Bay Air Pollution Control District. Davis, CA: University of California, Division of Occupational and Environmental Medicine; 1991. May 30]). Mean PM-10 concentrations for sites were 18.9 and 18.2 g/m³, and mean silica concentrations were 1.33 and 1.11 g/m³, respectively from 6–7% silica content in the PM-10 dust. These silica concentrations are far lower than Cal/OSHA's 25 g/m³ action level for respirable crystalline silica. Therefore, the primary focus for the impacts associated with silica is from worker exposure during construction, not the surrounding environment. Silica from construction activities would not be hazardous to the surrounding environment.

The contractors will be required to comply with OSHA standards for construction (<https://www.osha.gov/silica-crystalline/construction>) to limit worker and community exposures to respirable crystalline silica. All construction employers for the project will be required to comply with the following legal requirements:

- Establish and implement a written exposure control plan that identifies tasks that involve exposure and methods used to protect workers, including procedures to restrict access to work areas where high exposures may occur.
- Designate a competent person to implement the written exposure control plan.
- Restrict housekeeping practices that expose workers to silica where feasible alternatives are available.

4380-8488

- Offer medical exams-including chest X-rays and lung function tests-every three years for workers who are required by the standard to wear a respirator for 30 or more days per year.
- Train workers on work operations that result in silica exposure and ways to limit exposure.
- Keep records of exposure measurements, objective data, and medical exams.

In addition, crystalline silica dust is considered a fugitive dust. Pages 3.3-15 and 3.3-17 of the Draft EIR/EIS contain information on SCAQMD Rule 403 and AVAQMD Rule 403, which describe fugitive dust control measures the project would be required to apply during construction, including the submission of applicable dust control plans to the air district. AQ IAMF#1, in Appendix 2-E of the Draft EIR/EIS, describes the project requirement for the contractor to prepare a fugitive dust control plan for each distinct construction segment that addresses, at least, eleven standard components for minimizing and controlling fugitive dust emissions.

Response to Submission 4380 (Kelly Herold, November 30, 2022) - Continued

4380-8489

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter requested an itemized list of the amount paid to all businesses, entities, companies, associates, and consultants that have been associated with the project. The Authority provides information about the Project Costs associated with the HSR Palmdale to Burbank Section in Chapter 6 of the Draft EIR/EIS. In addition, the Authority provides information about Project costs in Standard Response PB-Response-GEN-2: Project Costs and Funding. The Authority identifies the individuals that worked on the Draft EIR/EIS, including the companies they work for in Chapter 11, List of Preparers in the Draft EIR/EIS. The amount paid to all businesses, entities, companies, associates, and consultants has not been included in the Draft EIR/EIS, as it is not a matter that relates to the environmental analysis required under CEQA and NEPA. Nonetheless, the awards that have been given to businesses, entities, companies, associates, and consultants is a public matter and the Authority provides information about awarded funds on its website: hsr.ca.gov. 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 4381 (Shannon McGinnis, November 30, 2022)

Palmdale - Burbank - RECORD #4381 DETAIL

Status : Action Pending 4381-8941
 Record Date : 11/30/2022
 Interest As : Individual
 First Name : Shannon
 Last Name : McGinnis

Stakeholder Comments/Issues :

> Dear HSR Administrators,

4381-8938

> I have serious concerns regarding the proposed HSR project and would appreciate answers to the following questions. It's extremely disturbing that, after 14 years of gathering information, HSR has no recognition of Upper Kagel Canyons wells. We rely on a well that is in danger of being damaged or destroyed by HSR's drilling and is not on the current map.

> WELL QUESTIONS:

- > What aquifers are in the path of drilling?
- > How can the public access maps of threatened aquifers?
- > What mitigation measures are proposed for damaged or destroyed wells?
- > What is the budget for mitigation to well dependent communities whose water source is damaged or destroyed by drilling?
- > How will wells be monitored?
- > Why are Upper Kagel Canyon's wells omitted from HSR's well map? There are over 30 homes north of the Glenhaven cemetery that are dangerously close to the proposed routes.
- > What is the timeline for producing accurate maps of Kagel Canyon wells?
- > Are only the wells that are currently on the HSR well map candidates for mitigation?
- > If there are wells that aren't on the current map, how do you propose homeowners document damage or depletion during construction?
- > What is the plan for compensating families whose resale value is compromised by the lack of water for their homes?

4381-8939

>

> WATER QUESTIONS:

- > What will be the daily water needs be for tunnel drilling and construction of the proposed project?
- > Where will this water come from?
- > What's the plan if these water sources run out?

4381-8940

> NOISE QUESTIONS:

- > What is the anticipated decibel level as trains enter and exit tunnels?
- > How will train noise be mitigated?
- > Will there be 24/7 meters recording noise levels at construction staging areas and tunnel entrances?
- > How will the public access information gathered by noise recording meters?
- > Noise travels very far in the canyons of our community. The noise from the Lopez Green Waste Facility on Paxton (next to the HSR's proposed 118 & Paxton construction staging area) can be heard three miles away. What are the mitigation plans & budget for increased noise level from the construction site?

>

> COMMUNITY SAFETY:

- > Have traffic studies been completed documenting current extreme congestion at the Paxton/118/210 intersection?
- > What criteria was used in choosing this site?
- > Is HSR aware that this area is the alternate evacuation route for Kagel Canyon residents when Kagel Canyon road is blocked during natural disasters?
- > How many trucks will be using the local highways for tailings removal on a daily basis?
- > Where will trucks be entering/leaving the proposed construction staging area as well as the tailings loading area?
- > What local road routes will trucks use from these sites to local highways?

>

> At this point I support the NO PROJECT ALTERNATIVE for the HSR project. Choosing routes requiring massive drilling that destroy natural resources and quality of life in socially disadvantaged communities illustrates a severe disregard to wise budgeting, efficient planning and impacts on taxpaying stakeholders and communities.

> Thank you for your time and consideration. I look forward to hearing from you.
 > Sincerely, Shannon McGinnis

Response to Submission 4381 (Shannon McGinnis, November 30, 2022)

4381-8938

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-SOCIO-2: Property Values.

Refer to Standard Responses PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest, and PB-Response-SOCIO-2: Property Values.

The commenter expressed concern regarding the impact tunneling in the Upper Kagel Canyon area will have on private wells, and queried if maps of the aquifers are available and if there are mitigation measures for damaged or destroyed wells. Additionally, the commenter expressed concerns related to property values.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives, which includes a portion of Kagel Canyon. Portions of Kagel Canyon within 1 mile of the alignment were therefore considered in the impact analysis in Section 3.8, Hydrology and Water Resources, of the Draft EIR/EIS. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative).

The locations of the active groundwater wells are displayed in Figure 3.8-A-21 through Figure 3.8-A-23 in Appendix 3.8-A, Hydrology and Water Resources Figures Part 1, in Volume 2 of this Final EIR/EIS. Based on available information, in total, there are 30 active groundwater wells within 1 mile of the Refined SR14 and SR14A Build Alternatives, 24 active groundwater wells for the E1 and E1A Build Alternatives, and 22 active groundwater wells for the E2 and E2A Build Alternatives.

Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to

4381-8938

expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF (including in Kagel Canyon) that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Regarding potential loss of property values, please refer to Standard Response PB-Response-SOCIO-2: Property Values.

Response to Submission 4381 (Shannon McGinnis, November 30, 2022) - Continued

4381-8939

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

The commenter asks about the water needs for tunnel construction and requests additional information on water supply sources for the project. The Draft EIR/EIS Table 3.6-4 in Section 3.6, Public Utilities and Energy, clarifies that water demand for tunnel construction is estimated between 55,000 to 105,000 gallons/day per tunnel boring machine. Table 3.6-21 provides estimated construction phase water demand from each water provider. Regarding the questions about water supply, please refer to Standard Response PUE-3: Water Demand and Usage, which provides information about the water sources anticipated for the Project. This Standard Response provides details that show that there is sufficient water supply for the Project even during dry years or multi-dry years.

4381-8940

The commenter asks about the anticipated decibel level as the train enters and exits the tunnel, how the train noise will be mitigated, whether there will be meters recording noise, and how the public can access collected noise information.

The noise levels at tunnel openings will be no different from any other location along the route at similar distances from the tracks. Tunnel openings are being designed to eliminate any additional noise effects. Attenuation of the portal noise is achieved with long, flared portals and low blockage ratios. In-tunnel cross-passages and vents can reduce pressure magnitudes and rates of rise, though passage of these vents may generate additional propagating and steepening wave fronts. These tunnel and tunnel portal design features will be used to attenuate any additional noise associated with a train entering or exiting a tunnel.

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 CA HSR Noise Mitigation Guidelines, which are included as Appendix 3.4-C of the Draft EIR/EIS. The CAHSR Authority will be responsible for the implementation of the noise and vibration mitigation measures identified in the Draft EIR/EIS, for both construction and operation. At locations where the alignment would not be in tunnel, the effects of the track structure and elevation, as well as the ground effects, have been taken into consideration in the assessment. To be conservative in the assessment, the effects of shielding from terrain have not been included. N&V-MM#1: Construction Noise Mitigation Measures, contained in Chapter 3.4 includes the requirement that the Authority require contractors to prepare a noise monitoring program for the construction and establish and maintain (until construction is completed) a toll-free hotline for construction-related activities. The Authority will arrange for all incoming hotline messages to be logged (with summaries of the contents of each message) and for a designated representative of the Authority to respond to hotline messages within 24 hours (excluding weekends and holidays). The Authority will make a reasonable good-faith effort to address all concerns and answer all questions, including requests for data, and shall include on the log its responses to all callers.

N&V-MM#1 does not currently include a requirement to include 24/7 meters recording noise levels at construction staging areas and tunnel entrances. However, monitoring

Response to Submission 4381 (Shannon McGinnis, November 30, 2022) - Continued

4381-8940

and maintenance of equipment is one of the actions identified as a requirement in N&V-MM#1, among other actions that the Authority has identified to reduce noise impacts.

Regarding the question about planning for and budget for increased noise level from construction, the Authority has planned for this through the mitigation itself that the Authority has developed. N&V-MM#1 identifies that "[t]he contractor would be given the flexibility to meet FRA construction noise limits in the most efficient and cost effective manner." N&V-MM#1 includes a list of different actions that will be available to the contractor, and the contractor will implement these actions, based on the conditions at the time, to meet FRA construction noise limits. As such, the Authority has considered planning for future conditions, as well as budget in its mitigation itself.

4381-8941

The commenter expresses concerns about congestion and construction activities near the Paxton/SR-118/I-210 intersection. The comment poses questions pertaining to whether traffic studies have been done at the Paxton/118/210 intersection, the criteria for choosing the site, HSR's awareness of evacuation routes, the number of spoils trucks on the highways, truck ingress/egress points, and the local routes that will be used. As documented in Section 3.2.6.3, the analysis location of I-210 Ramps at Paxton Street currently operates at LOS F conditions, and the Project would cause conditions to worsen. The construction activity in the vicinity of the Kagel Canyon area would be for the Refined SR14/SR14A and E1/E1A Build Alternatives only. As documented in Appendix 2-I: Spoils Disposal Assumptions used for Environmental Analysis, the Intermediate Windows at this location would generate between 34 and 64 trucks an hour (combined inbound and outbound), depending upon the phase of construction. These trucks would travel to and from I-210 freeways using the most direct roadways, such as Paxton Street and Foothill Boulevard. The intersection of the I-210 Westbound ramps at Paxton Street was assessed for conditions during construction, as described above. The Construction Spoils Addendum of the Transportation Technical Report assessed several intersections along the access routes to the adit along Little Tujunga Canyon Road, including: Little Tujunga Canyon Road at Spoils Area 27 Access Road, Osborne Street and Foothill Boulevard, I-280 WB ramps at Foothill Boulevard, and I-280 EB ramps at Foothill Boulevard. At all locations, construction spoils trucks would have a minimal effect to operations and would not result in an impact. Regarding criteria for selection, the locations of the adit, laydown areas, and spoil disposal sites were all selected based on the configuration of the Build Alternative and the need to place elements where they are needed for construction activities - this site selection accounted for official evacuation routes as well as other factors. In Section 3.11 of the Draft EIR/EIS, Impact S&S#2 discusses the permanent interference with Emergency Response Times from Construction Activities. The project design would include coordination with emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs. During a natural disaster requiring evacuation of Kagel Canyon, no hauling activities will be taking place because non-essential activities would be halted in the case of a natural disaster.

Response to Submission 4381 (Shannon McGinnis, November 30, 2022) - Continued

4381-8942

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter states that they oppose the HSR Palmdale to Burbank Project Section and prefer the No Project Alternative due to the potential impacts on natural resources and environmental justice communities. General opposition to the HSR Palmdale to Burbank Project Section is addressed in Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Note that, while there would be adverse effects on businesses in Environmental Justice communities under the SR14A Build Alternative, there would be many offsetting benefits within the environmental and non-environmental justice communities within the HSR Palmdale to Burbank Project Section footprint. These include regional and statewide improvements in LOS and VMT metrics, improvements in regional air quality and health risks, reductions in vehicular, cycling and pedestrian accidents, economic revitalization of both environmental and non-environmental justice communities in Burbank and Sun Valley, and the generation of 80,000 to 85,000 construction jobs and 5,400 permanent jobs, many of which are expected to be fulfilled by individuals from environmental and non-environmental justice communities. 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)).

Submission 4382 (Josie Zarate, LVT Neighborhood Watch, November 30, 2022)

Palmdale - Burbank - RECORD #4382 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Josie
Last Name : Zarate

Stakeholder Comments/Issues :

Good Monning,

4382-8256

STOP

"NO"

HIGH-SPEED RAIL DO NOT DESTROY OUR COMMUNITY

"NO PROJECT ALTERNATIVE"

Josie Zarate,

BOC President

LVT Neighborhood Watch

and Business Watch Captain

josieza@gmail.com

818-448-2791

Response to Submission 4382 (Josie Zarate, LVT Neighborhood Watch, November 30, 2022)

4382-8256

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter indicates a preference for the No Build Alternative. The No Build Alternative would not meet the HSR purpose, need, or objectives described in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4383 (Leah Shirokoff, November 30, 2022)

Palmdale - Burbank - RECORD #4383 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Leah
Last Name : Shirokoff

Stakeholder Comments/Issues :

4383-8436 | I live in Kagel Canyon, CA . Actually in the Angeles National Forest. To dig tunnels, and have train running through is dangerous for wildlife, dangerous for water sources and dangerous for mud flows. Gee, and what about a wildfire in the trains area? Of course I'm interested in leaving the quiet beauty here alone, but I'm sure you aren't' . Just think of the above reasons to not cut through the forest.

Sincerely

Leah Shirokoff

Response to Submission 4383 (Leah Shirokoff, November 30, 2022)

4383-8436

Refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-S&S-1: Wildfire.

The commenter expressed concerns relating to the tunneling through the Angeles National Forest and the impacts that will have on wildlife, water sources, potential to cause mudflows, and wildfire risk. Please refer to Standard Responses PB-Response-ALT-2: Unique Tunnel Elements –Windows, Adits, Tunnel Boring Machines, etc.; PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife; PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF; and PB-Response-S&S-1: Wildfire. The project would traverse the Angeles National Forest in underground tunnels which would minimize impacts to surface resources within the ANF.

Submission 4384 (Gary Lokum, November 30, 2022)

Palmdale - Burbank - RECORD #4384 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Gary
Last Name : Lokum

Stakeholder Comments/Issues :

4384-8400 | I am very concerned about this project for several reason. The tunnel of this train impacts my community (Mountain Glen Estates in Sylmar), the exit tunnel for debris and waste impacts the air quality/traffic of my home/community, no positive benefit to my underprivileged neighborhood or negative impacts. What
4384-8401 | protections, reparations is given homeowners impacted by this project. How do you ensure the train will travel from SF to Los Angeles in the time set forth in the proposition? My understanding a project like this has never been accomplished in the US thus impossible to guarantee the time commitment of the trip.

Response to Submission 4384 (Gary Lokum, November 30, 2022)

4384-8400

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-2: Property Values, PB-Response-TRA-1: Temporary Traffic Associated with Construction, PB-Response-TRA-2: Impacts of Tunnel Spoils Off-Haul/Deposition.

The commenter expresses concerns regarding potential air quality and traffic impacts on their community, states the opinion that there are no positive benefits to their underprivileged neighborhood, and asks what protections or reparations would be provided to homeowners impacted by the project. General opposition to the Palmdale to Burbank Project Section is addressed in Standard Response PB-GEN-4: General Opinions, Opposition or Support. Section 5.7.2.8, Socioeconomics and Communities, of the Final EIR/EIS, addresses environmental justice, including residential displacements in EJ and non-EJ communities. The EJ communities addressed include communities within Pacoima and Sun Valley. Additionally, potential benefits to communities are also addressed in the Final EIR/EIS in Section 5.8.3, Offsetting Project Benefits to All EJ Communities or to Specific EJ Communities. General benefits include a reduction in VMT that would improve LOS of the roadway system, reduction of emissions and improving air quality, and providing safe and reliable intercity travel. Regarding the commenter's concern about air quality and traffic impact, please refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-TRA-1: Temporary Traffic Associated with Construction, and PB-Response-TRA-2: Impacts of Tunnel Spoils Off-Haul/Deposition. Locally, the Burbank Airport Station is expected to directly benefit EJ census block groups north and west of the Burbank Airport, including certain Sun Valley census block groups. There would also be benefits related to construction employment, and the Authority has programs to use local workers and that are focused on economically disadvantaged communities. Regarding the commenter's concern about compensation of homeowners, please refer to Standard Response PB-Response-SOCIO-2: Property Values, which addresses impacts on property values.

4384-8401

The commenter inquired how the Authority would ensure train travel from SF to LA would be consistent with the requirements of Proposition 1A. Proposition 1A requires that to be eligible for Proposition 1A bond funds, the HSR system must be designed to achieve certain characteristics, including a nonstop service travel time of 2 hours and 40 minutes from San Francisco to Los Angeles. The Proposition 1A travel time requirements are related to the physical design of the system and the capabilities of HSR trains and are different than average operational service times, which are estimates of average peak-hour service times including station stops. As described in Chapter 2, Alternatives, travel time was a key criteria in the evaluation of project alternatives, and the project alternatives evaluated in the Draft EIR/EIS are designed to be consistent with the state-legislated HSR system requirements.

Submission 4385 (Chris Pavlica, November 30, 2022)

Palmdale - Burbank - RECORD #4385 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Chris
Last Name : Pavlica

Stakeholder Comments/Issues :

4385-8255

Please do not utilize the Shadow Hills pathway for the high speed rail. We have two small daughters and this will have significant negative impact on their future if you choose to do this.

Thank you,
Chris Pavlica

Response to Submission 4385 (Chris Pavlica, November 30, 2022)

4385-8255

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses concern about the HSR alignment going through Shadow Hills Pathway. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The comment is acknowledged and included in the record for consideration by decision makers. The E2A HSR alignment would travel through residential areas of Shadow Hills through an underground tunnel. Because HSR would pass via underground tunnel, there will be no impacts to surface properties. Additionally, note that the SR14A Build Alternative is the preferred alternative, and this alignment does not pass through Shadow Hills.

Submission 4386 (Angelique Bayardo, November 30, 2022)

Palmdale - Burbank - RECORD #4386 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Angelique
Last Name : Bayardo

Stakeholder Comments/Issues :

4386-8254

To whom it may concern,
I live right next to the 5 & Paxton St. and I don't think this proposed plan takes our community into consideration. We already have noise pollution, air pollution, and chemical waste pollution from the nearby Whiteman Airport as well as nearby manufacturers. This project would only contribute to noise pollution during its construction and its hours of operation once complete. This plan would also cause traffic diversions which we will already struggle with when they add the metro light rail that's proposed to be down Van Nuys. Not to mention the construction and activities propose a potential seismic danger to our community. Seeing as there is no direct community benefits nor incentive from a highspeed rail this plan actively aims to harm the Pacoima, Sun Valley, and surrounding neighborhoods. We are seeing a rise in gentrification in Panorama City, Granada Hills, and neighboring cities. This project would only contribute to the relocation/displacement of homes, businesses, and other properties already overlooked and underserved communities. Seeing as your board consists of mainly well-off and white members I urge you to take into consideration the lives you are directly impacting with this proposed plan. In 50 years will your actions be seen as another unprovoked injustice unleashed upon our historically low-income and minority communities? I ask you to reconsider your plans for this section of the high-speed rail.
Thank you.

Angelique Bayardo

Response to Submission 4386 (Angelique Bayardo, November 30, 2022)

4386-8254

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-5: Impacts of Spoils Hauling (Noise), PB-Response-N&V-6: Construction Noise/Truck Impacts, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter expresses concerns regarding potential impacts related to noise, air, chemical waste pollution, and traffic, citing existing impacts associated with existing land uses such as the Whiteman Airport and nearby manufacturers. Existing environmental conditions were considered as part of the baseline conditions in the environmental analysis in the Draft EIR/EIS. For example, Section 3.4.5.2, Existing Noise Conditions, in Section 3.4, Noise and Vibration, of the Draft EIR/EIS notes that "The existing noise environment within the noise RSA consists of highway and local traffic, aircraft operations, train operations along the existing freight lines, and local neighborhood activities." Similarly, existing conditions for air quality are accounted for through the discussion of attainment status (see Section 3.3.5.2 in Section 3.3, Air Quality and Global Climate Change, in the Draft EIR/EIS) and ambient air quality (see Section 3.3.5.3 in the Draft EIR/EIS). Existing hazards are also accounted for, such as in Section 3.10.5.3, Specific Potential Environmental Concern Sites, in Section 3.10, Hazardous Materials and Wastes, in the Draft EIR/EIS. According to Section 3.19, Cumulative Impacts, the tables included in Appendix 3.19-A show the cumulative project list used for this analysis. Appendix 3.19-A, Table 3.19-A-1, Regional Projects, identifies the Palmdale to Burbank study area land development projects and includes the East San Fernando Valley Transit Corridor, which is the light rail transit project being considered along the Van Nuys Metrolink that the commenter addresses. The cumulative analysis therefore considered this project. Regarding noise impacts during construction, refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses; Standard Response PB-Response-N&V-5: Impacts of Spoils Hauling (Noise); and Standard Response PB-Response-N&V-6: Construction Noise/Truck Impacts. Operational noise is addressed in Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors. Temporary road closures and diversions are discussed in Standard Response PB-Response-TRA-1: Temporary Traffic Associated with Construction. Regarding potential seismic impacts,

4386-8254

refer to Standard Response PB-Response-GSSP-1: Risks and Impacts Associated with Seismic Impacts.

As evaluated and described in Section 5.8.3 of 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 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. Because this benefit would be statewide, both EJ and non-EJ populations, including those residing in the Sun Valley and Pacoima communities, would experience this net benefit.

Reductions in VMT would have the added benefit of reducing 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 because of a decrease in emissions as a result of transportation modes shift (refer to Section 3.3, Air Quality and Global Climate Change, for information on operational emissions).

Both EJ and non-EJ populations, including those residing in the Sun Valley and Pacoima communities, would experience this regional benefit. In order to minimize both temporary and permanent disruption to neighborhoods and communities including in connection with both residential and business displacements, the Authority has identified multiple Impact Avoidance and Minimization Features (IAMF), Offsetting Mitigation Measures (OMM) and Mitigation Measures (MM) including measures to reduce and/or minimize effects to communities (e.g., communities of Pacoima and Sun Valley in the San Fernando Valley): EJ-OMM#1 (Construction Jobs and Opportunities, Training and Workforce Development), EJ-OMM#2 (Community Connectivity Workshop), EJ-OMM#3

Response to Submission 4386 (Angelique Bayardo, November 30, 2022) - Continued

4386-8254

(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), SOCIO-IAMF#1 (Implementation of a Construction Management Plan), NV-IAMF#1 (minimization of noise near sensitive receptors), AQ-IAMF#1 (implementation of a fugitive dust control plan), TR-IAMF#2 (implementation of best management practices through a Construction Transportation Plan) as well as SO-MM#1 (Implement measures to reduce impacts associated with the division of residential neighborhoods) and SO-MM#2 (Implement measures to reduce impacts associated with the division of communities).

For additional discussion about the potential for temporary and permanent disruptions to neighborhoods, please refer to 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 in Section 3.12, Socioeconomics and Communities.

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 vehicular, pedestrian, and cycling 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 both EJ and non-EJ travelers in the project study area, including travelers in the San Fernando Valley. As discussed above, these aforementioned improvements would result in regional benefits for residents.

Submission 4387 (Daniel Racedo, November 30, 2022)

Palmdale - Burbank - RECORD #4387 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Daniel
Last Name : Racedo

Stakeholder Comments/Issues :

Dear CHSR Authority

4387-8372

This project is unrealistic and will create numerous issues as stated below
- SURFACE IMPACTS TO THE ANGELES NATIONAL FOREST AND THROUGHOUT OUR COMMUNITIES: Tunneling beneath the ANF does NOT mean there are no impacts to the Forest. This train means there will be manmade encroachments in the ANF where none exist now:
- - Adding buildings in the Forest used to access the tunnels and provide ventilation, plus access roads and power lines. Portals (twin tunnel openings, each 30' in diameter, from which the train will emerge) will be at borders to the ANF and in the Shadow Hills hillside on Wentworth for one route, E2.
- - Wilderness areas will be disrupted, including routes that cross the Pacific Crest Trail, Rim of the Valley Trail, San Gabriel Mountains National Monument.
- - Wildlife throughout the ANF, Hansen Dam, and throughout our area will be impacted by years of construction invading their habitat.
- - Additional fire hazards will be created due to construction and increased activity.

4387-8373

- Questions:
- 1) How can you justify the harm to the wild life environment and the noise pollution this will cause for many years to come?

4387-8374

- 2) How can you guarantee that the groundwater sources in the mountains that provide drinking water to LA. will not be jeopardize considering we are in an epic drought and HSR will use hundreds of millions of gallons of water for the construction?

4387-8375

I support the NO PROJECT ALTERNATIVE as the only feasible alternative

DANIEL RACEDO
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For more info on eXp click on the link below<https://danielracedo.exprealty.careers>
Who would you trust with your future? eXp Realty of California Inc.
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unauthorized review, use or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

Response to Submission 4387 (Daniel Racedo, November 30, 2022)

4387-8372

Refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only), PB-Response-S&S-1: Wildfire.

The commenter expresses concerns for impacts to the Angeles National Forest (ANF) from introduction of "manmade" structures. Please see Standard Responses PB-Response-ALT-2: Unique Tunnel Elements –Windows, Adits, Tunnel Boring Machines, etc., 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, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only), PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials; and PB-Response-S&S-1: Wildfire. Above ground permanent facilities within the ANF would be located on in-holdings. These are properties within the ANF that are privately owned and may currently have existing structures on them (e.g., houses). The Build Alternatives cross areas of the ANF that have other encroachments within the forest such as major electrical transmission lines and roadways. The only Build Alternative that would cross the Pacific Crest Trail (PCT) at grade and impact the trail is the Refined SR14 Alternative. This is not the Authority's preferred alternative. The Authority's preferred alternative is the SR14A which would cross the PCT underground in a bored tunnel and would not have a negative impact on the existing trail. For more information regarding the Preferred Alternative, please refer to Chapter 8 of the Draft EIR/EIS. Additionally, IAMFs and mitigation measures including for example, but not limited to, SS-IAMF#1: Construction Safety Transportation Management Plan, BIO-MM#6: Prepare and Implement a Restoration and Revegetation Plan (RRP), BIO-MM#58: Establish Environmentally Sensitive Areas and Non disturbance Zones, PR-MM#2: Providing Park Access, and PR-MM#4: Develop and Implement a Trail Facilities Plan), will be implemented to reduce impacts where possible. For example, SS-IAMF#1 would require the Authority's commitment to develop and implement a construction safety transportation management plan prior to any ground-disturbing activity. The plan shall

4387-8372

describe the contractor's coordination efforts with local jurisdictions and the USFS for maintaining emergency vehicle access. The plan shall also specify the contractor's procedures for implementing temporary road closures including access to residences and businesses during construction, lane closures, signage and flag persons, temporary detour provisions, alternative bus and delivery routes, emergency vehicle access, and alternative access locations. In accordance with BIO-MM#6 the Project Biologist will prepare an RRP to address temporary impacts resulting from ground disturbing activities within areas that potentially support special-status species, wetlands and any other aquatic resources. Restoration activities may include, but not be limited to, grading landform contours to approximate pre-disturbance conditions, re-vegetating disturbed areas with native plant species, and using certified weed-free straw and mulch. The Authority will implement the RRP in all temporarily disturbed areas outside of the permanent right-of-way that potentially support special-status species, wetlands and/or other aquatic resources. BIO-MM#58 would require the Project Biologist to use flagging to mark ESAs that support special-status species or aquatic resources and are subject to seasonal restrictions or other avoidance and minimization measures. The Project Biologist will also direct the installation of wildlife exclusion fencing to prevent special-status wildlife species from entering work areas PR-MM#2 would require the contractor, prior to construction (ground-disturbing activities affecting park access), to prepare a technical memorandum documenting how the contractor will ensure that connections to the unaffected park portions or nearby roadways are maintained after construction. If a proposed linear park closure restricts connectivity, the contractor will provide permanent multimodal access using existing roadways or other public rights of way. PR-MM#4 would require the Authority's project engineer and design-build contractor, during final design, to develop a trail facilities plan addressing the short-term project impacts on existing trails within the construction limits of the Palmdale to Burbank Project Section. That plan would address: Identifying trails that would be closed temporarily and detoured during construction Preparing a public awareness and notification plan Temporarily closing portions of the following trails if the proposed extensions are operational at the time of project construction: •Palmdale Hills Trail (Proposed Extension) •Littlerock Trail (Proposed Extension) •Acton Community Trail (Proposed Extension) •Darrell Readmond Trail (Proposed Extension) •Santa Clara River Trail (Proposed Extension) •Rim of the Valley Trail (Proposed Extension) Developing and implementing detours for temporarily closed portions of trails Phasing of temporary trail

Response to Submission 4387 (Daniel Racedo, November 30, 2022) - Continued

4387-8372

closures to allow for effective detours to maintain connectivity of these facilities around the construction areas Coordinating trail closures and detours with local jurisdictions having authority over those facilities Establishing criteria for identifying detour routes and facilities Providing informational signage for closures and detours Requiring compliance with Americans with Disabilities Act access during construction Maintaining signage for closures and detours throughout the closure period and replacing lost or damaged signage Restoring trails to their original or better condition at the completion of project construction.

4387-8373

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter asks how the Authority can justify the HSR Palmdale to Burbank Project Section, given impacts to wildlife and noise.

The analysis of potential wildlife and noise impacts can be found in Sections 3.4 and 3.7 of the Draft EIR/EIS. The Authority has identified both IAMFs and Mitigation Measures to reduce potential impacts on wildlife and noise. The Authority has identified several benefits associated with the HSR Palmdale to Burbank Project Section, including reductions in emissions and improvements in mobility. See Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, which includes a discussion of the HSR Palmdale to Burbank Project Section's benefits. As the CEQA lead agency, the Authority will develop a Statement of Overriding Considerations that identifies how the Authority would implement a project that could result in significant impacts on the environment.

4387-8374

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage.

The commenter expresses concern regarding impacts to groundwater sources in the mountains, including sources used for drinking water; notes that California is in a drought; and identifies that the Authority would use large quantities of water during construction. Potential groundwater impacts from tunnel construction in the ANF are analyzed in detail in Section 3.8, Hydrology and Water Resources, specifically in Impact HWR#4 (Changes in Groundwater Recharge Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives) and HWR#5 (Changes in Hydrogeologic Conditions Associated with Tunnel Construction Beneath the ANF which May Affect Surface and Subsurface Water Resources). These potential impacts are addressed by the Authority's use of state-of-the-art design features and construction methods to avoid and minimize impacts on hydrologic resources, including through the use of tunnel boring machines (TBMs) with features to reduce or prevent inflows and grouting and tunnel-lining approaches that have proven effective at controlling water seepage. These measures are identified in HYD-IAMF#5 (TBM Design Features), HYD-IAMF#6 (Tunnel Lining Systems), and HYD-IAMF#7 (Grouting). HYD-IAMF#5 would use closed-mode operations to effectively prevent water seepage from occurring at the TBM cutterhead area, with ports for drilling horizontal probe holes through the TBM cutterhead, and angled probe holes through the TBM shields. These holes will allow for water pressures and flow rates to be measured ahead of the TBM, and further allow for pre-excavation grouting ahead of the TBM to cut-off groundwater inflows into the tunnel. HYD-IAMF#6 directs the use of a segmental, precast, concrete lining with bolted and gasketed joints, creating a tunnel lining with minimal leakage, which will be sufficient to ensure a watertight tunnel in circumstances where groundwater pressures are 25 bar or less. In sections where groundwater pressures are above 25 bar, a second tunnel lining will be installed to ensure water tight tunnels over the long-term would be installed. HYD-IAMF#7 (Grouting) involves pouring coarse mortar into various narrow cavities along the tunnel lining. In those cases, no significant water leakage would be expected once the first lining has been put in place. HYD-IAMF#7 involves pouring coarse mortar into various narrow cavities along the tunnel

Response to Submission 4387 (Daniel Racedo, November 30, 2022) - Continued

4387-8374

lining. Several grouting methods will be used during the construction of the tunnels to avoid and minimize groundwater flows into the tunnels, including pre-excavation grouting, backfill grouting with two-component grout, and check grouting (refer to Appendix 2.0-E of the Palmdale to Burbank Project Section Draft EIR/EIS for further descriptions of IAMFs that will be implemented as part of the project, including HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7). To address potential groundwater-related impacts in the ANF, the Authority will implement an Adaptive Management and Monitoring Plan (AMMP) as detailed in mitigation measure HWR-MM#4. The AMMP includes provisions for mitigating potential impacts. See PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, for a further discussion of hydrogeologic impacts that would result from tunneling under the Angeles National Forest (ANF) including the San Gabriel Mountains National Monument (SGMNM), and refer to Standard Response PB-Response-HYD-3; Impacts of Tunnels Outside of the ANF. The Authority considered water supply in its analysis in the Draft EIR/EIS (see Impact PUE#3 and PUE#8 in Section 3.6, Public Utilities and Energy in the Draft EIR/EIS). In addition, further information about water demand and supply associated with the HSR Palmdale to Burbank Section can be found in Standard Response PB-Response-PUE-3: Water Demand and Usage. Finally, the Authority intends to minimize its use of potable water during construction. As described in Impact PUE#3 in Section 3.6, Public Utilities and Energy of the Draft EIR/EIS, PUE-MM#1 will require the Authority to utilize non-potable water from regional water utility service providers for construction activities where feasible, as well as recycling/reusing water used for tunnel construction, minimizing demand for water supplies.

4387-8375

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter indicates a preference for the No Build Alternative. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4390 (Marlene Rader, November 30, 2022)

Palmdale - Burbank - RECORD #4390 DETAIL

Status : Action Pending 4390-8399
Record Date : 11/30/2022
Interest As : Individual
First Name : Marlene
Last Name : Rader

Stakeholder Comments/Issues :

<>November 30, 2022

Southern Regional Office

355 S. Grand Avenue, Suite 2050

Los Angeles, California 90071

Via email to Palmdale_Burbank@hsr.ca.gov

RE: Palmdale to Burbank Project Section Draft EIR/EIS Comment

To Whom It May Concern:

4390-8398

I am a current resident of the Kagel Canyon community and have been for the past 50 years. Kagel Canyon is located in the Angeles National forest in the foothills of the San Fernando Valley.

Upon reviewing the Draft Environmental Impact report (DEIR) I did not see Kagel Canyon in the footprint of alignment on the California High Speed Rail (CHSR) maps.

Was this an oversight or intentional?

4390-8399

Since Kagel Canyon was not included in the footprint of alignment for the (CHSR), Mitigation for an unforeseen negative impact to our communities private wells, was and has not been addressed.

A large portion of our community is on private Wells, is the CHSR going to offer any Guarantees that this project will not deplete or negatively affect the Aquifer that supply our Wells?

If the Wells do become negatively affected how will we be compensated?

Will there be Guarantees that our communities private Wells will not become contaminated?

If they do how will that be mitigated?

One of the CHSR solutions are to truck water to home's, however Kagel Canyon was not included, therefore, No mitigation has been considered for our community. However, by Kagel Canyon not being included in the intended or above oversight, it leads one to believe that the concerns addressed where not considered or just simply overlooked.

For the past few years our community as well as all of Californians, have been affected by one of the worst droughts in history,

We have been watching the current Governor try to implement ways to save and cut back on wasted water consumption for the betterment of California's future.

The Governor has vigorously stated as well as so many others over the past year that California does not have water. If California does not have water, where is the water going to come from in the event that something, as addressed, does happen?

Again, as has been continually told to us, California does not have water.

Will CHSR pay for the added expense of water being trucked in?

Will CHSR compensate for the loss in home values due to no water?

How much water will be used to mix the cement?

We have had to make huge cut backs in our water usage,

Why is the (CHSR) allowed to continue to jeopardize our already vital natural resource in a time where what it jeopardizes it cannot replace?

The loss of water, depletion or contamination to ground water is a significantly negative impact!

This Project needs to stop, until all questions are answered, addressed and no negative impacts to our community. I have no

Faith that the CHSR will or can mitigate the significantly negative impacts to our water.

Sincerely

Marlene Rader

cell 818-974-1027

Response to Submission 4390 (Marlene Rader, November 30, 2022)

4390-8398

The commenter notes that they did not see Kagel Canyon in the footprint of the Palmdale-Burbank Project Section; while not called out specifically, Kagel Canyon is within the "General HSR Corridor" shown in Figure 1-3 of the Draft EIR/EIS. Additionally, as shown on the interactive map available at <https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>, Kagel Canyon would be intersected by the preferred Build Alternative SR14A. 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.

4390-8399

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage.

The commenter states that the Draft EIR/EIS failed to adequately address impacts to private drinking water wells and also expresses concern about water usage necessary to support the project in the face of recent drought conditions and water conservation efforts. The commenter is also concerned about the contamination of drinking water supplies. Additionally, the commenter expressed concerns related to property values.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives, which includes a portion of Kagel Canyon. Portions of Kagel Canyon within 1 mile of the alignment were therefore considered in the impact analysis in Section 3.8, Hydrology and Water Resources, of the Draft EIR/EIS. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF (including in Kagel Canyon) that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP)

Response to Submission 4390 (Marlene Rader, November 30, 2022) - Continued

4390-8399

included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Regarding the water demand from construction of the project, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

Submission 4391 (Jessika Castillo, November 30, 2022)

Palmdale - Burbank - RECORD #4391 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Jessika
Last Name : Castillo

Stakeholder Comments/Issues :

4391-8975

I do not want this built through my community. It's going to be harmful to the community and environment, this is specifically targeting lower socioeconomic areas, this is going to make things worse. Y'all have 5 alternative routes, USE ONE OF THOSE, ie go through shadow hills.

Response to Submission 4391 (Jessika Castillo, November 30, 2022)

4391-8975

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the Palmdale to Burbank Project Section traversing through their community and expresses concern regarding potential impacts to communities of lower socioeconomic status. Please refer to PB-Response-GEN-4: General Opinions, Opposition or Support. The Authority will consider all impacts when choosing the HSR alignment alternative. Note that, while there would be adverse effects on businesses in EJ communities under the SR14A Build Alternative, there would be many offsetting benefits within the environmental and non-environmental justice communities within the HSR Palmdale to Burbank Project Section footprint. These include regional and statewide improvements in LOS and VMT metrics, improvements in regional air quality and health risks, reductions in vehicular, cycling and pedestrian accidents, economic revitalization of both environmental and non-environmental justice communities in Burbank and Sun Valley, and the generation of 80,000 to 85,000 construction jobs and 5,400 permanent jobs, many of which are expected to be fulfilled by individuals from EJ communities.

Submission 4392 (Sandra Graham, November 30, 2022)

Palmdale - Burbank - RECORD #4392 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Sandra
Last Name : Graham

Stakeholder Comments/Issues :

4392-8437 | Please dont do this

Response to Submission 4392 (Sandra Graham, November 30, 2022)

4392-8437

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. 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 4393 (Armen Pashkam, November 30, 2022)

Palmdale - Burbank - RECORD #4393 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Armen
Last Name : Pashkam

Stakeholder Comments/Issues :

4393-8438 | I oppose the Palmdale to Burbank project

Response to Submission 4393 (Armen Pashkam, November 30, 2022)

4393-8438

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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 4394 (Lishuang Wang, November 30, 2022)

Palmdale - Burbank - RECORD #4394 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Lishuang
Last Name : Wang

Stakeholder Comments/Issues :

4394-8439

The Palmdale to Burbank project is a waste of money. It causes damage to the environment, threatens wildlife, produce air and noise pollution, and all for little use of this high speed rail. The environment impact will be detrimental. The noise and air pollution will impact our house value. We strongly oppose this project!

Response to Submission 4394 (Lishuang Wang, November 30, 2022)

4394-8439

Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors.

The commenter expressed concerns related to the project cost, stating the project will impact the environment and wildlife, cause air and noise pollution, and impact property values. The commenter noted their opposition to the Palmdale to Burbank Project Section of the California HSR System.

Refer to Standard Responses PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-GEN-2: Project Costs and Funding, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors. 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 comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4395 (Maria Dieu-Aglipay, November 30, 2022)

Palmdale - Burbank - RECORD #4395 DETAIL

Status : No Action Required
Record Date : 11/30/2022
Interest As : Individual
First Name : Maria
Last Name : Dieu-Aglipay

Stakeholder Comments/Issues :

4395-8440

My family and I live in the Mountain Glen II and am completely opposed to the high speed railway being built right underneath our homes. This project will cause major disruption and health concerns to myself and my young children and elderly father. In addition, you will be responsible for anything that will happen to our health in regards to the construction of this project.

Response to Submission 4395 (Maria Dieu-Aglipay, November 30, 2022)

4395-8440

Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-SOCIO-3: Health and Safety of Children.

The commenter expressed that they are opposed to the project and concerned about health risks. Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, Standard Response PB-Response-AQ-3: Construction Air Quality/Truck Impacts, and Standard Response PB-Response-SOCIO-3: Health and Safety of Children, for discussion regarding concerns health risks. 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 comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4396 (Luis Rodriguez, November 30, 2022)

Palmdale - Burbank - RECORD #4396 DETAIL

Status : Action Pending
Record Date : 11/30/2022
Interest As : Individual
First Name : Luis
Last Name : Rodriguez

Stakeholder Comments/Issues :

4396-8981

I've lived and grew up in Pacoima all my life. I went to schools around here and attended/ graduated from CSULA. I could've bought a house anywhere but decided to be close to my parents and bought a home in Pacoima. Growing up, I wasn't expose or unaware of the housing discrimination, Residential segregation and designation of neighborhoods for African-American/ Hispanics disregarding pollution, limited services & low commercial life. Schools teach you and give the impression the unjust ways of pre civil rights movements are a thing of the past and none existent. Unfortunately, we see it too often in our contemporary present, in LA if it's not gentrification, re-zoning of housing areas or introduction to these Goliath like construction projects disrupting the little progress this community has achieved. Pacoima is currently battling to shut down and close Whiteman airport and the toxic pollutant DWPLA power station. A lengthy and exhausted battle with various agencies and government officials/ reps. Based off the SR14 map, it seems Pacoima is the only city in which the underground tunnel will go under. How could the residents of Pacoima be ensured our daily lives won't be affected by the on-going traveling of the train. Are we going to experience vibrations of the train as it travels under us? During construction are we going to experience the onset of pollution of the construction equipment and related activities.

Also, in an effort to make amends and show good faith to Pacoima residents; have the leaders of the project considered converting the Whiteman airport until a "Union Station" stop for our community (Pacoima)? If we can create a combination of a stop/ shopping center it could really help the community create a space for gathering and community unity. Will it be costly? of course, but the rewards and profit it will reap will be worth it and of great material. Pacoima is no longer a city of recent cross Mexican immigrants, it is now a community of people like me college graduate/ some college who are aware of the injustice that occurs in every day life knows and worries about macro issues (police brutality, racist policy, pollution injustice & false government representation) and organize to resolve the matter. Residents are going to sacrifice quality of life and a disruption in their daily commute, some will be displaced due to environmental issues and what do we as residents get out of? Are we getting a convenience? Is the project looking at us as people or are as variables? I believe if the people in charge wanted to, it can be worked out where there is a direct positive impact to Pacoima. The Whiteman airport is shut down, there is a station/ stop created for this public transportation & a shopping center is created to create a bustling center for its residents. I have a feeling this written message may go unread or not seriously considered. If the expressions or concerns of the residents are truly considered them this request would be seriously considered.

Response to Submission 4396 (Luis Rodriguez, November 30, 2022)

4396-8981

This comment is a duplicate of Submission PB-4399. See response to Submission PB-4399, Response to Comment #8154.

Submission 4397 (Marty Guerrero, Mountain Glen Terrace Community, December 1, 2022)

Palmdale - Burbank - RECORD #4397 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Marty
Last Name : Guerrero

Stakeholder Comments/Issues :

4397-8991

I strongly oppose this rail line route going built under our homes. It can easily be built around it. This is another example of racist policies that put construction and other such projects in minority communities. Why don't the powers that be bring us shopping centers and essential services? Nope they prefer to spend billions on a rail line to Palmdale! We all know this is for the Olympics. This will affect our home values and our health! But who cares since it's a community of color?

Response to Submission 4397 (Marty Guerrero, Mountain Glen Terrace Community, December 1, 2022)

4397-8991

Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the Build Alternatives' tunneling under their homes, claiming the tunneling will negatively harm minority communities and affect their property values and health. Regarding the commenter's concern about tunnel impacts, refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses. Regarding the commenter's concern about the project's effects on property values, refer to Standard Response PB-Response-SOCIO-2: Property Values. Regarding the commenter's opposition to the project, refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Note that while there would be adverse effects on businesses in environmental justice (EJ) communities during construction of the SR14A Build Alternative, there would be many offsetting benefits within the EJ and non-EJ communities within the HSR Palmdale to Burbank Project Section study area during project operations. These include regional and statewide improvements in transportation level of service (LOS) and vehicle miles traveled (VMT) metrics, improvements in regional air quality and health risks, reductions in vehicular, cycling and pedestrian accidents, economic revitalization of both EJ and non-EJ communities in Burbank and the San Fernando area, and the generation of 80,000 to 85,000 construction jobs and 5,400 permanent jobs, many of which are expected to be fulfilled by individuals from EJ communities. Regarding the commenter's concern about the health effects, refer to Standard Response PB-Response-AQ-3: Construction Air Quality/Truck Impacts, which discusses how the air quality during construction activities impacts health. Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, which discusses the health impacts of the project during operation. The Authority does not anticipate completing this project before the 2028 Summer Olympics.

Please also refer to Section 5.7 in Chapter 5, Environmental Justice of this Final EIR/EIS, which describes and evaluates (1) project effects that would result in adverse effects on EJ communities, and (2) project effects that would result in disproportionately high and adverse effects on EJ communities including minority and low-income

4397-8991

populations, compared to non-EJ populations. As summarized in Section 5.7.4, the SR14A Build Alternative (Preferred Alternative) would result in adverse effects post-mitigation on EJ populations for the following resource topics: air quality (exceedances of air district and National Ambient Air Quality Standards for several criteria pollutants including NOX and CO), noise and vibration (construction and spoils hauling trips, operational traffic noise, and operational train noise), transportation (traffic congestion from spoils hauling activities), socioeconomic (business displacements in Pacoima and Sun Valley), and aesthetics and visual quality (permanent visual effects to communities near Lake Palmdale).

Section 5.9 in Chapter 5, Environmental Justice of this Final EIR/EIS, analyzes the impacts on both EJ and non-EJ populations pertaining to air quality, noise and vibration, transportation, and aesthetics and visual quality, and it concludes that the project would not cause disproportionately high and adverse effects. However, the Authority has determined that the SR14A Build Alternative would result in disproportionately high and adverse effects on EJ populations related to business displacements which will occur predominantly in the EJ communities of Pacoima and Sun Valley. As discussed in Section 5.8.3, the project would have both short-term and long-term economic benefits related to employment that are expected to largely benefit EJ populations. However, such benefits would not directly offset adverse effects on displaced businesses.

In November 2023, December 2023 and January 2024, the Authority conducted listening sessions with environmental justice (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. In response, 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 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 OMMs.

Response to Submission 4397 (Marty Guerrero, Mountain Glen Terrace Community, December 1, 2022) - Continued

4397-8991

In order to minimize both temporary and permanent disruption to neighborhoods and communities, the Authority has identified multiple Impact Avoidance and Minimization Features (IAMF), Offsetting Mitigation Measures (OMM) and Mitigation Measures (MM) including measures to reduce and/or minimize effects to communities (e.g., communities of Pacoima and Sun Valley in the San Fernando Valley): 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), SOCIO-IAMF#1 (Implementation of a Construction Management Plan), NV-IAMF#1 (minimization of noise near sensitive receptors), AQ-IAMF#1 (implementation of a fugitive dust control plan), TR-IAMF#2 (implementation of best management practices through a Construction Transportation Plan) as well as SO-MM#1 (Implement measures to reduce impacts associated with the division of residential neighborhoods) and SO-MM#2 (Implement measures to reduce impacts associated with the division of communities).

Submission 4398 (Suzanne Habbershaw, December 1, 2022)

Palmdale - Burbank - RECORD #4398 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Suzanne
Last Name : Habbershaw

Stakeholder Comments/Issues :

4398-8994 | I support the No Build Alternative. It is the only feasible alternative in this high speed rail project as every other route would go through the Angeles National Forest - an environmentally sensitive area in southern California

4398-8995 | where there are major earthquake faults such as the San Fernando and San Andreas faults. Additionally, tunneling is highly impractical and could definitely cause dewatering of necessary water (especially in this period of drought) through the Angeles National Forest and residential communities such as Kagel Canyon dependent upon private wells for water.

4398-8996 | Who is going to take this train? The population and ridership numbers appear unsupported with greatly overstated figures. For the amount of pollution and forest destruction in time, energy and money to create this rail line, it isn't practical or smart. People are not traveling in the same ways as they once were. More modern alternatives should be sought.

4398-8997 | And the pollution! Estimates show it will take between 30-70 years to recoup the pollution created during construction to show even any clean air benefit after the train is operational. Years of construction, hauling dirt, some contaminated, through residential and city streets, by schools and businesses don't make sense. The road closures, money to acquire homes and businesses, add to the overblown budget which has gone from \$16.5 billion to \$195 billion currently which has been grossly mismanaged and keeps ever increasing.

4398-8998 | When people voted for this rail project initially it was in the belief it would follow existing commerce lines such as the 5 Freeway. It was supposed to be a quick alternative, saving pollution not causing more of it. Its budget was a total of \$45 billion for the entire route. It was supposed to solve problems not create bigger ones. Its requirements also stated it must have private funding to match the public funding which I understand has not happened. I live in Shadow Hills. I live off Wentworth and Marybell. It is incomprehensible that this neighborhood, one of the few low density, equestrian neighborhoods left in the city of Los Angeles could continue to exist with years of construction, tremendous dust, vibration, noise pollution high speed rail would cause.

4398-8999 | Stated most simply: No build alternative.
 Cordially, Suzanne Habbershaw 20 year resident homeowner and taxpayer Shadow Hills, CA 91040

Response to Submission 4398 (Suzanne Habbershaw, December 1, 2022)

4398-8994

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter indicates a preference for the No Build Alternative because each of the Build Alternatives would extend through the Angeles National Forest. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

The commenter also indicates concern regarding impacts on the Angeles National Forest and earthquake fault lines. Impacts on the Angeles National Forest are evaluated throughout the resource analyses in Chapter 3 of the Draft EIR/EIS and where necessary, mitigation measures are proposed to address significant impacts under CEQA and adverse impacts under NEPA. Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

4398-8995

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter supports the No Build Alternative and states that tunneling is highly impractical. The commenter also expresses concern regarding impacts on groundwater, including private wells in Kagel Canyon, from tunnel construction within the Angeles National Forest (ANF).

As described in Chapter 2, Alternatives, Section 2.2.2, Palmdale to Burbank Project Section Background, the tunnels included in the EIR/EIS Build Alternatives were determined to be feasible to warrant analysis based on research regarding tunnels nationally and internationally. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process regarding the alternative development process.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives, which includes a portion of Kagel Canyon. Portions of Kagel Canyon within 1 mile of the alignment were therefore considered in the impact analysis in Section 3.8, Hydrology and Water Resources, of the Draft EIR/EIS. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has

Response to Submission 4398 (Suzanne Habbershaw, December 1, 2022) - Continued

4398-8995

been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF (including in Kagel Canyon) that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

4398-8996

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-GEN-2: Project Costs and Funding, PB-Response-PUE-1: Energy Use and Consumption.

The commenter inquired about the projected passengers and ridership numbers for the project. Additionally, the commenter expressed concerns related to pollution, the forest, energy, and costs. The Authority utilizes multiple ridership forecasts with a “medium” and “high” ridership forecast. The “medium” ridership provides a conservative analysis forecast and estimates 42.8 million passengers for the year 2040. The “high” ridership estimates 56.8 million passengers for the year 2040. For additional information on ridership projections and the methodologies used, refer to Chapter 2, Alternatives, Section 2.6, Travel Demand and Ridership Forecasts. To address concerns related to pollution, please refer to Standard Responses PB-AQ-1: Construction-Period Emissions and PB-AQ-3: Construction Air Quality/Truck Impacts. For additional discussion regarding deforestation, refer to Impact BIO #12 Construction Effects on Protected Trees in Section 3.7, Biological and Aquatic Resources, which discusses construction impacts on protected trees and forest resources as well as the impact avoidance and minimization features and mitigation measures that will be used to limit the potential impacts to the extent feasible. To address the commenters’ concerns regarding energy, refer to Standard Response PB-Response-PUE-1: Energy Use and Consumption, which discusses the energy consumption of the project. To address the commentators’ concerns regarding project costs, refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

Response to Submission 4398 (Suzanne Habbershaw, December 1, 2022) - Continued

4398-8997

The commenter projects that the project construction will generate more greenhouse gases than the project will save in "30-70 years." The Authority has calculated the Payback of Greenhouse Gas (GHG) Emissions for the six Build Alternatives at 4 to 6 months of project operation (Draft EIR/EIS Table 3.3-44). In other words, the Authority predicts it would take between 4 to 6 months of operation of the Palmdale to Burbank Project Section to offset construction-related greenhouse gas emissions, not 30 to 70 years. After that, the project will produce net benefits by reducing greenhouse gas emissions (Draft EIR/EIS, page 3.3-126). As discussed in Section 3.3.7, mitigation measures are included to offset, and significantly lessen, impacts associated with construction air emissions, via agreements with the applicable air districts (see AQ-MM#1 to AQ-MM#3). The comment also suggests that the construction will cause fugitive dust impacts ("hauling dirt"). Pages 3.3-15 and 3.3-17 of the Draft EIR/EIS contain information on SCAQMD Rule 403 and AVAQMD Rule 403, which describe fugitive dust control measures the project would be required to apply during construction, including the submission of applicable dust control plans to the air district. AQ IAMF#1, in Appendix 2-E of the Draft EIR/EIS, describes the project requirement for the contractor to prepare a fugitive dust control plan for each distinct construction segment during construction. The Draft EIR/EIS further found that localized impacts from particulate matter (PM) (Impact AQ#5) would result in exceedances of PM10 in only three out of six worst-case construction scenarios, despite implementation of IAMFs and MMs (see pages 3.3-113 to 3.3-114). Although this represents a significant and unavoidable impact, the exceedances would be temporary ranging from a 0.2 to 1.8 exceedance of the annual average CAAQS threshold for PM10 (see Table 3.3-35 of the Draft EIR/EIS).

4398-8998

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter does not support the California HSR System, citing budget, road closures, and pollution impacts, as well as stating the project will cause more problems than it solves. Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, for concerns about funding, and Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Response to Submission 4398 (Suzanne Habbershaw, December 1, 2022) - Continued

4398-8999

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-6: Construction Noise/Truck Impacts.

The commenter expresses support for the No Build Alternative, referencing impacts to equestrian neighborhoods. General opposition to the HSR Palmdale to Burbank Project Section is addressed in Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Note that the SR14A Build Alternative is the preferred alternative for the project and this alignment does not pass through Shadow Hills; only the E2 and E2A alignments go through Shadow Hills. Regarding potential impacts to an equestrian community, the Authority has considered potential impacts to communities and equestrian communities in its selection of the Preferred Alternative and in the environmental analysis. Please refer to Section 8.4.2.9 in Chapter 8, Preferred Alternative and Station Sites of the Draft EIR/EIS, which explains how the SR14A Build Alternative would minimize community impacts compared to other Build Alternatives, and how the Authority considered potential impacts to equestrian communities from other Build Alternatives in its selection of the preferred alternative. A potential impact on equestrian communities is noise and the Authority considered that impact in the EIR/EIS. Please refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife for additional information regarding potential noise impacts on horses. Regarding construction-related fugitive dust, vibration, and noise, refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, Standard Response PB-Response-N&V4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, and Standard Response PB-Response-N&V-6: Construction Noise/Truck Impacts. 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 but instead raises general concerns about impacts related to opposition to the project; therefore, no additional response is required.

Submission 4399 (Luis Rodriguez, December 1, 2022)

Palmdale - Burbank - RECORD #4399 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Luis
Last Name : Rodriguez

Stakeholder Comments/Issues :

Hello,

4399-8154 I've lived and grew up in Pacoima all my life. I attended schools in Pacoima and attended/ graduated from CSULA . I could've bought a house anywhere, but decided to be close to my parents and bought a home in Pacoima. Growing up, I wasn't expose or unaware of the housing discrimination, Residential segregation and designation of neighborhoods for African-American/ Hispanics disregarding pollution, limited services & low commercial life. Schools teach you and give the impression the unjust ways of pre civil rights movements are a thing of the past and none existent. Unfortunately, we see it too often in our contemporary present, in LA if it's not gentrification, re-zoning of housing areas or introduction to these Goliath like construction projects disrupting the little progress this community has achieved. Pacoima is currently battling to shut down and close Whiteman airport and the toxic pollutant DWPLA power station. A lengthy and exhausted battle with various agencies and government officials/ reps. Based off the SR14 map, it seems Pacoima is the only city in which the underground tunnel will go under. How could the residents of Pacoima be ensured our daily lives won't be affected by the on-going traveling of the train. Are we going to experience vibrations of the train as it travels under us? During construction are we going to experience the onset of pollution of the construction equipment and related activities. Also, in an effort to make amends and show good faith to Pacoima residents; have the leaders of the project considered converting the Whiteman airport until a "Union Station" stop for our community (Pacoima)? If we can create a combination of a stop/ shopping center it could really help the community create a space for gathering and community unity. Will it be costly? of course, but the rewards and profit it will reap will be worth it and of great material. Pacoima is no longer a city of recent cross Mexican immigrants, it is now a community of people like me college graduate/ some college who are aware of the injustice that occurs in every day life knows and worries about macro issues (police brutality, racist policy, pollution injustice & false government representation) and organize to resolve the matter. Residents are going to sacrifice quality of life and a disruption in their daily commute, some will be displaced due to environmental issues and what do we as residents get out of this? Are we getting a convenience? Is the project looking at us as people or are as variables? I believe if the people in charge wanted to, it can be worked out where there is a direct positive impact to Pacoima. The Whiteman airport is shut down, there is a station/ stop created for this public transportation & a shopping center is created to create a bustling center for its residents. I have a feeling this written message may go unread or filed away. If the comments and concerns of the residents are truly considered, my email along with my request will be seriously considered.

4399-8155

Regards,
Luis Rodriguez
Sent from Yahoo Mail for iPhone

Response to Submission 4399 (Luis Rodriguez, December 1, 2022)

4399-8154

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter is concerned about effects on the Pacoima neighborhood including air quality during construction and vibration from project operations.

The Authority recognizes that construction and operation of the Build Alternatives may have adverse environmental effects, including disproportionately high and adverse effects on minority populations and/or low-income populations (EJ populations). As described in Section 5.5 and depicted in Figures 5-4 through 5-6, in Chapter 5, Environmental Justice, of the Final EIR/EIS, the SR14A Build Alternative (Preferred Alternative) alignment would traverse the following EJ communities: the Boulders at the Lake Mobile Home Park south of Palmdale, the Agua Dulce area, San Fernando Valley area (including the Sylmar, Pacoima, and Sun Valley neighborhoods), and in Burbank in proximity to the Hollywood Burbank Airport. Please refer to Section 5.7 and Table 5-24, in Chapter 5, Environmental Justice, of the Final EIR/EIS, which evaluates and describes the potential for the project to result in adverse effects on communities including EJ populations. Please also refer to Section 5.9, in Chapter 5, Environmental Justice, of the Final EIR/EIS, which describes those effects that have been determined to be disproportionately high and adverse on EJ populations. Potential effects on the human and natural environment from implementation of the Build Alternatives will be minimized and/or avoided through the implementation of Impact Avoidance and Minimization Measures (IAMFs). Further, mitigation measures will be implemented to mitigate significant impacts of the project, as described in the Chapter 3 resource sections of this Final EIR/EIS (please refer to Appendix 2-E, Impact Avoidance and Minimization Measures, and Appendix 3.1-C, Standardized Mitigation Measures, for full descriptions of IAMFs and mitigation measures that will be implemented as part of the project, respectively). Offsetting mitigation measures will also be implemented.

The Authority also acknowledges historical land uses in Pacoima, including Whiteman Airport and the Los Angeles Department of Water and Power (LADWP) Power Station, have resulted in adverse local air quality effects on Pacoima, a recognized EJ community. As described in Section 3.19.5.3, in Section 3.19, Cumulative Impacts, of

4399-8154

the Draft EIR/EIS, air pollutants generated during project construction of any of the Build Alternatives, in combination with emissions from the construction of other planned development, would exceed South Coast Air Quality Management District and Antelope Valley Air Quality Management District air pollutant thresholds. While incorporation of AQ-IAMF#1 through AQ-IAMF#6 and Mitigation Measures AQ-MM#1, AQ-MM#2, and AQ-MM#3 will reduce project-related construction-period emissions, NO₂ emissions would still exceed localized construction emission thresholds. Therefore, all six Build Alternatives would considerably contribute to these significant impacts. In addition, as evaluated in Section 5.7.2.3, in Chapter 5 Environmental Justice, of the Draft EIR/EIS, adverse construction-period noise effects would occur within 110 and 176 feet of construction activities during the daytime, and within 348 and 555 feet of construction activities during the nighttime. Noise and vibration effects from construction would be a nuisance to nearby residences and other noise-sensitive land uses, including areas where construction would occur near residences in the Pacoima community (an identified EJ community). N&V-IAMF#1 would avoid and minimize construction-related noise and vibration effects on sensitive receivers by requiring temporary noise barriers, routing of truck traffic away from residential streets, avoiding pile driving where possible, and other typical construction practices contained in the FTA and FRA guidelines for minimizing construction noise and vibration. Implementation of Mitigation Measures N&V-MM#1 and N&V-MM#2 would further reduce construction-related noise and vibration to have no adverse effects on sensitive receptors by implementing a noise-monitoring program and requiring the contractors to meet project pile driving criteria. During project operations, each of the six Build Alternatives would result in the following adverse operational effects prior to mitigation: traffic noise effects on sensitive receptors; noise effects from stationary sources; and operational noise and vibration effects. Operation of each of the six Build Alternatives would entail traffic changes and would result in adverse operational traffic noise effects on sensitive receptors and would result in noise and vibration from stationary facilities (e.g., the Burbank Airport Station). Implementation of Mitigation Measures N&V-MM#3, N&V-MM#7, and N&V-MM#8 would reduce the operational noise and vibration effects identified above by ensuring the effective implementation of noise and vibration reduction strategies, including sound walls and insulation. Mitigation Measure N&V-MM#6 will require further noise analysis following final design to ensure that the determinations in this analysis remain valid. Furthermore, the project would comply with all federal and state noise regulations.

Response to Submission 4399 (Luis Rodriguez, December 1, 2022) - Continued

4399-8154

The Authority acknowledges these concerns regarding the project. As discussed in Chapter 2, Alternatives, of this Final EIR/EIS, a major reason for tunneling throughout the project corridor, was to reduce impacts to existing communities. Section 5.4.2 and Section 5.8, in Chapter 5, Environmental Justice, of this Final EIR/EIS, includes those impact avoidance and minimization features (IAMFs), and mitigation measures, respectively, that will be applied to the project to mitigate, minimize and/or avoid impacts, including impacts to populations that are low-income, minority, or otherwise, based on the extent of the project effects. As described in Section 5.7.2.2, in Chapter 5, Environmental Justice, of the Draft EIR/EIS, given the application of IAMFs and mitigation measures, the Build Alternatives would not result in disproportionately high and adverse effects related to air quality on EJ populations including those in Pacoima living within the EJ study area.

In addition, during November 2023, December of 2023, and January 2024, 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 (Offsetting Mitigation Measures [OMM] and Impact Avoidance and Minimization Features [IAMF]) to respond to concerns from EJ communities, which are listed in Section 5.4.2 in Chapter 5, Environmental Justice, and/or described in Appendix 2-E, Impact Avoidance and Minimization Features of this Final EIR/EIS. These include: 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).

The new EJ-related IAMFs require the Authority to create an ombudsman position

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(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., 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, intersection and/or safety improvements, and community-specific feedback on the following 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 will provide the opportunity for EJ communities including those residing in the Pacoima neighborhood to review and provide input on the proposed transportation management plans for the project, to ensure impacts to the roadway network during construction are minimized and/or avoided. The EJ ombudsman shall prepare a report (quarterly, at minimum) of all concerns and complaints received from EJ communities and measures taken by the Authority to address those concerns and complaints. As described in OMM #1, 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 commenter asserts that the community of Pacoima is the only jurisdiction the project would traverse under; as a matter of clarification, the SR14A Build Alternative (the Preferred Alternative) alignment would traverse under other communities, (both EJ and non EJ) including the Southeast Antelope Valley, Acton, Sylmar, Tujunga Canyons, and Sun Valley neighborhoods (as depicted in Figure 3.12-13 and Figure 3.12-14, in Section 3.12, Socioeconomics and Communities, of this Final EIR/EIS). As described in Section 5.8.2, in Chapter 5, Environmental Justice of this Final EIR/EIS, EJ populations are prevalent in Los Angeles County. As such, any possible alignment between

Response to Submission 4399 (Luis Rodriguez, December 1, 2022) - Continued

4399-8154

Palmdale and Burbank would likely encounter EJ populations. Although the Build Alternatives for the Palmdale to Burbank Project Section were designed to avoid EJ populations where reasonably possible, avoiding them entirely was not feasible.

The commenter asks about vibration impacts during project operation. Please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, for further discussion on the potential for trains traveling via tunnel alignment to result in noise and vibration effects under residences and businesses. As depicted in Figure 2-61, in Chapter 2, Alternatives, of the Draft EIR/EIS, a portion of the SR14A Build Alternative (Preferred Alternative) alignment would also traverse at-grade in the Pacoima neighborhood of Los Angeles, where the alignment would emerge east of the existing Antelope Valley Metrolink Corridor near Montague Street. From Montague Street, the SR14A Build Alternative alignment would continue south for approximately 0.4 mile in a retained cut/trench, transitioning up to ground level, and passing over the existing Hansen Spreading Grounds on embankment before crossing over the Los Angeles County Flood Control Channel on a bridge and entering the existing Metrolink corridor near Sheldon Street. Continuing along the east side of the Metrolink Corridor, the SR14A Build alignment would continue southerly at grade for approximately 1.0 mile where it would cross over Tuxford Street and under the I-5 freeway. Continuing southeast from the I-5 undercrossing, the Refined SR14 alignment would transition below-grade in an open trench to just north of Olinda Street. From just north of Olinda Street to just south of Sunland Boulevard, the Refined SR14 alignment would be below-ground in a cut- and-cover box structure until reaching Lockheed Drive. Table 3.4-35 through Table 3.4-38, under Impact N&V#8 in Section 3.4, Noise and Vibration of the Draft EIR/EIS, depicts vibration and ground-borne noise impacts on residential and business properties from HSR train operations. To avoid impacts, it is estimated that mitigation will need to be designed to reduce ground-borne vibration levels by at least two dB and reduce ground-borne noise levels by at least four dB. Mitigation Measure N&V-MM#7 (discussed in Section 3.4.7, Mitigation Measures, in Section 3.4, Noise and Vibration, of the Draft EIR/EIS) 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 is anticipated to effectively reduce vibration and ground-borne noise levels below threshold levels.

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Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which describes the alternatives considered for the project and reasons why they were not carried forward. For the Palmdale to Burbank Project Section, the Authority prepared a Preliminary Alternatives Analysis (PAA) Report in 2010. This was followed by Supplemental Alternatives Analysis (SAA) Reports in 2011, 2012, 2014, and 2016. Prior to 2016, the alternatives focused on alignments that followed the SR14 freeway from Palmdale to Santa Clarita and then followed the existing Metrolink corridor from Sylmar to Burbank (see Chapter 2, Alternatives, for a detailed discussion of alternatives previously considered). The alignment through the EJ communities in the north part of the San Fernando Valley was met with significant opposition due to its impacts on those communities. The 2016 SAA Report introduced the Refined SR14 alternative into the project. The Refined SR14 Build Alternative was developed to be less impactful to EJ communities than the previously developed SR14 alternatives. Specifically, the Refined SR14 Build Alternative avoided impacts to the City of San Fernando and had reduced impacts to the communities of Sylmar and Pacoima. As documented in the 2016 SAA, the Refined SR14 Build Alternative reduced total residential impacts by 8 multi-family homes and 32 single-family homes, and total business displacements were reduced by 125 commercial parcels and 85 industrial parcels, compared to previously developed alternatives that followed the SR14 freeway. The number of residential properties within 2,500 feet of the HSR centerline was reduced by more than 7,000. Following a presentation of the 2016 SAA to the Authority's Board of Directors in April 2016, the Refined SR14 Build Alternative was carried forward and the previous SR 14 alternatives were dropped from consideration. The primary reason for these changes was to reduce impacts to EJ communities in the San Fernando Valley. As presented in the 2016 SAA Report, the Refined SR14 Build Alternative, as well as the E1 Build Alternative that is identical to the Refined SR14 Build Alternative in the San Fernando Valley, entered the Metrolink corridor in the vicinity of Sheldon Street. At that time, the Refined SR14 Build Alternative included a viaduct structure to carry the project up and over the Metrolink tracks so that the HSR line could enter the Metrolink corridor on the southwest side. As the design was further developed in 2017 and 2018, and public meetings were held in 2018, significant input was received from the community and elected officials opposing the viaduct that would carry HSR over Metrolink near Sheldon Street. The primary concerns were noise and visual

Response to Submission 4399 (Luis Rodriguez, December 1, 2022) - Continued

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impacts of having the train elevated in close proximity to residential neighborhoods. As a result, the design was modified in 2018 to bring HSR into the Metrolink corridor on the northeast side (avoiding the need for HSR to cross over Metrolink) and keeping the project at ground level through Sun Valley. This design refinement was incorporated into the design of the Refined SR14 and E1 Build Alternatives when the Palmdale to Burbank Project Section was presented to the Authority's Board of Directors at the November 2018 Board meeting. At that meeting the Board adopted the Refined SR14 Build Alternative as the Preferred Alternative. While the Board subsequently adopted the SR14A Build Alternative as the Preferred Alternative in 2020, it should be noted that the SR14A Build Alternative is identical to the Refined SR14 Build Alternative in the San Fernando Valley.

The commenter asks whether the Authority has considered implementation of a project station site to replace the existing Whiteman Airport property. A station site at this location has not been previously considered; however, as described in Standard Response PB-Response-ALT-1, during the Tier 2 Palmdale to Los Angeles Alternatives Analysis Process, several station sites were evaluated in Pacoima. The previously considered Sylmar to LAUS Project Section included the Pacoima Wash Station site option between the SR 118 freeway and the Pacoima Wash. The 2011 SAA evaluated and determined that the seismic risk associated with the Verdugo Fault, the impacts on new development south of SR 118, and the construction challenges and visual impact associated with the elevated Pacoima Wash Station were reasons the LAUS to Sylmar alternative was no longer recommended to be carried forward. The previously considered San Fernando Valley Subsection for the Palmdale to Burbank Project Section further included the Branford Street Station site option between Branford Street and Tujunga Wash. As evaluated and determined in the 2014 SAA, the Branford Street Station Alternative was eliminated from further consideration because of their lack of consistency with the 2012 and 2014 Business Plans' criteria and goals. The Whiteman Airport location is similar to the Branford Street location that was previously considered, and it is rejected for the same reasons as that alternative. Further, both CEQA and NEPA do not require a lead agency to consider every possible alternative for a project, but rather a reasonable range of alternatives. Therefore, as the Authority has considered several options for stations within Pacoima, but ultimately determined a Pacoima station did not meet the project's criteria and goals, consideration of a station at Whiteman Airport is not necessary or warranted.

Response to Submission 4399 (Luis Rodriguez, December 1, 2022) - Continued

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Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-TRA-1: Temporary Traffic Associated with Construction, PB-Response-TRA-5: Connection to Existing Transportation Infrastructure.

The commenter expresses general opposition to the project due to concerns with traffic, air quality, community displacements, and station alternatives. The commenter's concerns are acknowledged. Please refer to Standard Responses PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-TRA-1: Temporary Traffic Associated with Construction, PB-Response-TRA-5: Connection with Existing Transportation Infrastructure; and PB-Response-AQ-1: Construction-Period Emissions. Additionally, please see PB-Response-ALT-1: Alternatives Selection and Evaluation Process which describes the station evaluation process, including station locations that were not carried forward for detailed study in the Draft EIR/EIS. Please also refer to RTC 8154, which describes project air quality, traffic, displacement, and noise effects on EJ populations including the community of Pacoima, and mitigation measures and impact avoidance and minimization features (IAMFs) to that will be implemented to avoid and/or minimize these impacts on communities. During November 2023, December 2023 and January 2024, 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 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 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 OMMs. 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 in the San Fernando area. The

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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., 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, intersection and/or safety improvements, and community-specific feedback on the following 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 will provide the opportunity for EJ communities including those residing in the Pacoima neighborhood to review and provide input on the proposed transportation management plans for the project, to ensure impacts to the roadway network during construction are minimized and/or avoided. The EJ ombudsman shall prepare a report (quarterly, at minimum) of all concerns and complaints received from EJ communities and measures taken by the Authority to address those concerns and complaints. As described in another IAMF, 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. Additionally, the Build Alternatives will include the implementation of grade separations along the existing Metrolink Valley Subdivision tracks, which will be reprofiled from the Tujunga Wash to Tuxford Street to facilitate the new grade separation over Sheldon Street, improving safety along the existing Metrolink corridor (please refer to Table 2-21, in Chapter 2, Alternatives, of the Final EIR/EIS, for descriptions of roadway modifications and grade separations that would be implemented for the SR14A Build Alternative, including those that would be implemented in the San Fernando area). The reduction in traffic congestion as a result of the California HSR System would in turn decrease the occurrence of vehicular, pedestrian, and cycling accidents. Design of the system also would prevent conflicts with other vehicles, pedestrians, and bicyclists. Overall, the California HSR System would provide a safety

Response to Submission 4399 (Luis Rodriguez, December 1, 2022) - Continued

4399-8155

benefit for both EJ and non-EJ travelers in the project study area, including travelers in the San Fernando Valley.

Submission 4400 (Goeden Dale, December 1, 2022)

Palmdale - Burbank - RECORD #4400 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Goeden
Last Name : Dale

Stakeholder Comments/Issues :

4400-8152

California High-Speed Rail Authority or Whom this may Concern,

I am very concerned about the Palmdale to Burbank Project. I am against ANY implementation of the E1, E1A or E2 E2A proposed routes. These routes are far more detrimental to California and its residents than any High Speed Rails doubtful benefits. With the disruption of neighborhoods, and the Angeles National Forest. The real possibility of dewatering the area during Drought conditions is deplorable, not to mention the billions of tons of contaminated spoils. Where do you plan for this hazardous spoils to be placed?

Please, Please, Please do not proceed with this project.

Thank you,
Dale Goeden
Tujunga resident

Response to Submission 4400 (Goeden Dale, December 1, 2022)

4400-8152

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-HAZ-3: Impacts of Spoils Hauling (Hazardous Materials and Waste), PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest.

The commenter expresses opposition to the Palmdale to Burbank project section, specifically the E1, E1A, E2 and E2A Build Alternatives, citing the disruption of neighborhoods, the Angeles National Forest, potential dewatering during a drought, and the potential for hazardous spoils and their disposal. The commenter's opposition to the E1, E1A, E2, and E2A Build Alternatives is acknowledged. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Site(s), along with the impact analysis presented in this Draft Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the preferred Build Alternative as SR14A and how the alternatives were selected. The commenter did not raise specific issues related to the disruption of communities. However, impacts on the communities are discussed throughout the EIR/EIS, including in Section 3.12, Socioeconomics and Communities. In order to minimize both temporary and permanent disruption to neighborhoods and communities, the Authority has identified multiple Impact Avoidance and Minimization Features (IAMF) and Mitigation Measures (MM) including: SOCIO-IAMF#1 (Implementation of a Construction Management Plan), NV-IAMF#1 (minimization of noise near sensitive receptors), AQ-IAMF#1 (implementation of a fugitive dust control plan), TR-IAMF#2 (implementation of best management practices through a Construction Transportation Plan) as well as SO-MM#1 (Implement measures to reduce impacts associated with the division of residential neighborhoods) and SO-MM#2 (Implement measures to reduce impacts associated with the division of communities). For additional discussion about the potential for temporary and permanent disruptions to neighborhoods, please refer to 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 in Section 3.12, Socioeconomics and Communities. To address the commenters concerns

4400-8152

regarding potential dewatering impacts in the Angeles National Forest, please refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, which discusses these potential impacts as well as the relevant IAMFs and MMs that will be implemented by the Authority in response to these risks and impacts. Regarding the commenters concern about the potential for hazardous spoils and their disposal, please refer to Standard Response PB-Response-HAZ-3: Impacts of Spoils Hauling (Hazardous Materials and Waste), which addresses the procedures related to hazardous spoils and their disposal, including HMW-IAMF#7 (Transport of Materials), which requires the preparation of plans that provide procedures and responsibilities for rapidly, effectively, and safely cleaning up and disposing of any spills or releases and would be implemented prior to commencement of construction of the Build Alternatives.

Submission 4401 (Crystal Hale, December 1, 2022)

Palmdale - Burbank - RECORD #4401 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Crystal
Last Name : Hale

Stakeholder Comments/Issues :

4401-7913

Hello, my named is Crystal Hale and my family and I are long time residents of Acton.
We fell In love with the rural life this city provides, so my husband and I bought property and built our dream ranch. This proposed plan runs directly through our home that we have built, I don't understand why someone would put a high speed rail and choose to run it directly through private property! Do you expect us to tear down the home we have worked so hard for! Nevertheless my family and I are fully against this proposal!
Not only does it threaten our home, it will devastate my family home!
PLEASE DON'T PASS THIS!

Crystal Hale
4408 Cedral St
Acton, Ca 93510
805-704-0739

Sent from my iPad

Response to Submission 4401 (Crystal Hale, December 1, 2022)

4401-7913

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-1: Frequently Asked Questions, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The comment expresses opposition to the HSR Palmdale to Burbank Project Section due to property impacts in the community of Acton. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. In addition, Section 3.12, Socioeconomics and Communities, discloses the residential displacements by community under each of the Build Alternatives. While most of the Build Alternatives would have residential displacements in Acton, the SR14A Build Alternative (the Authority's Preferred Alternative) would avoid residential displacements in Acton since the alignment would be underground in a tunnel. For a response to comments on whether and how the Preferred Alternative was selected, refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. Refer also to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

Submission 4402 (Ariel Hale, December 1, 2022)

Palmdale - Burbank - RECORD #4402 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Ariel
Last Name : Hale

Stakeholder Comments/Issues :

To Whom It May Concern,

4402-7914 | My name is Ariel Hale and I am writing this email on behalf of myself, my husband, and my family. We have been Acton, California residents for over 30 years. The public release of the High Speed Rail proposal is extremely concerning to us for many different reasons. Number one being that my property and my parents property would be severely impacted by the proposed plans. My parents property particularly shows a proposed waterline to be dug and placed through the middle of their 10 acre property where they currently live, which would be detrimental to not only to their well being but also to the well being of our live stock. The proposed waterline is not feasible for many different reasons. The main one being that the map shows that the private access road running through their private property, meaning the map shows public road access which is not accurate. Another major concern is the fact that the plans also show the High Speed Rail running in the fronts of our properties and through the main street in our town. In placing the High Speed Rail here it would be destroying the integrity of the small rural town of Acton. Aside from the personal implications this project would have on the lives of my family and neighbors, there are ethical concerns as well.

4402-7915 | Within the city of Acton, residents are not able to remove over 10% of natural vegetation per year. I know this because my husband and I were cited with a County violation due to tree removal because it violates an Acton Community Standard. We were severely prosecuted for this violation and went through an extremely unorganized process in order to get it cleared. I find it sickeningly hypocritical that the High Speed Rail plans to strip the majority of the town of natural vegetation while residents are restricted and vigorously monitored. The fact that we are in a severe water drought is also a concerning component when it comes to this proposed project. Residents are being told to conserve water while the County plans to deplete the Acton/Agua Dulce water table?

4402-7917 | I could continue on and in depth about how this project as a whole is a terrible plan and it will cause more harm than good for the entire community. Not only is my family against it, but in speaking with neighbors they are also against the project and had no clue that these plans had even been made public. The fact that these plans were so quietly released is unethical. When my husband and I went through the process of clearing our violation our entire neighborhood was notified by the county, yet a proposal that would impact the entire community was silently released. So again, my family and neighbors are strongly against this proposal.

Ariel Hale

Response to Submission 4402 (Ariel Hale, December 1, 2022)

4402-7914

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter expresses concerns related to impacts to their parent's residential property that has a proposed waterline and public access road intersecting it. Additionally, the commenter expresses concerns of the HSR project running in front of their town which would negatively impact Acton's small town character.

To address these concerns, please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, which discusses right-of-way acquisition and relocation process. Additionally, refer to the HSR website, <https://hsr.ca.gov/>, where you can continue to track project design/project information as it becomes available.

See the interactive map available at:

<https://geografika.maps.arcgis.com/apps/MapJournal/index.html?appid=ccac46af003e4a2da4528b2a7595141b>. The webmap enables members of the public, property owners, agencies, and interested parties to review the preliminary footprint for the build alternative described in the Palmdale to Burbank Project Section Draft EIR/EIS released by the California High Speed Rail Authority. Also, the draft footprint does not represent any commitment by the Authority to disturb or acquire any property contained within the areas, because the project design and associated land use areas are preliminary, the project is not yet formally approved, and final design has yet to be completed. Please refer to Chapter 2, Alternatives, to see the proposed Build Alternatives that do not intersect the town of Acton (Alternatives E2, E2A, E1, and E1A).

4402-7915

The commenter expresses concern for the removal of natural vegetation within the town of Acton. The project alternatives, including the Preferred Alternative (SR14A), are underground through much of the Acton community. The SR14A/Preferred Alternative is completely underground through the Acton community, thereby avoiding impacts to above-ground resources including natural vegetation.

4402-7916

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

The commenter stated their concern for the HSR Palmdale to Burbank Section related to water use, considering that we are in what the commenter refers to a "severe drought." Please refer to PB-Response-PUE-3: Water Demand and Usage, which provides information about the water demands associated with the Build Alternatives (including the Authority's preferred Build Alternative) and the mitigation the Authority would implement related to water supply, including during normal, dry, and multiple dry years.

4402-7917

Refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the California HSR System, stating that not enough outreach was done and not everyone in the community was notified. The commenter's opposition and concerns are acknowledged. Please refer to Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS for a discussion of the authority's outreach efforts, and PB-Response-GEN-4: General Opinions, Opposition or Support, which address these issues.

Submission 4403 (Mariela Hubiak, Abogados de Inmigración en Los Angeles - Manduley & Camisassa, December 1, 2022)

Palmdale - Burbank - RECORD #4403 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Mariela
Last Name : Hubiak

Stakeholder Comments/Issues :

?Dear HSA

4403-8150 | We oppose the high speed rail section from Palmdale to Burbank. It will lower property values as well as permanently disfigure the San Gabriel mountains and bring unnecessary pollution.
Sincerely

Mariela Camisassa (t) 805-212-0258

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Response to Submission 4403 (Mariela Hubiak, Abogados de Inmigración en Los Angeles - Manduley & Camisassa, December 1, 2022)

4403-8150

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-2: Property Values.

The commenter expressed opposition to the Palmdale to Burbank Project Section of the California HSR System, stating the project will lower property values, permanently disfigure the San Gabriel Mountains, and cause pollution.

As discussed in Section 3.3, Air Quality and Global Climate Change, because most of the infrastructure associated with the proposed Build Alternatives in the Angeles National Forest including the San Gabriel Mountains, construction-related emissions would be concentrated around portals and adit locations. However, these effects would be reduced through implementation of AQ-IAMF#1, which requires the preparation of fugitive dust control plans.

During construction of the Palmdale to Burbank Project Section, changes to natural visual resources would occur in the ANF, including the SGMNM, for construction of tunnel portals, adits, and utility and access infrastructure. The changes from construction would be temporary and disturbed areas would be remediated after completion of construction. Since large portions of each Build Alternatives consist of underground tunnels that cross under the ANF, including portions designated as the SGMNM, the Palmdale to Burbank Project Section would cause few aboveground changes. Publicly accessible viewpoints within the ANF including the SGMNM where the Palmdale to Burbank Project Section would be visible are limited.

Refer to Standard Responses PB-Response-GEN-4: General Opinions, Opposition or Support and PB-Response-SOCIO-2: Property Values. 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)). 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 4404 (Cameron Hubiak, December 1, 2022)

Palmdale - Burbank - RECORD #4404 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Cameron
Last Name : Hubiak

Stakeholder Comments/Issues :

4404-9105

?Dear HSA

We oppose the high speed rail section from Palmdale to Burbank. It will lower property values as well as permanently disfigure the San Gabriel mountains and bring unnecessary pollution.

Sincerely

Cameron Hubiak (t) 805-212-0259

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Response to Submission 4404 (Cameron Hubiak, December 1, 2022)

4404-9105

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-GEN-4: General Opinions, Opposition or Support.

The comment is a duplicate of comment PB-4403. Please see Response to Submission PB-4403.

Submission 4405 (Cameron Hubiak, December 1, 2022)

Palmdale - Burbank - RECORD #4405 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Cameron
Last Name : Hubiak

Stakeholder Comments/Issues :

Dear HSA

4405-8148

We oppose the high speed rail section from Palmdale to Burbank. It will lower property values as well as permanently disfigure the San Gabriel mountains and bring unnecessary pollution.
Sincerely

Cameron Hubiak (t) 805-212-0259

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Response to Submission 4405 (Cameron Hubiak, December 1, 2022)

4405-8148

This comment is a duplicate of Submission PB-4403. Accordingly, please see response to Submission PB-4403.

Submission 4406 (Sonja Williams, December 1, 2022)

Palmdale - Burbank - RECORD #4406 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Sonja
Last Name : Williams

Stakeholder Comments/Issues :

4406-8145

No Project for the build alternative.
What is the effect on the local wildlife? Earhtquake dangers?
Is there contamination of water? What about the extra noise?
No PROJECT!
-Sonja Williams

--

Sonja Williams
Teacher

"Nine tenths of education is encouragement."
-Anatole France

Response to Submission 4406 (Sonja Williams, December 1, 2022)

4406-8145

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors.

The commenter expresses support for the No Project Alternative and expresses opposition to the California HSR System, citing potential impacts related to wildlife, earthquakes, water contamination, and noise. Please refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, for concerns regarding impacts to wildlife. Also refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, for concerns regarding potential seismic activity, and refer to Section 3.8, Hydrology and Water Resources, for concerns regarding water contamination. Additionally, refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors for noise impact concerns. 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 4407 (Chanda Khanna, December 1, 2022)

Palmdale - Burbank - RECORD #4407 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Chanda
Last Name : Khanna

Stakeholder Comments/Issues :

4407-8144

I have a few questions about how this train will effect my home.
I live in the Ranch Verdugo Estate community in Shadow Hills.
Address. 10543 Lost trail ave. Shadow Hills. 91040.

1. How much noise should I expect from the construction and for how long?
2. What hours of the day will construction take place?
3. How much noise will the actual running of a train make?
4. How will it effect the \$ value of my house?
5. Will the construction cause a lot of dust in my home?
6. Is there still a chance you can hold off/cancel this project?

Thanks
Chanda Khanna.

Response to Submission 4407 (Chanda Khanna, December 1, 2022)

4407-8144

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-SOCIO-2: Property Values.

The commenter asks about the level of noise from construction; the hours of the day for construction; the level of noise from operation of HSR trains; how the project would affect the property value of their home; whether construction would create dust at the commenter's house; and if the Authority can cancel the project. As a matter of clarification, the commenter identified that they live in Shadow Hills, which is located near the E2 and E2A Build Alternatives. The Authority's Preferred Alternative is the SR14A Build Alternative, which is located more than 2 miles from the home address provided by the commenter. Regarding how much noise to expect from construction, refer to Impact N&V-1 in Section 3.4, Noise and Vibration of the Draft EIR/EIS. As noted therein, the duration, location, and intensity of construction noise would vary according to the Build Alternative. Impacts would also vary depending on the distance to the sensitive receiver. Based on the distance of the SR14A Build Alternative to Shadow Hills, construction noise impacts would not be expected at the commenter's home address. Regarding the hours of construction, the hours will vary by activity. Some activities such as tunneling may occur 24 hours a day, while other surface activities may occur during normal day-time hours. Regarding operational train noise levels, the train would be operating in a tunnel in the vicinity of Shadow Hills. As stated in Impact N&V#6 in Section 3.4, Noise and Vibration of the Draft EIR/EIS, there would be no increase in surface noise where trains would operate in a tunnel. Regarding property values, please refer to Standard Response PB-Response-SOCIO-2: Property Values, which addresses concerns related to property values. Regarding dust, Section 3.3, Air Quality and Global Climate Change of the Draft EIR/EIS includes an analysis of fugitive dust emissions during construction. As noted under Impact AQ#2 therein, AQ-IAMF#1 would require the implementation of measures to minimize and control fugitive dust emissions. Finally, regarding whether the Authority can cancel the project, once the Final EIR/EIS is completed, the Authority will make a decision as to whether to approve the project. As noted previously, the Authority's Preferred Alternative is the SR14A Build Alternative, which is located more than 2 miles from the home address provided by the commenter.

Submission 4410 (Shawntel McDonough, December 1, 2022)

Palmdale - Burbank - RECORD #4410 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Shawntel
Last Name : McDonough

Stakeholder Comments/Issues :

4410-7919 | We do not want high speed rail going under our community. Send it up the wash instead.

Response to Submission 4410 (Shawntel McDonough, December 1, 2022)

4410-7919

The comment expresses opposition to construction underneath their community. The Authority considered a variety of issues, including natural resource and community impacts, the input of the communities along the route, the views of federal and state resource agencies, project costs, constructability, and other differentiators to identify what the Authority believes is the best Build Alternative to achieve the project's Purpose and Need. For a response to comments on whether and how the Preferred Alternative was selected, refer to 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.

Submission 4411 (Michael Lubliner, December 1, 2022)

Palmdale - Burbank - RECORD #4411 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Michael
Last Name : Lubliner

Stakeholder Comments/Issues :

4411-8143

I am concerned about the extended traffic, congestion, and safety both during the construction and once operational.

There is currently difficulty with ingress and egress to both access points in the wash with the limited lanes and backups we already experience.

This area is subject to flooding, earthquakes and fires also.

The construction traffic at the dig access points will damage our private HOA maintained roads and complicate both regular and emergency traffic and pose a significant risk if emergency access is required.

Response to Submission 4411 (Michael Lubliner, December 1, 2022)

4411-8143

Refer to Standard Response PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter expresses concern about traffic, congestion, and safety and notes existing difficulty entering and exiting the wash. They claim that construction traffic will damage private roads and result in substantial risks of emergency access is needed. Refer to Standard Response PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans regarding project effects on local and regional evacuation plans Refer to PB-Response-TRA-1: Temporary Traffic Associated with Construction for a discussion of traffic more generally. The Authority presumes that the commenter is referring to the Pacoima Wash. Technical analysis was conducted at several locations in the vicinity of the Pacoima Wash for conditions during construction, including the roadway segment of Rajah Street north of Gavina Avenue (Map ID M) and the intersections of Rajah Street/Gavina Avenue (Map ID 26) and Gavina Avenue/Pacoima Canyon Road (Map ID 27). Although spoils hauling activities would add trucks to these locations, they would not be impacted during construction as analyzed in the Table 6-5 through Table 6-12 of the Transportation Technical Report. While impacts to these roads are not anticipated, TR-IAMF#2 (Section 3.2.4.2 of the Draft EIR/EIS) requires the preparation of a Construction Management Plan (CMP) for the purpose of minimizing the impact of construction and construction traffic. An element of this CMP could be the encouragement of rideshare for construction workers. This would likely be most effective in areas where there would be a substantial concentration of workers, such as at the tunnel portals. In addition, the CMP could include encouragement to utilize alternative modes of travel such as walking, biking, and taking transit, where feasible.

Submission 4412 (Beau Bonetti, December 1, 2022)

Palmdale - Burbank - RECORD #4412 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Beau
Last Name : Bonetti

Stakeholder Comments/Issues :

To whom it may concern,

4412-8139 | As a resident of the Shadow Hills, CA area I'd like to support the NO PROJECT ALTERNATIVE as the only feasible alternative for the Palmdale to Burbank Project Section of the California High Speed Rail.

4412-8140 | Among the many issues related to creating the Palmdale to Burbank Project Section, I am most concerned about forest fires in the area. I've experienced multiple instances when fires were very close to our home, and I fear this project will only increase the fire risk in the area.

Questions

- What is the budget for fire mitigation under this project?
- What are the plans to address fire risk in the area during the construction of this section?

4412-8141 | Additional non-fire related question
- What is the justification of promoting the High Speed rail as a "green project" when its construction will generate more greenhouse gases than it will recoup in 70 years of operation?

Thank you for your time.

Best,
Beau Bonetti
Resident of Shadow Hills, CA 91040

Response to Submission 4412 (Beau Bonetti, December 1, 2022)

4412-8139

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter expressed support for the No Project Alternative. This comment presents an opinion on the HSR Palmdale to Burbank Project Section. The No Project Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the Draft EIR/EIS. 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.

4412-8140

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

The commenter expressed concern on the potential for wildfire hazards from the project, and requested further information regarding fire mitigation costs for the project. Wildfire hazard potential from the project, including impact avoidance and minimization features (IAMFs) to minimize the potential for wildfires, are further discussed in Standard Response PB-Response-S&S-1: Wildfire. Impacts of increased demand for fire, rescue, and emergency services at station facilities would be minimized as part of the California HSR System with implementation of Authority-developed emergency preparedness plans in SS-IAMF#2 and risk-based plans in SS-IAMF#3 (please refer to Appendix 2-E, Impact Avoidance and Minimization Features, for full descriptions of Impact Avoidance and Minimization Features that will be incorporated into the project). Although design provisions would reduce the project's interference with emergency services, increased demand for emergency services above and beyond that which is currently provided in the service area could occur from project implementation. Implementation of S&S-MM#1 will require the Authority to enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services above the average baseline service demand level for the station and maintenance service areas (as established during the 3-year monitoring period beginning 1 year prior to project opening). S&S-MM#1 will ensure emergency service providers maintain acceptable emergency response times, service ratios, and acceptable performance objectives (please refer to Appendix 3.1-C, Standardized Mitigation Measures, for full descriptions of mitigation measures for the project).

Response to Submission 4412 (Beau Bonetti, December 1, 2022) - Continued

4412-8141

The commenter asks about the justification for promoting HSR as a “green project” when they indicate it will take 70 years to recoup the GHG emissions created by construction activities.

The Authority has calculated the payback of Greenhouse Gas (GHG) Emissions for the six Build Alternatives at 4 to 6 months of project operation (Draft EIR/EIS Table 3.3-44). In other words, the Authority has determined it would take between 4 to 6 months of operation of the Palmdale to Burbank Project Section to offset construction-related GHG emissions, not 70 years. After that, the project will produce net benefits by reducing GHG emissions (Draft EIR/EIS page 3.3-126).

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 4419 (Teodora Reyes, Pacoima Beautiful, December 1, 2022)

Palmdale - Burbank - RECORD #4419 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Teodora
Last Name : Reyes

Stakeholder Comments/Issues :

4419-8135 | As a resident of Pacoima, I am writing to express my deep concern for the detrimental impacts that the SR14A route would bring to Pacoima, Sun Valley, and other surrounding communities.

I strongly urge the authority to choose an alternate route from Palmdale to Burbank that will not bisect the working class communities of color in Sun Valley and Pacoima. These communities have long been redlined and segregated due to transportation projects that do not take into consideration the health and quality of life of local residents, and this project is no different.

4419-8136 | The SR14A as a preferred router is a clear environmental injustice, as there are no current plans to bisect more white and affluent communities, while this route specifically runs over low income communities of color.

This project will negatively impact residents during construction and operation. The highspeed rail will displace and destroy homes and businesses. This project will significantly increase noise pollution for surrounding communities, and there are not adequate buffers zones to protect local residents from dangerous decibel levels.

Moreover, this route does not include a planned stop any where in Pacoima or Sun Valley after it resurfaces, meaning local community members will not be able to have access to use the train. There is no clear benefit for Pacoima and Sun Valley residents if this route were established, only further inequities and disruption for the local community.

Response to Submission 4419 (Teodora Reyes, Pacoima Beautiful, December 1, 2022)

4419-8135

This comment is a duplicate of Submission PB-4427. See response to Submission PB-4427. Specifically, please refer to Response to Comment #8104.

4419-8136

This comment is a duplicate of Submission PB-4427. See response to Submission PB-4427. Specifically, please refer to Response to Comment #8105.

Submission 4421 (Mayra Valadez, San Fernando Valley Young Democrats, December 1, 2022)

Palmdale - Burbank - RECORD #4421 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Mayra
Last Name : Valadez

Stakeholder Comments/Issues :

- 4421-8120 | As a resident of North Hollywood and who grew up in Pacoima on Telfair and Osborne, I am writing to express my deep concern for the detrimental impacts that the SR14A route would bring to Pacoima, Sun Valley, and other surrounding communities. I strongly urge the authority to choose an alternate route from Palmdale to Burbank that will not bisect the working-class communities of color in Sun Valley and Pacoima. These communities have long been redlined and segregated due to transportation projects that do not take into consideration the health and quality of life of local residents, and this project is no different.
- 4421-8121 | The SR14A as a preferred router is a clear environmental injustice, as there are no current plans to bisect more white and affluent communities, while this route specifically runs over low income communities of color. This project will negatively impact residents during construction and operation. The highspeed rail will displace and destroy homes and businesses. This project will significantly increase noise pollution for surrounding communities, and there are not adequate buffers zones to protect local residents from dangerous decibel levels. Moreover, this route does not include a planned stop any where in Pacoima or Sun Valley after it resurfaces, meaning local community members will not be able to have access to use the train. There is no clear benefit for Pacoima and Sun Valley residents if this route were established, only further inequities and disruption for the local community. I write with hope for a more equitable California, and a brighter future for my future family, who will grow up in the San Fernando Valley.

Response to Submission 4421 (Mayra Valadez, San Fernando Valley Young Democrats, December 1, 2022)

4421-8120

This comment is a duplicate of Submission PB-4427. See response to Submission PB-4427. Specifically, please refer to Response to Comment #8104.

4421-8121

This comment is a duplicate of Submission PB-4427. See response to Submission PB-4427. Specifically, please refer to Response to Comment #8105.

Submission 4422 (Joy Ryan, December 1, 2022)

Palmdale - Burbank - RECORD #4422 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Joy
Last Name : Ryan

Stakeholder Comments/Issues :

4422-9932

I am strongly opposed to the California High-Speed Rail Authority, Palmdale to Burbank Project.

As someone who grew up on horse property in the rural community of Lake View Terrace, the thought of a high-speed rail system through this ranch community is unimaginable. My family has owned its residential horse property in Lake View Terrace for almost 50 years. The area is a large equestrian community and is one of the few remaining residential areas in the City of Los Angeles that has private homes zoned for horse-keeping. My Mom always said it was one of the last frontiers of the San Fernando Valley.

In the 50 years since we first moved to Lake View Terrace, the open space has not changed much, it is still a beautiful rural area full of nature. The Tujunga Wash is the backdrop for many of the horse properties including our property. The Tujunga Wash is full of natural beauty with Yucca plants, and vegetation, and water running through the wash, when there is enough rain. It is a beautiful landscape.

There are horse riding trails that run everywhere through the entire community of Lake View Terrace and through the Tujunga Wash. The horse riding trails extend from Lake View Terrace through the Hansen Dam Recreation Area, and then across to the Stonehurst horse community. There are also all the riding trails throughout the Tujunga Wash itself, with the natural landscape of the wash. Additionally, there are the riding trails up throughout the hills above Lake View Terrace.

Building a high-speed rail system through or even near Lake View Terrace, the Tujunga Wash, and through the hillsides and the surrounding communities would ruin and destroy the large wide open rural area and the beautiful natural landscape.

It would ruin and destroy the peaceful, idyllic life in the community of horse properties.

It would ruin and destroy the hillsides above and surrounding Lake View Terrace and the natural vegetation.

Lake View Terrace, the Tujunga Wash, the Hansen Dam Recreation Area and Hansen Dam Lake, and the Stonehurst community are large open spaces of land that need to be left that way. There are very few large open rural spaces of land with such a natural beautiful landscape left in the City of Los Angeles, let alone in the San Fernando Valley and these communities should not be ruined and destroyed by a high-speed rail system.

Thank you for considering my comments.

Sincerely,
Joy Ryan

Response to Submission 4422 (Joy Ryan, December 1, 2022)

4422-9932

Refer to Standard Response PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash, PB-Response-PR-2: Impacts on Big Tujunga Wash – Recreational Uses, Equestrian Use.

The commenter is concerned about impacts to existing conditions and land use at Big Tujunga wash. The Authority's Preferred Alternative is SR14A, which would avoid crossing Big Tujunga Wash in the area of concern noted by the commenter. The effects indicated in the comment and described in the EIR/EIS could occur with the E2/E2A Build Alternatives only. For responses to concerns raised in the comment about Big Tujunga wash, refer to PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash and PB-Response-PR-2: Impacts on Big Tujunga Wash –Recreational Uses, Equestrian Use.

Submission 4423 (Bolena Vasquez, December 1, 2022)

Palmdale - Burbank - RECORD #4423 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Bolena
Last Name : Vasquez

Stakeholder Comments/Issues :

4421-8943 | Como residente de pacoima, le escribo para expresar mi profunda preocupaci#243;n por los impactos perjudiciales que la ruta SR14A traer#237;a a Pacoima, Sun Valley y otras comunidades circundantes. Insto encarecidamente a la autoridad a elegir una ruta alternativa de Palmdale a Burbank que no divida a las comunidades de color de clase trabajadora en Sun Valley y Pacoima. Este proyecto tendr#225; un impacto negativo en los residentes durante la construccion y operacion. El tren de alta velocidad desplazar#225; y destruir#225; hogares y negocios. Este proyecto aumentar#225; significativamente la contaminacion ac#250;stica para las comunidades circundantes, y no hay zonas de amortiguamiento adecuadas para proteger a los residentes locales de los niveles peligrosos de decibelios. Adem#225;s, esta ruta no incluye una parada planificada en ning#250;n lugar de Pacoima o Sun Valley despu#233;s de que vuelva a surgir, lo que significa que los miembros de la comunidad local no podr#225;n tener acceso para usar el tren. No hay un beneficio claro para los residentes de Pacoima y Sun Valley si se estableciera esta ruta, solo m#225;s desigualdades y trastornos para la comunidad local. Estas comunidades han sido marginadas y segregadas durante mucho tiempo debido a proyectos de transporte que no tienen en cuenta la salud y la calidad de vida de los residentes locales, y este proyecto no es diferente. La SR14A como ruta preferida es una clara injusticia ambiental, ya que no hay planes actuales para dividir a m#225;s comunidades blancas y pr#243;speras, mientras que esta ruta se extiende espec#237;ficamente sobre comunidades de color de bajos ingresos.

4421-8944 |

Response to Submission 4423 (Bolena Vasquez, December 1, 2022)

4423-8943

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

The commenter expressed concerns regarding potential impacts to minority communities in the areas of Pacoima, Sun Valley, and other surrounding communities that would be affected by the SR14A Build Alternative. The commenter expresses concern about environmental justice (EJ) effects for residents and communities in the San Fernando Valley from the project, and the potential for effects on residences from the project tunnel alignment. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, for further discussion of the alternative development process for the Palmdale to Burbank Project Section.

Please refer to Impact SOCIO#2 in Section 3.12, Socioeconomics and Communities, of this Final EIR/EIS, for a discussion on the potential for each of the Build Alternatives to result in disruption to community cohesion or division of established communities. Two of the SR14A Build Alternative (Preferred Alternative) adit options would be just south of the Pacoima Dam within sight of the Los Angeles neighborhood of Sylmar (see Figure 3.12-7 in Section 3.12, Socioeconomics and Communities, of this Final EIR/EIS). Additionally, construction of the SR14A Build Alternative would require at-grade alignment and ancillary facilities to be located within the Los Angeles neighborhoods of Pacoima and Sun Valley (see Figure 3.12-8). These adits would not displace residents and would not divide established communities. Either window option SR14-W1 or SR14-W2 would be either directly north or directly south of the I 210/SR 118 intersection. These window options would cause some business displacements but no residential displacements. Because window options SR14-W1 and SR14-W2 would be adjacent to two major freeways that already divide existing residential communities, windows would not create a new division to an existing community. Near Branford Street, in the Pacoima neighborhood (see Figure 3.12-8), displacement of existing structures would create a new division of an existing community by diminishing the number of sightlines and paths of travel in the area, isolating heavy industrial land uses that were previously a short walk away. From Montague Street into Burbank, the SR14A Build Alternative would be within the San Fernando Boulevard/MetroLink corridor, requiring the displacement of businesses and one residence along this corridor. However, because the San Fernando Boulevard/MetroLink corridor already divides the existing residential

4423-8943

neighborhoods along the corridor, the project section construction would be limited to widening this existing barrier, which would not create a new division. Where new physical and visual barriers would occur within existing communities, access between properties and the local road networks would be maintained. The project would provide adequate roadway overcrossings and undercrossings to facilitate pedestrian, bicycle, and vehicular circulation. However, new physical and visual barriers created by the project within existing communities represents a significant impact; implementation of SO-MM#2 (discussed in Section 3.12.7, in Section 3.12, Socioeconomics and Communities, of this Final EIR/EIS) will require the Authority to conduct special outreach to affected residential neighborhood and community residents, community organizations, and local officials, as well as require the Authority's evaluation of the community's modified access, in order to enable the Authority to maintain community cohesion and avoid physical deterioration.

As described in Section 5.8.2, in Chapter 5, Environmental Justice of this Final EIR/EIS, EJ populations are prevalent in Los Angeles County. As such, any possible alignment between Palmdale and Burbank would likely encounter EJ populations. Although the Build Alternatives for the Palmdale to Burbank Project Section were designed to avoid EJ populations where reasonably possible, avoiding them entirely was not feasible. For the Palmdale to Burbank Project Section, the Authority prepared a Preliminary Alternatives Analysis (PAA) Report in 2010. This was followed by Supplemental Alternatives Analysis (SAA) Reports in 2011, 2012, 2014, and 2016. Prior to 2016, the alternatives focused on alignments that followed the SR14 freeway from Palmdale to Santa Clarita and then followed the existing MetroLink corridor from Sylmar to Burbank (see Chapter 2, Alternatives, for a detailed discussion of alternatives previously considered). The 2016 SAA Report introduced the Refined SR14 alternative into the project. The Refined SR14 alternative was developed to be less impactful to EJ communities than the previously developed SR14 alternatives. Specifically, the Refined SR14 Build Alternative avoided impacts to the City of San Fernando and had reduced impacts to the communities of Sylmar and Pacoima. As documented in the 2016 SAA, the Refined SR14 Build Alternative reduced residential impacts by 8 multi-family homes and 32 single-family homes. Business displacements were reduced by 125 commercial parcels and 85 industrial parcels. The number of residential properties within 2500 feet of the HSR centerline was reduced by more than 7000. Following a presentation of the

Response to Submission 4423 (Bolena Vasquez, December 1, 2022) - Continued

4423-8943

2016 SAA to the Authority's Board in April 2016, the Refined SR14 Build Alternative was carried forward and the previous SR 14 alternatives were dropped from consideration. The primary reason for these changes was to reduce impacts to EJ communities. As presented in the 2016 SAA Report the Refined SR14 Build Alternative, as well as the E1 alternative that is identical to the Refined SR14 Build Alternative in the San Fernando Valley, entered the Metrolink corridor in the vicinity of Sheldon Street. At that time the Refined SR14 Build Alternative included a viaduct structure to carry the project up and over the Metrolink tracks so that the HSR line could enter the Metrolink corridor on the southwest side. As the design was further developed in 2017 and 2018, and public meetings were held in 2018, significant input was received from the community and elected officials opposing the viaduct that would carry HSR over Metrolink near Sheldon Street. The primary concerns were noise and visual impacts of having the train elevated close to residential neighborhoods. As a result, the design was modified in 2018 to bring HSR into the Metrolink corridor on the northeast side (avoiding the need for HSR to cross over Metrolink) and keeping the project at ground level through Sun Valley. This design refinement was incorporated into the design of the Refined SR14 and E1 Build Alternatives when the Palmdale to Burbank Project Section was presented to the Authority's Board at the November 2018 Board meeting. At that meeting the Board adopted the Refined SR14 Build Alternative as the State's Preferred Alternative. While the Board subsequently adopted the SR14A Build Alternative as the State's Preferred Alternative in 2020, it should be noted that the SR14A Build Alternative is identical to the Refined SR14 Build Alternative in the Sun Valley area.

As evaluated and described in Section 5.8.3 of 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 level of service (LOS) of the regional roadway system and reduce the overall VMT compared with existing conditions and compared to the No Project Alternative. Because this benefit would be statewide, both EJ and non-EJ populations, including those residing in communities in the San Fernando Valley, would experience this net benefit. Reductions in VMT would

4423-8943

have the added benefit of reducing 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. Both EJ and non-EJ populations, including those residing in communities in the San Fernando Valley, would experience this regional benefit. 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 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 both EJ and non-EJ travelers in the project study area, including travelers in the San Fernando Valley.

Response to Submission 4423 (Bolena Vasquez, December 1, 2022) - Continued

4423-8944

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-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-5: Impacts of Spoils Hauling (Noise), PB-Response-N&V-6: Construction Noise/Truck Impacts.

The commenter is concerned about noise effects and environmental justice (EJ) effects from the SR14A Build Alternative on the communities of Pacoima and Sun Valley.

The Authority has updated existing measures and developed additional measures to respond to concerns from 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. Through coordination with the EJ Ombudsman/Liaison in the new EJ-IAMF#1, and with the updated NV-IAMF#1, the noise and vibration technical memorandum (prepared by the construction contractor to document how FTA and FRA guidelines will be employed to minimize construction noise effects) will now be reviewed by affected EJ communities in order to provide feedback prior to Authority approval. Updated Mitigation Measure N&V-MM#1 will also require the noise-monitoring program to include measures specifically implemented in adversely affected EJ communities, and for the noise-monitoring program to be reviewed by affected EJ communities in order to provide feedback prior to Authority approval.

As evaluated and described in Impact SOCIO#2, in Section 3.12, Socioeconomics and Communities, of the Final EIR/EIS, at-grade facilities would be built within the western portion of Boulders at the Lake Mobile Home Park, an EJ community south of East Avenue S and east of Sierra Highway (see Figure 3.12-2). Construction in this area would require the acquisition of 23 residential properties (out of approximately 200 total residential units) and would present a new physical and visual barrier between the Boulders at the Lake Mobile Home Park to the east and the single-family homes to the west. However, since at-grade facilities would be built only within the western portion, the project would not present a new physical and visual barrier within the existing community. Additionally, access between the remaining homes and the regional road network would be preserved via East Avenue S, which would be modified as an overcrossing over the SR14A Build Alternative alignment. For each Build Alternative,

4423-8944

where new physical and visual barriers would occur within existing communities, access between properties and the local road networks would be maintained, and the Build Alternative alignments would be grade-separated, providing adequate roadway overcrossings and undercrossings to facilitate pedestrian, bicycle, and vehicular circulation.

Section 5.7.2.8, in Chapter 5, Environmental Justice, of the Final EIR/EIS, evaluates whether the Build Alternative would result in disproportionately high and adverse residential or business displacement impacts on EJ communities. However, as discussed in Section 5.9.2, in Chapter 5, Environmental Justice, of the Final EIR/EIS, after the implementation of IAMFs, the Authority has concluded that business displacement effects would remain disproportionately high and adverse within the Los Angeles neighborhoods of Pacoima and Sun Valley; given the number of businesses in Pacoima and Sun Valley that would have to relocate outside of their current communities. Table 2-28 presents the finding that disproportionately high and adverse displacement effects remain for business displacement. SOCIO-IAMF#3 will be incorporated into the project design, requiring the Authority to develop a relocation mitigation plan to minimize economic disruption related to relocation. New EJ-IAMF#4 will require the construction contractor's EJ liaison to coordinate with the EJ relocation ombudsman on the relocation mitigation plan on a monthly basis to address any relocation inquiries presented by EJ communities (as identified in Appendix 2.0-E, Impact Avoidance and Minimization Features) in order to minimize residential and business displacement impacts on EJ communities.

As evaluated and described in Section 5.8.3 of 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 VMT would help maintain or potentially improve the operating conditions of regional roadways. This reduction in future vehicle trips would improve the level of service (LOS) of the regional roadway system and reduce the overall VMT compared with existing conditions and compared to the No Project Alternative. Because this benefit would be statewide, both EJ and non-EJ populations, including those residing in communities in the Pacoima and Sun Valley

Response to Submission 4423 (Bolena Vasquez, December 1, 2022) - Continued

4423-8944

neighborhoods, would experience this net benefit.

Reductions in VMT would have the added benefit of reducing 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. Both EJ and non-EJ populations, including those residing in communities in the Pacoima and Sun Valley neighborhoods, would experience this regional benefit. 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 automatic train control (ATC) systems and would reduce growth in air and surface traffic. The reduction in air traffic and surface traffic congestion as a result of the California HSR System would in turn decrease the occurrence of air, vehicular, pedestrian, and cycling accidents. Design of the system also would prevent conflicts between HSR trains and other vehicles, pedestrians, and bicyclists. Overall, the California HSR System would provide a safety benefit for both EJ and non-EJ travelers in the project study area, including travelers in the Pacoima and Sun Valley neighborhoods.

While there would be no HSR station site in the San Fernando Valley, the Metrolink Antelope Valley line provides transit service connections between Sylmar/San Fernando, Sun Valley, and the Burbank Airport, allowing residents in these EJ communities to utilize transit services to access the HSR Burbank Airport Station. On a local level, the Burbank Airport Station would revitalize and bring economic benefits to the Burbank subsection, which includes both EJ and non-EJ communities (depicted in Figure 5-3, in Chapter 5, Environmental Justice, of the Draft EIR/EIS). Growth associated with the Burbank Airport Station would accelerate the implementation of local development plans in Burbank and provide an opportunity to achieve transit-oriented development (TOD) planning goals. EJ census block groups directly to the north and west of the Burbank Airport Station would also experience this economic benefit. These

4423-8944

benefits would be experienced in the Sun Valley community, specifically census block groups 60371222002, 60371021051, and 60371021052. The Authority acknowledges and thanks the commenter for expressing these concerns regarding the project. As discussed in Chapter 2, Alternatives, of this Final EIR/EIS, a major reason for tunneling throughout the project corridor was to reduce impacts to existing communities. Section 5.4.2 and Section 5.8, in Chapter 5, Environmental Justice, of this Final EIR/EIS, includes those IAMFs and mitigation measures that will be applied to the project to mitigate, minimize and/or avoid impacts, including impacts to populations that are low-income, minority, or otherwise, based on the extent of the project effects.

Additionally, during November 2023, December 2023 and January 2024, 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 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 these 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. 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. The Authority has also developed offsetting mitigation measures (OMM)

Response to Submission 4423 (Bolena Vasquez, December 1, 2022) - Continued

4423-8944

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).

Submission 4425 (Jade Fish, December 1, 2022)

Palmdale - Burbank - RECORD #4425 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Jade
Last Name : Fish

Stakeholder Comments/Issues :

4425-8106

Hello please use the rail tracks already in place. And squire approval from neighborhood councils first. We will not allow you to proceed with your planned route if it displaces and polluted our home. Also why is there no stop in our area? That doesn't help our small businesses

Response to Submission 4425 (Jade Fish, December 1, 2022)

4425-8106

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-AQ-1: Construction-Period Emissions, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter requests that the project use existing rail lines and receive approval from neighborhood councils prior to construction. The commenter also raises concerns about displacements of homes and construction pollution as well as questions why there is not a station in their community. To address the issues raised, please see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses alternative alignments that were considered but not carried forward, including options that utilized the existing Metrolink corridor. Also, please refer to PB-Response-AQ-1: Construction-Period Emissions and PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, which discusses air quality impacts during construction and house displacements, respectively. As described in Chapter 2 of the Draft EIR/EIS, the Authority, as a State agency, 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.

Submission 4426 (Jade Fish, December 1, 2022)

Palmdale - Burbank - RECORD #4426 DETAIL

Status : Ready for Delimiting
Record Date : 12/1/2022
Interest As : Individual
First Name : Jade
Last Name : Fish

Stakeholder Comments/Issues :

4426-8805

Hello please use the rail tracks already in place. And squire approval from neighborhood councils first. We will not allow you to proceed with your planned route if it displaces and polluted our home. Also why is there no stop in our area? That doesn't help our small businesses

Response to Submission 4426 (Jade Fish, December 1, 2022)

4426-8805

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter requests the HSR Palmdale to Burbank Segment Project Section utilize existing rail tracks and questions why there is no stop in their area. The commenter also requests that the project obtain approval from neighborhood councils. While the comment does not contain the commenter's location, so no specific response can be provided, Standard Response PB-Response-Alt-1: Alternatives Selection and Evaluation Process contains a detailed discussion of how project alignments and stop locations were developed and selected. Regarding the use of existing rail lines, as discussed in this Standard Response and in Chapter 2 of the EIR/EIS, many alternatives were evaluated including alternatives that followed the MetroLink/UP railroad right of way. The Standard Response and Chapter 2 explain why these alternatives were evaluated but ultimately rejected from further study. As noted in EIR/EIS Section 3.13.3, Consistency with Plans and Laws, 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. Thus, although the Authority does not need to obtain approval from neighborhood councils, it does consider local land use and zoning in design and construction.

Submission 4427 (Jennifer Sanchez, December 1, 2022)

Palmdale - Burbank - RECORD #4427 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Jennifer
Last Name : Sanchez

Stakeholder Comments/Issues :

- 4427-8104 | As a resident of Arleta I am writing to express my deep concern for the detrimental impacts that the SR14A route would bring to Pacoima, Sun Valley, and other surrounding communities.
I strongly urge the authority to choose an alternate route from Palmdale to Burbank that will not bisect the working class communities of color in Sun Valley and Pacoima. These communities have long been redlined and segregated due to transportation projects that do not take into consideration the health and quality of life of local residents, and this project is no different.

- 4427-8105 | The SR14A as a preferred router is a clear environmental injustice, as there are no current plans to bisect more white and affluent communities, while this route specifically runs over low income communities of color. This project will negatively impact residents during construction and operation. The highspeed rail will displace and destroy homes and businesses. This project will significantly increase noise pollution for surrounding communities, and there are not adequate buffers zones to protect local residents from dangerous decibel levels.
Moreover, this route does not include a planned stop any where in Pacoima or Sun Valley after it resurfaces, meaning local community members will not be able to have access to use the train. There is no clear benefit for Pacoima and Sun Valley residents if this route were established, only further inequities and disruption for the local community.

Response to Submission 4427 (Jennifer Sanchez, December 1, 2022)

4427-8104

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the SR14A Build Alternative because of impacts to Pacoima, Sun Valley, and surrounding communities. The commenter's opposition is acknowledged. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. For informational purposes and context, PB-Response-ALT-1: Alternatives Selection and Evaluation Process, subsection, Alternatives Considered and Rejected in the Palmdale to Burbank Project Section Supplemental Alternatives Analysis Report (2016 SAA Report), discusses environmental justice considerations in selecting the Preferred Alternative. As described in Section 5.8.2, in Chapter 5, Environmental Justice of this Final EIR/EIS, EJ populations are prevalent in Los Angeles County. As such, any possible alignment between Palmdale and Burbank would likely encounter EJ populations. Although the Build Alternatives for the Palmdale to Burbank Project Section were designed to avoid EJ populations where reasonably possible, avoiding them entirely was not feasible. As described in Section 5.5 and depicted in Figures 5-4 through 5-6, in Chapter 5, Environmental Justice, of the Final EIR/EIS, the SR14A Build Alternative (Preferred Alternative) alignment would traverse the following EJ communities the Boulders at the Lake Mobile Home Park south of Palmdale, the Agua Dulce area, San Fernando Valley area (including the Sylmar, Pacoima, and Sun Valley neighborhoods), and in Burbank in proximity to the Hollywood Burbank Airport. For the Palmdale to Burbank Project Section, the Authority prepared a Preliminary Alternatives Analysis (PAA) Report in 2010. This was followed by Supplemental Alternatives Analysis (SAA) Reports in 2011, 2012, 2014, and 2016. Prior to 2016, the alternatives focused on alignments that followed the SR14 freeway from Palmdale to Santa Clarita and then followed the existing Metrolink corridor from Sylmar to Burbank (see Chapter 2, Alternatives, of the Final EIR/EIS for a detailed discussion of alternatives previously considered). The 2010 PAA Report considered potential stations at Hollywood Way, Sunland Boulevard, and Sylmar North; however, these station options were eliminated from further consideration based on location and proximity to other stations, constructability issues and costs, and environmental impacts compared to the station alternatives carried forward. A potential station in Santa Clarita was also eliminated from further consideration based on comparatively higher residential displacements (although Santa Clarita is not an identified EJ community). The 2016

4427-8104

SAA Report introduced the Refined SR14 Build Alternative. The Refined SR14 Build Alternative was developed to be less impactful to EJ communities than the previously developed SR14 alternatives. Specifically, the Refined SR14 Build Alternative avoided impacts to the identified EJ communities within the City of San Fernando and had reduced impacts to the identified EJ communities within Sylmar and Pacoima. As documented in the 2016 SAA, the Refined SR14 Build Alternative reduced total residential impacts by 8 multi-family homes and 32 single-family homes. Total business displacements were reduced by 125 commercial parcels and 85 industrial parcels. The number of residential properties within 2500 feet of the HSR centerline was reduced by more than 7,000. Following a presentation of the 2016 SAA to the Authority's Board of Directors in April 2016, the Refined SR14 Build Alternative was carried forward and the previous SR14 alternatives were dropped from consideration. As stated above, the primary reason for these changes was to reduce impacts to EJ communities. As presented in the 2016 SAA Report, the Refined SR14 Build Alternative, as well as the E1 Build Alternative (which is identical to the Refined SR14 Build Alternative in the San Fernando Valley), entered the Metrolink corridor in the vicinity of Sheldon Street. At that time the Refined SR14 Build Alternative included a viaduct structure to carry the project up and over the Metrolink tracks so that the HSR line could enter the Metrolink corridor on the southwest side. As the design was further developed in 2017 and 2018, and public meetings were held in 2018, significant input was received from the community and elected officials opposing the viaduct. The primary concerns were noise and visual impacts of having the train elevated in close proximity to residential neighborhoods. As a result, the design was modified in 2018 to bring HSR into the Metrolink corridor on the northeast side (avoiding the need for HSR to cross over Metrolink) and keeping the project at ground level through Sun Valley. This design refinement was incorporated into the design of the Refined SR14 and E1 Build Alternatives when the Palmdale to Burbank Project Section was presented to the Authority's Board of Directors at its November 2018 meeting. At that meeting, the Board adopted the Refined SR14 Build Alternative as the State's Preferred Alternative. While the Board subsequently adopted the SR14A Build Alternative as the State's Preferred Alternative in 2020, it should be noted that the SR14A Build Alternative is identical to the Refined SR14 Build Alternative in the San Fernando Valley. 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

Response to Submission 4427 (Jennifer Sanchez, December 1, 2022) - Continued

4427-8104

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 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

4427-8104

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 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.

Response to Submission 4427 (Jennifer Sanchez, December 1, 2022) - Continued

4427-8105

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter expresses opposition to the SR14A Build Alternative because of impacts to Pacoima, Sun Valley, and surrounding communities. The commenter's opposition is acknowledged. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter expresses opposition to the SR14A Build Alternative because of impacts to Environmental Justice communities, such as displacement of homes and businesses, noise pollution, and lack of a station in Pacoima and the Sun Valley Area, which gives no train access to residents in these communities. Please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, for concerns regarding displacement of homes and businesses. Additionally, refer to PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for concerns regarding noise impacts. Regarding environmental justice impacts, the selection of the Preferred Alternatives, and subsequent developments since release of the Draft EIR/EIS, please refer to Response to Comment 8104.

Submission 4428 (Kent Strumpell, December 1, 2022)

Palmdale - Burbank - RECORD #4428 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : Kent
Last Name : Strumpell

Stakeholder Comments/Issues :

4428-8101 | Our family has owned a home on 40 acres in Arrastre Canyon near Acton since 1959, 28900 Arrastre Canyon Road, APN 3209-022-011. We sold 286 acres of adjacent property that we previously owned to The Nature Conservancy with the express desire that it would remain undeveloped and serve as a vibrant natural wildlife habitat in perpetuity. We consider the proposed HSR alignments that would tunnel in this area to be the worst choice of the alignment options described.

4428-8102 | The central feature of the canyon is Arrastre Creek, a year-round riparian corridor that nearby wildlife depend on and which they access via lands that would be heavily impacted by the HSR construction. The boring and associated supply operations would necessitate an industrial-scale operation with intense truck traffic never seen in this natural setting before and which could go on for years, seriously impacting wildlife behavior. In addition, we are concerned about the impact that the boring operation would have on subsurface water, Arrastre Creek's water flow and the water well we depend on.

4428-8103 | The alignment options that utilize the existing SR14 corridor appear to be a superior choice. The freeway infrastructure already exists and its noise and visual impacts have long been tolerated by the surrounding community. Locating a rail line along this existing facility would contribute an insignificant additional impact in my estimation. In addition, the freeway itself and nearby roads provides a established supply corridors for project construction materials, unlike the tunnel construction project that would be sited on land owned by The Nature Conservancy that functions as habitat for countless species.

I strongly disapprove of tunneling operations in Arrastre Canyon and urge that the CA HSRA select the alignment in the SR14 corridor. Thank you.

Response to Submission 4428 (Kent Strumpell, December 1, 2022)

4428-8101

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter expresses opposition to the tunneling proposed by the E2A Build Alternative because of concerns related to wildlife habitat at Arrastre Canyon. The commenter's opposition to the E2A Build Alternative is acknowledged.

Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Site(s), along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. As a matter of clarification, the Preferred Alternative does not traverse through Arrastre Canyon. Please refer to standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife for concerns over impacts to wildlife. 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.

4428-8102

Refer to Standard Response PB-Response-BIO-3: Wildlife Movement Corridors, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter notes Arrastre Creek is a year-round riparian corridor on which local wildlife depends. The commenter expresses concern for wildlife to access the creek because of the disruption from truck traffic related to construction and the duration of construction-related traffic. The commenter further expresses concern for the impact of tunnel boring on subsurface water and well water. The Authority acknowledges the comment and understands the importance of Arrastre Creek as a movement corridor and the general sensitivity of the geographical region crossed by the project. The Draft EIR/EIS provides a detailed impact analysis that provides an understanding of how the project impacts the wildlife movement and local communities and provides mitigation measures to avoid or minimize the impacts to a less than significant level. Please see the following standard responses which address these topics: PB-Response-BIO-3: Wildlife Movement Corridors, and PB-Response-HYD-3: Impacts of Tunnels on Wells.

In addition, Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells.

Finally, the effects of concern raised in the comment are associated with the E1/E1A and E2/E2A alternatives. The Authority's preferred alternative (SR14A) avoids the Arrastre Canyon area.

Response to Submission 4428 (Kent Strumpell, December 1, 2022) - Continued

4428-8103

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

The commenter expresses opposition for the SR14A Build Alternative and support for the Refined SR14 corridor Build Alternative, stating the Alternative would have insignificant impacts because it follows an already established corridor. The commenter's preferences are acknowledged. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Site(s), along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process for discussion on how the Build Alternatives were evaluated and selected for consideration. 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.

Submission 4429 (DBL NDRSKR, December 1, 2022)

Palmdale - Burbank - RECORD #4429 DETAIL

Status : Action Pending
Record Date : 12/1/2022
Interest As : Individual
First Name : DBL
Last Name : NDRSKR

Stakeholder Comments/Issues :

4429-8100 | choose alignment B2, the SR14 alignment just makes it longer and doesn't have any less tunneling, B2 is the shortest and fastest, the end goal is to connect la and san francisco at maximum speeds. deep tunneling shouldn't be so much more expensive than shallow tunneling that it would cost more but i'm not 100% sure

Response to Submission 4429 (DBL NDRSKR, December 1, 2022)

4429-8100

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

The commenter expresses a preference for Build Alternative E2, stating that it is the shortest and fastest route. The commenter's preference for the E2 Build Alternative is acknowledged.

Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Site(s), along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Please refer to PB-Response-ALT-1: Alternatives Selection and Evaluation Process for discussion on how the Build Alternatives were evaluated and selected for consideration. 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.

Submission 4430 (VICTORIA L. SMITH, VICTTORIAN ASSOCIATES, December 2, 2022)

Palmdale - Burbank - RECORD #4430 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : VICTORIA L.
Last Name : SMITH

Stakeholder Comments/Issues :

4430-8098

I am a Real Estate Broker and homeowner in Mountain Glen II gated community with 317 homes, 13167 Mesa Verde Way, 1850 to 3606 s.f. built in 2002-2003, and primarily 4-5 bedroom homes. I am opposed to tunneling and Route E1-E1A and ask you to consider SR14, SR14A without tunneling under our HOMES. Within our community, at 13026 Angeles Trail, which is a large Convent with 2nd home with large parcel of land occupied by many sisters of Poor Claire Missionary Sisters Order of Catholic Church, and owned by the Archdiocese of Los Angeles. In addition, we have Mountain Glen 1 gated community on the North side of our community with 150 homes, primarily 2500 - 3300 s.f. approximately.

Years ago, HSR did their last meeting I know of at a Church in Lakeview Terrace (part of Sylmar), and I wrote a detailed comment. I raised my hand thru-out that meeting, and no one called on me to speak. I went on the stage and handed that comment form into the host, and he refused to talk with me. In turn, I reported this to our Assembly Member, Luz Rivas. This entire time, our homes were not illustrated on your maps. I wanted to inform you of that fact, and avoid the tunnels thru our homes.

4430-8099

We are shocked, full of anxiety to see that you are back in 2022 to complete the HSR. We understood Route E1-E1A has been in the plan to go straight thru underground all of the properties mentioned above - 2 private HOA gated communities. We have maintained the interior and exterior streets in our community. The current market value of my home is \$1,236,858 - 3606 S.F at \$343 per s.f. We ask you to choose the alternate Route SR14-SR14A and avoid tunneling in Sylmar. Be aware that this community plan is the work of a program of the Federal Gov't in coalition with KB Homes & called "AFFORDABLE HOUSING" for the contractor.

Our reasons for choosing Route SR14, SR14A are the same as specified in your Public Notice Draft Environmental Report; and that is, every single Anticipated Impact ie., Construction and Operation Impacts (Page 2 & 3) will apply, IF E1,E2A were chosen, as long as you don't tunnel under our 3 locations described above. Please help us to avoid the 'construction and operation' problems mentioned above & in the Impact Report.

Vicki L. Smith, Broker/Realtor
 Victorian Associates
 CA License #01034287
 818-833-4530 for Phone Calls
 818-515-8065 for Texts & Voicemails

Response to Submission 4430 (VICTORIA L. SMITH, VICTTORIAN ASSOCIATES, December 2, 2022)

4430-8098

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter expresses opposition to the proposed tunneling for the E1 and E1A Build Alternatives that would traverse the Mountain Glen II community, and requests that the Authority consider the Refined SR14 or SR14A Build Alternative without the proposed tunneling under the Mountain Glen Community. The commenter also states that they were refused a speaking opportunity at a public meeting in Lakeview Terrace, but were able to hand in a comment form. The commenter's concern is acknowledged. The Authority is responding to all written comments prior to project approval.

To respond to the issues raised in the written comment, please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for a discussion of potential impacts associated with tunneling beneath homes. Refer also to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses how the Build Alternatives were evaluated and selected for consideration. 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.

4430-8099

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to E1/E1A Build Alternatives because of concern that direct tunneling under their property will lower their property value. The commenter supports the SR14/SR14A Build Alternatives because the alternatives do not propose tunneling directly under their properties. The commenter's preferences are acknowledged.

Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Site(s), along with the impact analysis presented in this Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process for a discussion of how alternatives were evaluated, and to Standard Response PB-Response-SOCIO-2: Property Values for a discussion of impacts to property values. 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 4431 (Gloria Cunanan, December 2, 2022)

Palmdale - Burbank - RECORD #4431 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Gloria
Last Name : Cunanan

Stakeholder Comments/Issues :

4431-8097

My sister and I own this house. We are both single and no kid. We spent all our savings to afford this house. We plan to stay here until death. But, the proposed rail will impact our lives here in our community. We chose this place because of its quietness. Now, this project is making us anxious and nervous. Please find other ways to avoid impacting our Mountain Glen community.
Praying hard for you to change your mind.
Sincerely,

Gloria and Hilda Cunanan

Response to Submission 4431 (Gloria Cunanan, December 2, 2022)

4431-8097

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

The commenter expresses concern related to potential impacts on the Mountain Glen community and their home and requests that the Authority choose a route that does not traverse the Mountain Gen II Community.

The commenter does not raise any specific issues regarding the impacts associated with the Palmdale to Burbank HSR project. Impacts associated with the HSR project are discussed throughout the EIR/EIS. Refer to PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses the development, selection, and evaluation process of alternative alignments. 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 4432 (Dale Stedman, December 2, 2022)

Palmdale - Burbank - RECORD #4432 DETAIL 4432-9025

Status : Action Pending
 Record Date : 12/2/2022
 Interest As : Individual
 First Name : Dale
 Last Name : stedman

Stakeholder Comments/Issues :

-----Forwarded Message-----

From: Dale stedman <enchantedranch@earthlink.net>
 Sent: Dec 1, 2022 3:05 PM
 To: <PalmdaleBurbank@hsr.ca.gov>
 Cc: <enchantedranch@earthlink.net>
 Subject: Palmdale to Burbank Project Section Draft EIR/EIS Comment

they even have a plan to truck in tens of millions of gallons of water for the oak trees in the Angeles National Forest if tunneling causes de-watering.

*****Where is all of this water going to come from?

*****How do you justify using hundreds of millions of gallons of water during the construction process while we are in an epic drought?

*****Will this increase homeowners' LADWP water rates which already are a financial burden to many of us due to the water restrictions imposed and the rate changes caused by the epic drought?

*****How will you remedy the risk of de-watering in the Angeles National Forest and spreading grounds since tunneling jeopardizes critical groundwater sources in the mountains that provide drinking water to Los Angeles and water for wildlife?

*****Since firefighters have already had to extinguish a wildfire in our Shadow Hills foothill neighborhood using mud due to the lack of available water, how can you justify using copious amounts of water for the project which would put our homes and businesses in peril due to depletion of water?

Susan and Dale Stedman
 10309 McBroom Street
 Sunland, CA 91040

4432-9026

*LIVING THROUGH CONSTRUCTION: Construction here will take AT LEAST 7 years, probably more than 10 years. Construction staging areas nearby are proposed throughout our foothill area. There will be noise, vibration, dust, and exhaust as millions of truck trips are needed to haul spoils out of bored tunnels. Traffic will increase for these millions of truck trips on our local roads and the 5/210 Freeways.

Dear CHSRA Boardmembers:

4432-9024

My husband and I have resided in Shadow Hills since 1994. We cherish the beautiful vistas, equestrian lifestyle, and the frequent encounters with wildlife that make Shadow Hills a truly unique community. These are just a few reasons why we support the NO PROJECT ALTERNATIVE for the Palmdale to Burbank section.

*****How will you mitigate noise, dust, vibrations, and exhaust pollution from millions of truck trips on our local roads and the 5/210 Freeways? How will you mitigate the noise impacts to the community, native wildlife, and horses if the E2 route is chosen instead of the preferred SR14 route?

Some of our concerns are listed below:

4432-9025

* WATER
 Tunneling jeopardizes critical ground water sources in the mountains that provide drinking water to Los Angeles. We are in another epic drought and HSR will use hundreds of millions of gallons of water: to constantly spray their construction areas to mitigate fugitive dust, to provide water for tunneling operations, and

4432-9027

*****How and where will you replace the valuable and popular Hansen Dam recreational area for our communities that will be unavailable for use during the long construction phase and destroyed if the E2 route is chosen instead of the preferred route?

Submission 4432 (Dale Stedman, December 2, 2022) - Continued

4432-9027	<p>*SURFACE IMPACTS TO THE ANGELES NATIONAL FOREST AND THROUGHOUT OUR COMMUNITIES:</p> <p>1.) Tunneling beneath the Angeles National Forest does NOT mean there are NO impacts to the Angeles National Forest. This train means there will be manmade encroachments in the Angeles National Forest where none exist now.</p> <p>2.) Adding buildings in the Angeles National Forest used to access the tunnels and provide ventilation, plus access roads and power lines. Portals (twin tunnel openings, each 30 feet in diameter, from which the train will emerge) will be at borders to the Angeles National Forest and in the Shadow Hills hillside on Wentworth for one route, E2.</p> <p>3.) Wilderness areas will be disrupted, including routes that cross the Pacific Crest Trail, Rim of the Valley Trail, San Gabriel Mountains National Monument.</p> <p>4.) Wildlife throughout the Angeles National Forest, the Hansen Dam, and throughout our area will be impacted by years of construction invading their habitat.</p>	4432-9030	<p>*****Must it also be burdened by the additional noise of the continuous echo of a high speed train exiting and entering a tunnel and crossing the Big Tujunga Wash?</p> <p>*****How will this continuous echoing noise within the walls of our foothills affect the native wildlife and equestrians who ride their horses in the Big Tujunga Wash?</p> <p>*****How can you prevent the continuous noise and vibrations from affecting the Circadian rhythms and health of community members?</p> <p>*****How can you compensate for the lack of sleep of residents particularly children who are perpetually disturbed from their sleep due to the vibrations and noise throughout the day and night?</p>
4432-9028	<p>5.) Additional fire hazards will be created due to construction and increased activity.</p>	4432-9031	<p>*****What is your plan to ease the traffic for local residents when traffic increases due to the millions of truck trips on our local roads and the 5/210 freeways during the ten years of the construction process?</p>
4432-9029	<p>*****How will you prevent the loss of habitat of our wildlife?</p> <p>*****How will you mitigate the probable deforestation?</p>	4432-9032	<p>*****How will you prevent fires in our Angeles National Forest as construction and eventual operation increases the fire danger in our area?</p> <p>*****What is the plan to evacuate Shadow Hills residents and their horses and other animals in the event of a wildfire? What is the plan to evacuate train passengers in a tunnel while a wildfire is raging outside the portals?</p>
4432-9030	<p>*****How will CHSRA mitigate the extreme noise impacts affecting the residents within 1/2 mile, the wildlife, and the horses in the nearby foothill communities?</p> <p>Our community is already impacted by the noise from the gun range, the airplane flight paths directly overhead, and the traffic from the congested 210 freeway.</p>	4432-9033	<p>*****How will CHSRA mitigate the eyesore of a High Speed Train bridge crossing the scenic Big Tujunga Wash that enters and exits tunnels on both sides of the wash?</p>
		4432-9034	<p>*SEISMICITY: Each/all routes cross the San Andreas, San Gabriel, Sierra Madre, and Verdugo Fault Zones.</p>

Submission 4432 (Dale Stedman, December 2, 2022) - Continued

4432-9034 | *****I am concerned that all the proposed routes cross the San Andreas, San Gabriel, Sierra Madre, and Verdugo Fault Zones. What is the evacuation plan in the event of earthquake for passenger trains that are trapped inside a tunnel in a mountain for 24 hours or longer?

4432-9035 | *AIR QUALITY: Construction will generate more greenhouse gases than it will recoup in 70 years of operation. CHSRA is a beneficiary of Cap & Trade funds as it claims it is a "green project," but the irony is that CHSRA will have to PURCHASE offset credits during construction as its pollution levels exceed AQMD standards.

*****What is the justification of promoting the High Speed Rail as a "green project" when its construction will generate more greenhouse gases than it will recoup in 70 years of operation?

4432-9036 | *AESTHETICS: Designated scenic corridors will be blighted with multi-acre construction staging areas to house construction equipment, concrete batch plants, and more. Portals aren't just tunnel openings; they have huge infrastructure with them, including 65' three-story buildings. One proposed route (E2) still includes a viaduct to carry the train out of the mountain and over the Big Tujunga Wash, and requires raising Wentworth Street 30 feet.

4432-9037 | *****How much noise and air pollution will the 65' three-story buildings near the portals produce?

*****How can you justify placing such high structures in areas with hillside zoning ordinances that limit the heights of buildings to no higher than two stories and fences to a maximum height of 6 feet?

*****How can you mitigate the continuous concussive sound of trains entering and exiting the tunnel portals every 7 to 10 minutes from early morning to midnight or later in residential communities where the mountainous topography magnifies and echoes the sound for miles beyond the source?

4432-9038 | *NON_ENVIRONMENTAL ISSUES: Instead of fully studying important topics (e.g. seismicity) prior to improving the project, CHSRA has placed the brunt of the study work and planning on contractors to be hired AFTER the project is approved.

The Authority employs a 15/85 design plan, which means that only 15% of the project needs to be designed before the project is approved. The total budget has ballooned from \$16.5 billion in 1996 to \$105 billion in 2022, and not a single inch of track has been laid. Permanent forfeiture of property, sales, utility users and payroll taxes that fund schools, parks, public safety, libraries, Social Security/Medicare (and more) due to loss of businesses which generate this revenue.

4432-9038 | *****Our economy is already reeling from the effects of inflation, the Covid 19 pandemic, the drought, climate change, and the higher costs of energy and food, how can you justify spending more money on a polluting project that has had more than more than a 600% increase in total cost in 26 years?

*****How can such an unethical project that has increased more than 600% and most likely will end up costing one-half trillion dollars be justified especially when it is causing permanent forfeiture of property and payroll taxes that fund our children's schools, parks, public safety, libraries, Social Security/Medicare due to loss of businesses that currently generate this revenue?

*****How will and can you ask California taxpayers to continue funding a project that will most likely exceed \$500 billion upon completion due to inflation and construction delays, especially through mountains with their seismic challenges and irregular rock formations?

Sincerely,

Susan and Dale Stedman
10309 McBroom Street
Sunland, CA 91040

Response to Submission 4432 (Dale Stedman, December 2, 2022)

4432-9024

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the No Project Alternative. The commenters support for the No Project Alternative is acknowledged. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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.

4432-9025

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, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage.

The commenter is concerned with tunnel construction affecting groundwater that provides water to Los Angeles; the amount of water needed for construction and where it will come from; impacts on water rates; impacts on spreading grounds due to dewatering, including impacts on drinking water for wildlife; and impacts on water sources used to fight wildfires.

Please refer to standard response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest, which identifies how the Authority would avoid and minimize impacts on groundwater due to tunneling.

Regarding the commenter's concern about impacts to drinking water for wildlife, Standard Response PB-Response-HYD-3 also discusses mitigation for potential impacts to riparian habitat, springs, and streams.

Regarding the comment about water usage for the project, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which discusses the amount and sources of water needed for project construction. As described in the standard response, the Authority considered water supply in its analysis in the EIR/EIS, including during normal, dry, and multiple dry years. Additionally, the standard response describes how construction water is typically the first use to be curtailed in drought conditions to prioritize other uses. Therefore, effects to rates are not anticipated, nor are impacts to water availability for fire suppression from those sources.

Regarding the comment about impacts on spreading grounds, please refer to standard response PB-Response-HYD-1: Impacts on the Hansen Dam and Hansen Spreading Grounds, for information regarding the Hansen Spreading Grounds. Additionally, refer to

Response to Submission 4432 (Dale Stedman, December 2, 2022) - Continued

4432-9025

Section 3.8, Hydrology and Water Resources, for discussion regarding HWR-MM#3. With implementation of HWR-MM#3, the groundwater recharge function and capacity of the Spreading Grounds would be unaffected.

4432-9026

Refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-5: Impacts of Spoils Hauling (Noise), PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter wants to know how the E2 Alternative will mitigate impacts from construction activities (e.g., noise, dust, vibration, exhaust from truck trips, increased traffic) on local roads and freeways. The commenter also wants to know how the project will mitigate construction activity impacts to nearby communities, native wildlife, and horses.

Please refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses; and PB-Response-N&V-5: Impacts of Spoils Hauling (Noise), PB-Response-TRA-1: Temporary Traffic Associated with Construction, which address these issues. In addition, please refer to Section 3.2, Transportation; Section 3.3, Air Quality; and Section 3.4, Noise and Vibration in the Draft EIR/EIS. Each of these sections includes a list of IAMFs and mitigation measures that would address impacts on noise, dust, vibration, exhaust from truck trips, and increased traffic. For example, as described in Impact AQ#2, AQ-IAMF#1 and AQ-IAMF#6 would be implemented as part of the project to reduce fugitive dust during construction.

As a matter of clarification, the Authority's preferred alternative is the SR14A Build Alternative.

4432-9027

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

The commenter inquires how construction and operational impacts of the E2 Build Alternative on the Hansen Dam Open Space Area will be compensated. The commenter expresses concern regarding the surface impacts within the Angeles National Forest (ANF) from adding buildings, roads, and power lines, as well as tunnel portals. The commenter also expresses concern regarding impacts on the Pacific Crest Trail, Rim of the Valley Trail, and wilderness areas, as well as impacts on wildlife during construction.

Regarding impacts on the Hansen Dam Open Space Area, as discussed in Section 3.15.6 of the Draft EIR/EIS, construction of the E2 and E2A Build Alternatives' viaduct structure would require the temporary closure and permanent acquisition of approximately 13 acres (1.6 percent) of the 813-acre Hansen Dam Open Space Area in the immediate vicinity of the proposed railway alignment for the placement of piers/footings. The E2 and E2A Build Alternative alignments would cross the eastern edge of the Hansen Dam Open Space Area, while the majority of open space amenities are on the western side. Therefore, only a small portion of the open space area would be affected by the E2 and E2A Build Alternatives. Temporary construction easements and staging areas within the Hansen Dam Open Space would not extend beyond the permanent acquisition areas. The project will implement PR-MM#6, PR-MM#7, and PR-MM#9 to ensure that each resource acquired would be accessible during construction. 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 would be granted as deemed necessary. Construction of the E2 and E2A Build Alternatives viaduct could temporarily increase dust and noise within the Hansen Dam Open Space Area. However, AQ-IAMF#1 and NV-IAMF#1, which include implementation of a fugitive dust control plan and a noise and vibration technical memorandum, will control dust and noise during construction (see Section 3.3, Air Quality and Global Climate Change, and Section 3.4, Noise and Vibration, of the EIR/EIS). After construction, the viaduct structure, vertical piers, and distant tunnel portals would be highly visible and noise from passing trains would be perceptible to open space users. However, these changes would not reduce

Response to Submission 4432 (Dale Stedman, December 2, 2022) - Continued

4432-9027

the capacity or the value of the open space area to the surrounding communities. The current aquatic activities, equestrian facilities, hiking trails, and picnic areas would remain part of the Hansen Dam Open Space Area amenities with the implementation of the E2 and E2A Build Alternatives. The Refined SR14, SR14A, E1, and E1A Build Alternatives would have no impact on the Hansen Dam Open Space Area.

Regarding surface impacts to the ANF, including from tunneling underneath the ANF, see response to comments #8973 and #8986. As discussed in Section 3.15, Parks, Recreation, and Open Space, of the Final EIR/EIS, 28 acres of the ANF and the SGMNM would temporarily be used as a construction staging area the Refined SR14 and SR14A Build Alternatives. It is noted that land around the Vulcan Mine, which is not a recreation or open space resource, would be used for disposal of construction spoils for the Refined SR14 and SR14A Build Alternatives; the Authority is conducting ongoing coordination with USFS regarding acquisition of land and spoils disposal within Vulcan Mine. Approximately 38 acres of the ANF, including the SGMNM, would be used under the E1 and E1A Build Alternatives for construction near Aliso Canyon Road; this area of the resource is available for recreational uses as open space but does not have developed recreational facilities such as campgrounds, trails, or picnic areas. Under the E2 and E2A Build Alternatives, approximately 38 acres of the ANF, including the SGMNM, would be used for construction near Aliso Canyon Road and/or BP and L Road; no recreation resources would be affected by this construction. The total use of land under all six Build Alternatives would represent less than 0.01 percent of the ANF. Although the project would be built beneath the ANF, including the SGMNM, in tunnels, some construction activities would take place at the surface within the ANF, including the SGMNM. Refer to Section 2.5.4 for a full description of construction activities within the ANF, including the SGMNM, for each of the Build Alternatives.

Construction of the Build Alternatives could result in temporary access, noise, vibration, air quality, and visual changes within the ANF. During construction, access to the temporary construction area within the ANF, including the SGMNM, would be restricted. However, the temporary impact areas would be located entirely within private in-holdings and the Vulcan Mine, which is not open to the public and does not serve a recreational purpose. Within the ANF, including the SGMNM, tunnel construction would not result in noise or vibration impacts at the surface due to the depths of the proposed

4432-9027

tunnels beneath the surface of the ANF. Some portions of the Build Alternative alignments would entail surface construction activities (e.g., portals and construction of adits) within and immediately adjacent to the ANF, including the SGMNM. Surface construction activities within and adjacent to the ANF, including the SGMNM, would result in perceptible noise and vibration effects during construction activities. However, no noise- and vibration-sensitive receivers would be affected, as no designated recreational areas (e.g., trails and campgrounds) occur in or near the construction activities. Visitors to the ANF, including the SGMNM, would have unobstructed views of the construction activities taking place at the adits within the ANF. Construction staging areas would introduce major visual changes to the immediate surroundings. However, these impacts would be temporary and disturbed areas would be restored after completion of construction.

Regarding the effects of the Build Alternatives on the Pacific Crest Trail, Rim of the Valley Trail, wilderness areas, and wildlife, please see response to comment #8973. Also refer to Standard Responses PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife and PB-Response-BIO-3: Wildlife Movement Corridors regarding wildlife impacts.

Response to Submission 4432 (Dale Stedman, December 2, 2022) - Continued

4432-9028

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

The commenter expressed concern on the potential for wildfire hazards from the project. This topic is further discussed in Standard Response PB-Response-SS-1: Wildfire. As described in Impact S&S#16, in Section 3.11, Safety and Security, of this Final EIR/EIS, project construction could increase fire risks in the FHSZs due to the storage and use of flammable or combustible materials, operation of vehicles and heavy machinery, or other factors resulting from increased human activity. However, all HSR right-of-way and facility vegetation control programs would conform to CAL FIRE guidelines for defensible space to reduce fire hazards. Additionally, ancillary features constructed as part of the project would be co-located with existing infrastructure of a similar nature, and located in disturbed areas where possible, in order to reduce wildfire risks. Furthermore, the Authority will develop and incorporate fire and life safety programs into the project design and construction (SS-IAMF#1 and SS-IAMF#2) as part of the California HSR System.

4432-9029

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest.

The commenter asked how deforestation would be mitigated and how the loss of wildlife habitat would be prevented. Most of the alignment for the Build Alternatives consist of tunneling, as shown in Figure 3.7-4 of the Draft EIR/EIS. Given this, tree and vegetation removal and impacts to wildlife habitat would be minimized. However, the Authority understands that there are risks affecting groundwater, and associated indirect effects to species habitat, with undergoing tunnel construction. Construction of tunnels in the Angeles National Forest (ANF) has the potential to alter hydrogeological conditions, resulting in inflows of groundwater into the tunnel and the subsequent change in groundwater levels. Changes in groundwater levels for aquifers could affect the hydrology of groundwater-dependent ecosystems, resulting in effects on habitat. The project tunnel alignments would be constructed consistent with engineering design features to address and minimize these risks. These risks and impacts in the ANF are analyzed in detail in Section 3.8, Hydrology and Water Resources, specifically in Impact HWR#5 (Changes in Hydrogeologic Conditions Associated with Tunnel Construction Beneath the ANF which May Affect Surface and Subsurface Water Resources). While actions would be implemented during construction to reduce the indirect impacts on special-status species and to minimize the loss of habitat resulting from tunnel construction, the project could result in loss and degradation of habitat. To address this impact, the Authority would implement an Adaptive Management and Monitoring Plan (AMMP). BIO-MM#93 (Adaptive Management Plan for Groundwater Effects on Species and Habitat) will involve implementation of the bioresource portions of the AMMP prepared under HYD-MM#4 (Implement a Water Resources Adaptive Management and Monitoring Plan Including Compensatory Mitigation Measures as Necessary), which will require monitoring of groundwater-dependent surface water resources and associated habitat within the tunnel construction Resource Study Area, providing supplemental water where needed, and remediating or compensating for any adverse effects identified during monitoring in a timely manner. If the Authority determines, through direct monitoring or data interpretation, that substantial disruption (i.e., loss of 0.5 acre or greater; which would include deforestation) to habitat supporting special-status species has likely occurred during or after construction and that habitat restoration efforts did not achieve success criteria or that restoration was determined unfeasible, compensatory

Response to Submission 4432 (Dale Stedman, December 2, 2022) - Continued

4432-9029

mitigation to offset the loss of habitat would be provided. In addition, the following measures would reduce impacts on trees: BIO-MM#6 (Prepare and Implement a Restoration and Revegetation Plan), BIO-MM#35 (Implement Transplantation and Compensatory Mitigation Measures for Protected Trees), BIO-MM#50 (Implement Measures to Minimize Impacts During Off-Site Habitat Restoration, or Enhancement, or Creation on Mitigation Sites), BIO-MM#54 (Prepare and Implement an Annual Vegetation Control Plan), BIO-MM#55 (Prepare and Implement a Weed Control Plan), and BIO-MM#58 (Environmentally Sensitive Areas, and Non-Disturbance Zones). Please refer to PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, which provides additional information about potential tunneling impacts to groundwater dependent surface water, impacts to resources such as wildlife habitat that are dependent on surface water, and the Adaptive Management and Monitoring Plan (AMMP).

4432-9030

Refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

The commenter asks how the Authority would mitigate noise impacts on residents, wildlife, and horses within half a mile of the project. The commenter identifies existing noise from a gun range, airplane flight paths, and traffic from I-210. The commenter asks how continuous echoing noise within the walls of foothills impact native wildlife and equestrians, and how noise may impact the circadian rhythms and health of the community. The commenter also asks how the Authority can compensate for the lack of sleep due to vibration and noise throughout the day and night. The comment references areas near the Shadow Hills community. As a matter of clarification, Shadow Hills is located near the E2 and E2A Build Alternatives. The Authority's Preferred Alternative is the SR14A Build Alternative, which would not cross the Shadow Hills area. Please refer to Standard Response PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors and PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, which address issues related to noise impacts on residents, wildlife, and horses. Noise impacts have been identified at locations shown in Figures 3.4-17 through 3.4-23 in the Draft EIR/EIS. The impacts are all located close to the proposed alignments at sections that are not in tunnels. There would be no impacts beyond those shown in the figures. Regarding noise impacting residents within a half mile of the project, the HSR project used the FRA guidance for screening distances for the potential for noise impacts. To be conservative, the assessment looked at receptors within 1,800 feet of the alignment, which is well outside the FRA screening distances. The majority of the impacts are located in close proximity to the HSR tracks. Regarding the comment about high existing noise levels, the FRA noise impact methodology is based on a comparison of the existing noise and the project noise. The existing noise levels are measured and used to determine the criteria for impact from the HSR project. In areas with high existing noise levels, there is a limit on how much additional noise can be added by a project before impact is determined, including a hard cap on the project noise for much higher existing noise levels. The criteria are set up this way to prevent "piling" on the noise in an environment that already is experiencing high noise levels. As such, the Draft EIR/EIS analysis accounted for existing background noise levels from sources mentioned by the commenter. Regarding the comment about echoes from

Response to Submission 4432 (Dale Stedman, December 2, 2022) - Continued

4432-9030

entering and exiting tunnels, tunnel openings are being designed to eliminate any additional noise effects from the portals. Attenuation of portal noise is achieved with long, flared portals and low blockage ratios. In-tunnel cross-passages and vents can reduce pressure magnitudes and rates of rise, though passage of these vents may generate additional propagating and steepening wave fronts. These tunnel and tunnel portal design features will be used to attenuate any additional noise associated with a train entering or exiting a tunnel. Regarding the effect of noise from the HSR project on health and sleep, the FRA noise impact criteria are based on an extensive and well documented set of literature (see Appendix A.3 of the FRA guidance manual) regarding the human response to and the effects of noise. The criteria were developed to take into account effects on humans, and the noise metric used for the assessment, the Ldn or day-night sound level, has a substantial “penalty” for any noise that occurs during the nighttime (10 pm to 7 am). This nighttime penalty treats each event that occurs during the nighttime as equivalent to 10 events during the daytime. This takes into account increased sensitivity to noise at night and the effects on sleep.

4432-9031

The commenter requests additional information regarding the impact that trucks hauling spoils materials would have on the existing transportation network. Refer to Response to Comment #8200 regarding impacts related to spoils hauling during construction.

4432-9032

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-S&S-1: Wildfire, PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans.

The commenter requested further information on effects on the potential for wildfire from the project, and evacuation plans and procedures for wildfire events.

The potential for wildfire effects from the project is discussed further in Standard Response PB-Response-S&S-1: Wildfire. Fire risks would be minimized or avoided through the application of impact avoidance and minimization features (IAMFs) SS-IAMF#1 (Construction Safety Transportation Management Plan) and SS-IAMF#2 (Safety and Security Management Plan). SS-IAMF#2 will require the development and incorporation of a fire and life safety program into the design and construction of the Palmdale to Burbank Project Section. Fire risks would also be reduced by the Authority's formation of a statewide Fire and Life Safety and Security Committee (FLSSC). 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 state and local fire code standards and require coordination with local emergency responders to provide an understanding of the California HSR System. These programs and coordination activities would allow for a rapid response by local emergency responders in the case of an accident, reducing the potential for uncontrolled wildfire events. Refer to Appendix 2-E, Impacts Avoidance and Minimization Features, in Volume II of this Final EIR/EIS for full descriptions of IAMFs that will be incorporated into the project design.

Please also refer to Standard Response PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans, which describes the project's potential to affect existing local and regional evacuation plans in the project study area. The project would not conflict with wildfire evacuation procedures set forth in the County of Los Angeles Operational Area Emergency Operations Plan, which includes evacuation procedures for residents and domestic animals in Los Angeles County, including those residing in the Shadow Hills neighborhood.

As discussed in Standard Response PB-Response-GSSP-1: Risks and Impacts

Response to Submission 4432 (Dale Stedman, December 2, 2022) - Continued

4432-9032

Associated with Seismic Events, the Authority has developed an emergency access plan for operation of the California HSR System pursuant to National Fire Protection Association (NFPA) Standard 130: Standard for Fixed Guideway Transit and Passenger Rail Systems. These standards required that access points are provided for all alignment configurations at 2.5-mile intervals. In addition to access stairways at 2.5-mile intervals, alignments with restricted access to the project right-of-way (i.e., elevated viaducts and tunnels) will require additional opportunities for emergency access. Access to elevated viaduct structures by aerial ladder trucks are to be provided every 2,500 feet to ensure passengers can exit the trains safely in the event of an emergency such as a wildfire.

As described under Impact S&S#3, in Section 3.11, Safety and Security of the Draft EIR/EIS, each of the Build Alternatives will include provisions for emergency personnel to access necessary areas in the right-of-way, including passenger walkways. Passenger walkways would be located along the trench/tunnel walls on the same side as the access points and would be illuminated to provide safe passage in the event of an emergency. Tunnel design would also include a central, fire-rated dividing wall that would separate the two tracks of each single tunnel into two independently ventilated railways. Where the two tracks would be in a single tunnel such as in the Burbank area; emergency access would be achieved via fire-rated doorways through the tunnel dividing wall. Further, within twin tunnels passengers and crew would move from one tunnel to the other through the cross passages, which will be located every 800 feet. These cross passages will serve as safe zones too, as they will be equipped with self-closing fire protected doors (rated for 1.5 hours), ventilation, communications, and other facilities. The typical procedure will be to wait inside these cross passages until a rescue train is able to reach the incident section, or at least until the traffic on the other tunnel has been confirmed to have stopped. Passengers and crew would then walk along the tunnel to the nearest portal or exit point. Please also refer to California High-Speed Train System TM 2.8.1: Safety and Security Design Requirements for Infrastructure Elements, for further information on design requirements, including access and egress point requirements along the HSR alignment (available at: https://hsr.ca.gov/wp-content/uploads/docs/programs/eir_memos/TM%202.8.1%20Safety%20and%20Security%20Design%20Requirements%20R0%20120312no%20sigs.pdf).

4432-9033

Refer to Standard Response PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash.

The commentor is concerned about the visual effects of the E2 Alternative alignment on the Big Tujunga Wash area. This topic is discussed in PB-Response-AVQ-2.

Response to Submission 4432 (Dale Stedman, December 2, 2022) - Continued

4432-9034

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern related to seismicity due to the HSR Palmdale to Burbank Section crossing fault lines. Please refer to Standard Responses PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity, and describes the Authority's efforts to focus on selecting alignment alternatives that would cross major faults at grade. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the alternative development process and has information regarding crossing major faults.

The commenter also asks about the evacuation plan in the event of an earthquake for passengers inside a tunnel. Refer to Impact S&S#3, Permanent Interference with Emergency Response, in Section 3.11, Safety and Security, which addresses the provisions for emergency services that would be provided within tunnels and at tunnel portals. For example, for track in tunnels, passenger walkways would be incorporated to allow emergency access and evacuation points and would be illuminated to provide safe passage in the event of an emergency. Tunnel portal areas would include areas for staging of emergency response vehicles and personnel to allow for safe evacuation and assembly of passengers. In addition, the Authority has incorporated safety and security measures into the California HSR system operating procedures, including the implementation of a fire and life safety program and a security and emergency response plan (refer to Chapter 2, Section 2.3.1, and Appendix 2-E, SS-IAMF#2). The Authority will coordinate with local emergency service providers in developing and implementing these plans 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 tunnels. Also refer to Standard Response PB-Response-GSSP-1 which discusses emergency access provisions with regards to fire and safety for stations, tunnels, ventilation systems, procedures, control systems, communication, and vehicles (operation of the California HSR System pursuant to NFPA Standard 130)

4432-9035

The comment questions why the project would be a beneficiary of the Cap and Trade Program since it would have to purchase offsets during construction. The commenter also suggests that the project would generate more greenhouse gases than it will recoup in 70 years of operation. See Response to Comment #8880 regarding greenhouse gas emissions and benefits and criteria pollutant emissions, benefits, and mitigation. The offsets covered under the Cap and Trade Program are for greenhouse gas emissions only. As the project would have a net benefit within 4 to 6 months of operation, no offsets are required to reduce the GHG emissions. The offsets required for the project's construction are for criteria pollutant emissions (VOC, NOx, PM10, PM2.5). As explained in Section 3.3, mitigation measures AQ-MM#1 and AQ-MM#2 will require the purchase of offsets for emissions of criteria pollutants that exceed General Conformity de minimis thresholds or local air district CEQA significance thresholds during project construction.

4432-9036

Refer to Standard Response PB-Response-AVQ-1: Impacts to Scenic Vistas and Scenic Drives, PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash, PB-Response-AVQ-3: Effects on Visual Quality during Construction.

The commentor is concerned about the visual effects of the Project staging areas and portals on Scenic corridors and the Big Tujunga Wash area. These topics are discussed in PB-Response-AVQ-1, PB-Response-AVQ-2, and PB-Response-AVQ-3.

Response to Submission 4432 (Dale Stedman, December 2, 2022) - Continued

4432-9037

The commenter asks how much noise and air pollution three-story buildings near portals would produce and expresses concern that these buildings will not conform to hillside zoning height limits. The commenter additionally expresses concern that trains entering and exiting tunnels will generate noise that will impact nearby residences. As a matter of clarification, the 65-foot, three-story “buildings” referred to in the comment are portal ventilation buildings, as described in Section 2.3.4.6 of the Draft EIR/EIS. Regarding noise and air pollution from the portal ventilation buildings, as discussed in Chapter 2, Alternatives of the Draft EIR/EIS, portal ventilation buildings will only be installed to extract smoke from the tunnels in case of a fire. Because of this, there would be no noise or air pollution generated by the buildings, except in an emergency. Regarding hillside zoning and building height regulations, as described in Section 3.16.3 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, including height limits. However, impacts associated with the portal ventilation buildings are discussed in the Draft EIR/EIS, including visual impacts that could result due, in part, to the height of the structures. As described under AVQ#4 in Section 3.16, Aesthetics and Visual Quality of the Draft EIR/EIS, construction of tunnel portals and associated facilities may degrade the visual quality of public viewpoints. Implementation of Mitigation Measures AVQ-MM#3 and AVQ-MM#4 would reduce these visual impacts, but impacts would still be significant and unavoidable. Regarding noise echoing from tunnel portals, tunnel openings are being designed to eliminate any additional noise effects from the portals. As described under Impact N&V#5 in the Draft EIR/EIS, based on the current tunnel designs, it is anticipated that roughly half of the sound generated in the tunnel would pass out through the portal, and the other half would propagate into the interior of the tunnel. Attenuation of portal noise is achieved with long, flared portals and low blockage ratios. In-tunnel cross-passages and vents can reduce pressure magnitudes and rates of rise, though passage of these vents may generate additional propagating and steepening wave fronts. These tunnel and tunnel portal design features will be used to attenuate any additional noise associated with a train entering or exiting a tunnel.

4432-9038

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter expressed concern that the contractors will be faced with the brunt of the planning and study of important environmental topics like seismicity. Additionally, the commenter expressed concerns with the funding of the project and that only 15 percent of the project will be designed before it is approved. To address the commenters concern regarding the contractors being left with majority of planning and study of important environmental topics, the EIR/EIS includes the analysis of the construction and operation impacts of the proposed HSR system and is a part of the planning and due diligence process. The findings presented in the EIR/EIS highlight the possible environmental impacts that result from the construction and operation of the project as well as the plans, policies, and mitigation efforts aimed at reducing those impacts. For additional discussion on seismicity, refer to Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources which provides insight into the potential seismic related impacts and the Authority’s plan to mitigate those impacts to the greatest extent feasible. Regarding to the commenters concern about only 15 percent of the projects design being required for approval, the Staged Project Delivery process allows for designs to be further refined, additional stakeholder and third-party issues to be identified and right-of-way requirements to be mapped and risks to be identified while the project continues to navigate the environmental review process. For additional discussion about project cost and projects staged design process, please refer to Standard Response PB-Response-GEN-2: Project Cost and Funding which provides additional information relating to the project’s funding and costs and the staged delivery process the project is going through. This information can also be found in Chapter 6, Project Costs and Operations, of the Final EIR/EIS. The comment does not address technical analysis in the Draft EIR/EIS or suggest edits to the document. No change has been made to the document in response to this comment.

Submission 4434 (Autumn Shaw, December 1, 2022)

Palmdale - Burbank - RECORD #4434 DETAIL		4434-9948
Status :	Action Pending	
Record Date :	12/2/2022	
Interest As :	Individual	
First Name :	Autumn	
Last Name :	Shaw	
Stakeholder Comments/Issues :		
To whom it may concern,		
4434-9945	My husband and I are residents of Kagel Canyon. We, along with my family of 6, support the NO PROJECT ALTERNATIVE as it will destroy our forest and foothills, and impact our quality of life in only negative ways. Furthermore, I have questions about this project below.	4434-9949
4434-9946	What will be done to protect our WATER? Tunneling jeopardizes critical groundwater sources in the mountains that provide drinking water to LA. In Kagel Canyon, we have a stream that provides drinking water to our local wildlife and is one of the many features which this beautiful community is known for. Many of our neighbors are on WELL WATER, what will be done to protect their drinking water from the pollution of the drills? We are in an epic drought and HSR will use hundreds of millions of gallons of water: to constantly spray the construction areas to mitigate fugitive dust, operate the tunnel boring machine, & build miles of concrete tunnels. Please answer this question: How is this a wise use of water in an already parched area? An area constantly under threat of wildfire because of the drought we are under.	4434-9950
4434-9947	It is estimated construction here will take AT LEAST 7 years, probably more than 10. Construction staging areas nearby are proposed for 118/Paxton and on Little Tujunga Canyon Road by Gold Creek. There will be noise, vibration, dust, and exhaust as millions of truck trips are needed to haul spoils out of bored tunnels. Traffic will increase for these millions of truck trips on our local roads and the 5/210 freeways. QUESTION: How will this traffic be mitigated? Our area is already extremely dusty due to the drought mentioned above. What will be done to keep the pollution levels down from the trucks and dust? Who will protect my children from the pollution from this encroaching construction?	4434-9951
4434-9948	Our Angeles National Forest will be extremely impacted by this. Tunneling means there will be manmade encroachments in the ANF where none exist now: - Adding buildings in the Forest used to access the tunnels and provide ventilation, plus access roads and power lines. Portals (twin tunnel openings, each 30' in diameter, from which the train will emerge) will be	4434-9952
		4434-9953
		4434-9954
		4434-9955

at borders to the ANF.
 - Wilderness areas will be disrupted, including routes that cross the Pacific Crest Trail, Rim of the Valley Trail, San Gabriel Mountains National Monument. These are amazing features of this beautiful area. How can you assure that this will not be impacted?
 - Wildlife will be impacted by years of construction invading their habitat. I thought California was a sanctuary for wildlife and animal habitats. What is being done to protect the habitat of these animals?
 - Additional fire hazards will be created due to construction and increased activity in the Forest. What will be done to protect this high risk fire area? Are there plans for more fire protection? Who will be at fault if our forest and homes are impacted by wildfires from this?
 Each/all routes cross the San Andreas, San Gabriel, Sierra Madre, and Verdugo Fault Zones. What assurances can you give that this unprecedented construction will not aggravate these fault lines and put our homes at risk?
 Construction will generate more greenhouse gases than it will recoup in 70 years of operation. CHSRA is a beneficiary of Cap & Trade funds as it claims it is a "green project," but the irony is that CHSRA will have to PURCHASE offset credits during construction as its pollution levels exceed AQMD standards. Please answer this: How does any of this make sense in this state that is dedicated to mitigating greenhouse gasses? Stop this madness!
 Designated scenic corridors will be blighted with multi-acre construction staging areas to house construction equipment, concrete batch plants, and more. Portals aren't just tunnel openings; they have huge infrastructure with them, including 65' three-story buildings. Two proposed routes still include a viaduct to carry the train out of the mountain and over the Big Tujunga Wash. How can you assure me that this will not negatively affect our property values? Who will be on the hook if it does?
 - Instead of fully studying important topics (e.g., seismicity) prior to approving the project, the Authority places the brunt of the study work and planning on contractors to be hired AFTER the project is approved. How does this make sense?
 - The total budget has ballooned to \$105 Billion in 2022, and not a single inch of track has been laid. This needs to stop before it goes any further. Classic mismanagement. When are you going to cut your losses?
 - Over 150 local businesses nearby will be displaced without alternate locations available locally. This is an obvious problem, doing much more harm than good and yet another reason people will be leaving this state in

Submission 4434 (Autumn Shaw, December 1, 2022) - Continued

4434-9955 | droves.

4434-9956 | In summation, please answer my questions above and activate the NO PROJECT
ALTERNATIVE immediately!

Autumn Shaw

Response to Submission 4434 (Autumn Shaw, December 1, 2022)

4434-9945

This comment is the same as the comment in PB-4435. See response to Submission PB-4435. Specifically, please refer to Response to Comment #9933.

4434-9946

This comment is the same as the comment in PB-4435. See response to Submission PB-4435. Specifically, please refer to Response to Comment #9934.

4434-9947

This comment is the same as the comment in PB-4435. See response to Submission PB-4435. Specifically, please refer to Response to Comment #9935.

4434-9948

This comment is the same as the comment in PB-4435. See response to Submission PB-4435. Specifically, please refer to Response to Comment #9936.

4434-9949

This comment is the same as the comment in PB-4435. See response to Submission PB-4435. Specifically, please refer to Response to Comment #9937.

4434-9950

This comment is the same as the comment in PB-4435. See response to Submission PB-4435. Specifically, please refer to Response to Comment #9938.

4434-9951

The comment states that construction of the project would generate more greenhouse gas emissions than it would recoup in 70 years of operation. While construction of the Build Alternatives would emit greenhouse gases, as described under Impact AQ#12 and shown in Table 3.3-44 in Section 3.3, Air Quality and Global Climate Change, these greenhouse gas emissions would be almost fully offset after 4 to 6 months of operations (depending on the ridership scenario and Build Alternative). After a maximum of 6 months, the Build Alternatives would result in net annual emissions reductions and a GHG benefit. The comment questions why the project would be a beneficiary of the Cap and Trade Program since it would have to purchase offsets during construction. See Response to Comment #8880. The offsets covered under the Cap and Trade Program are for greenhouse gas emissions only. As the project would have a net benefit within 4 to 6 months of operation, no offsets are required to reduce the GHG emissions. The offsets required for the project's construction are for criteria pollutant emissions (VOC, NOx, PM10, PM2.5). As explained in Section 3.3, mitigation measures AQ-MM#1 and AQ-MM#2 will require the purchase of offsets for emissions of criteria pollutants that exceed General Conformity de minimis thresholds or local air district CEQA significance thresholds during project construction.

4434-9952

Refer to Standard Response PB-Response-AVQ-1: Impacts to Scenic Vistas and Scenic Drives, PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash, PB-Response-AVQ-3: Effects on Visual Quality during Construction, PB-Response-SOCIO-2: Property Values.

The commenter is concerned about the visual effects of the project's staging areas and portals on scenic corridors and the Big Tujunga Wash area. The commenter is also concerned about the visual effects impacting property value and the responsibility of this impact. The visual effects are discussed in Standard Responses; PB-Response-AVQ-1, PB-Response-AVQ-2, and PB-Response-AVQ-3. See Standard Response PB-Response-Socio-2: Property Values, which discusses the potential property value impacts of the HSR project.

Response to Submission 4434 (Autumn Shaw, December 1, 2022) - Continued

4434-9953

This comment is the same as the comment in PB-4435. See response to Submission PB-4435. Specifically, please refer to Response to Comment #9941.

4434-9954

This comment is the same as the comment in PB-4435. See response to Submission PB-4435. Specifically, please refer to Response to Comment #9942.

4434-9955

This comment is the same as the comment in PB-4435. See response to Submission PB-4435. Specifically, please refer to Response to Comment #9943.

4434-9956

This comment is the same as the comment in PB-4435. See response to Submission PB-4435. Specifically, please refer to Response to Comment #9944.

Submission 4435 (Michael Shaw, December 1, 2022)

Palmdale - Burbank - RECORD #4435 DETAIL		4435-9936
Status :	Action Pending	
Record Date :	12/2/2022	
Interest As :	Individual	
First Name :	Michael	
Last Name :	Shaw	
Stakeholder Comments/Issues :		
To whom it may concern,		
4435-9933	I am a resident of Kagel Canyon. Me, along with my family of 6, support the NO PROJECT ALTERNATIVE as we feel it will destroy our forest and foothills, and impact our quality of life in only negative ways. Furthermore, I have questions about this project below.	4435-9937 at borders to the ANF. - Wilderness areas will be disrupted, including routes that cross the Pacific Crest Trail, Rim of the Valley Trail, San Gabriel Mountains National Monument. These are amazing features of this beautiful area. How can you assure that this will not be impacted? - Wildlife will be impacted by years of construction invading their habitat. I thought California was a sanctuary for wildlife and animal habitats. What is being done to protect the habitat of these animals?
4435-9934	What will be done to protect our WATER? Tunneling jeopardizes critical groundwater sources in the mountains that provide drinking water to LA. In Kagel Canyon, we have a stream that provides drinking water to our local wildlife and is one of the many features which this beautiful community is known for. Many of our neighbors are on WELL WATER, what will be done to protect their drinking water from the pollution of the drills? We are in an epic drought and HSR will use hundreds of millions of gallons of water: to constantly spray the construction areas to mitigate fugitive dust, operate the tunnel boring machine, & build miles of concrete tunnels. Please answer this question: How is this a wise use of water in an already parched area? An area constantly under threat of wildfire because of the drought we are under.	4435-9938 - Additional fire hazards will be created due to construction and increased activity in the Forest. What will be done to protect this high risk fire area? Are there plans for more fire protection? Who will be at fault if our forest and homes are impacted by wildfires from this? 4435-9938 Each/all routes cross the San Andreas, San Gabriel, Sierra Madre, and Verdugo Fault Zones. What assurances can you give that this unprecedented construction will not aggravate these fault lines and put our homes at risk?
4435-9935	It is estimated construction here will take AT LEAST 7 years, probably more than 10. Construction staging areas nearby are proposed for 118/Paxton and on Little Tujunga Canyon Road by Gold Creek. There will be noise, vibration, dust, and exhaust as millions of truck trips are needed to haul spoils out of bored tunnels. Traffic will increase for these millions of truck trips on our local roads and the 5/210 freeways. QUESTION: How will this traffic be mitigated? Our area is already extremely dusty due to the drought mentioned above. What will be done to keep the pollution levels down from the trucks and dust? Who will protect my children from the pollution from this encroaching construction?	4435-9939 Construction will generate more greenhouse gases than it will recoup in 70 years of operation. CHSRA is a beneficiary of Cap & Trade funds as it claims it is a "green project," but the irony is that CHSRA will have to PURCHASE offset credits during construction as its pollution levels exceed AQMD standards. Please answer this: How does any of this make sense in this state that is dedicated to mitigating greenhouse gasses? Stop this madness! 4435-9940 Designated scenic corridors will be blighted with multi-acre construction staging areas to house construction equipment, concrete batch plants, and more. Portals aren't just tunnel openings; they have huge infrastructure with them, including 65' three-story buildings. Two proposed routes still include a viaduct to carry the train out of the mountain and over the Big Tujunga Wash. How can you assure me that this will not negatively affect our property values? Who will be on the hook if it does?
4435-9936	Our Angeles National Forest will be extremely impacted by this. Tunneling means there will be manmade encroachments in the ANF where none exist now: - Adding buildings in the Forest used to access the tunnels and provide ventilation, plus access roads and power lines. Portals (twin tunnel openings, each 30' in diameter, from which the train will emerge) will be	4435-9941 - Instead of fully studying important topics (e.g., seismicity) prior to approving the project, the Authority places the brunt of the study work and planning on contractors to be hired AFTER the project is approved. How does this make sense? 4435-9942 - The total budget has ballooned to \$105 Billion in 2022, and not a single inch of track has been laid. This needs to stop before it goes any further. Classic mismanagement. When are you going to cut your losses? 4435-9943 - Over 150 local businesses nearby will be displaced without alternate locations available locally. This is an obvious problem, doing much more harm than good and yet another reason people will be leaving this state in

Submission 4435 (Michael Shaw, December 1, 2022) - Continued

4435-9943

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4435-9944

In summation, please answer my questions above and activate the NO PROJECT
ALTERNATIVE immediately!

Michael Shaw

Response to Submission 4435 (Michael Shaw, December 1, 2022)

4435-9933

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter indicates a preference for the No Build Alternative. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter is concerned about the destruction of forests and foothills near Kagel Canyon. Due to its distance from the HSR alignments, Kagel Canyon is located outside of the HSR resource study area. See Section 3.1, Introduction, for a definition of the resource study area (geographic boundaries in which the environmental investigations specific to each resource topic were conducted). Additionally, the HSR Build Alternative alignments that are closest to Kagel Canyon are the E2, E2A alignments, and the SR14A alignment, which would traverse through Sylmar via an underground tunnel. Therefore, there would be no impacts on forests or foothills near Kagel Canyon.

4435-9934

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage, PB-Response-S&S-1: Wildfire.

The commenter expresses concerns regarding tunneling impacts on groundwater resources and drinking water, pollution of water from drills, use of water during construction, and concerns related to wildfire.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives, which includes a portion of Kagel Canyon. Portions of Kagel Canyon within 1 mile of the alignment were therefore considered in the impact analysis in Section 3.8, Hydrology and Water Resources, of the Draft EIR/EIS. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the Angeles National Forest (ANF), including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF (including in Kagel Canyon) that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be

Response to Submission 4435 (Michael Shaw, December 1, 2022) - Continued

4435-9934

provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding hydrogeologic impacts, impacts to wells, and correlating mitigation measures and IAMFs.

Regarding the potential for wildfires, please refer to standard response PB-Response-S&S-1: Wildfire which discusses the fire risk presented by the project and measures that have been incorporated to address this risk.

Regarding the water demand from construction of the project, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

4435-9935

Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, PB-Response-N&V-6: Construction Noise/Truck Impacts.

The commenter questions how construction traffic will be mitigated, and noise, vibration, dust, and pollution will be addressed. As stated in Section 3.2.6.3, spoils hauling is anticipated to take up to 6.4 years in total, depending on location and Build Alternative. Depending on the Build Alternative, there would be between 1.3 million and 4.9 million construction spoils haul trucks throughout the construction duration, based on the construction plan documented in Appendix 2-I Spoils Disposal Assumptions used for Environmental Analysis. Please refer to Response to Comment #8200 for more information regarding spoils volume and the duration of spoils hauling. As documented in Appendix 2-I: Spoils Disposal Assumptions used for Environmental Analysis, the Intermediate Windows near the intersection of Paxton/SR-118/I-210 intersection would generate between 34 and 64 trucks an hour (combined inbound and outbound), depending upon the phase of construction. These trucks would travel to and from I-210 freeways using the most direct roadways, such as Paxton Street and Foothill Boulevard. The intersection of the I-210 Westbound ramps at Paxton Street were assessed for conditions during construction. As documented in Section 3.2.6.3, the analysis location of I-210 Ramps at Paxton Street currently operates at LOS F conditions, and the Project would cause conditions to worsen. As documented in Section 3.2 (see Section 3.2.4.2 and Section 3.2.7 of the Draft EIR/EIS), IAMFs and Mitigation Measures were identified to reduce the effect of construction vehicles on traffic circulation, pedestrians, bicyclists, and transit. In particular, TR-IAMF#2 requires the preparation of a construction transportation plan (CTP), TR-IAMF#4 requires the maintenance of pedestrian access during construction, TR-IAMF#5 requires the maintenance of bicycle access during construction, TR-IAMF#6 limits construction hours to minimize impacts, TR-IAMF#7 requires the establishment of appropriate truck routes, TR-IAMF#11 requires the maintenance of transit access during construction, and TR-IAMF#12 ensures pedestrian and bicyclist safety during construction. At locations where intersections or roadway segments would be negatively affected by construction activities at the I-280 Ramps at Paxton Street, the Authority would temporarily improve facilities (such as adding traffic signals to unsignalized intersections) to improve intersection operating conditions. Overall, implementation of the IAMFs and the CMP would be effective in reducing traffic-related impacts associated with haul traffic. For concerns regarding air quality and

Response to Submission 4435 (Michael Shaw, December 1, 2022) - Continued

4435-9935

health risk impacts, see PB-Response-AQ-2: Health Risks and Impacts. For concerns regarding noise and vibration during construction, see PB-Response-N&V-6: Construction Noise/Truck Impacts.

4435-9936

Refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements – Windows, Adits, Tunnel Boring Machines, etc., 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, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only).

The commenter expresses concerns for impacts on the Angeles National Forest (ANF) from introduction of “manmade” structures and asks how impacts will be mitigated. The commenter also expresses concerns related to impacts to the Pacific Crest Trail (PCT), Rim of the Valley Trail, and the San Gabriel Mountain National Monument. Above ground permanent facilities within the ANF would be located on in-holdings. These are properties within the ANF that are privately owned that may currently have existing structures (e.g., houses). The Build Alternatives cross areas of the ANF that have other encroachments within the forest such as major electrical transmission lines and roadways. The only Build Alternative that would cross the PCT at grade and impact the trail is the Refined SR14. This is not the Authority's preferred alternative. The Authority's preferred alternative is the SR14A Build Alternative, which would cross the PCT underground in a bored tunnel and would have no effect on the existing trail. Please refer to Standard Response PB-Response-ALT-2: Unique Tunnel Elements –Windows, Adits, Tunnel Boring Machines, etc.; PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest; and PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only), which provides additional information about tunneling procedures, adits, and portals; tunneling under the ANF and areas within the San Gabriel Mountains National Monument (SGMNM), and the potential for impacts to the PCT. As described in Section 3.15.6.3 of the Draft EIR/EIS, the Refined SR14, SR14A, E2, and E2A Build Alternatives would affect the Rim of the Valley Trail (Proposed extension) (p. 3.15-69). A segment of the proposed Rim of the Valley Trail extension would be used as a construction staging area for the Refined SR14, SR14A, E2, and E2A Build Alternatives. However, these effects, such as construction-related access, noise, vibration, air quality, and visual changes, would be temporary in nature, and would be mitigated by measures listed in Section 3.15.7.

Response to Submission 4435 (Michael Shaw, December 1, 2022) - Continued

4435-9936

The commenter expresses concerns related to impacts on wildlife and habitat. Construction of the Build Alternatives would result in the loss of wildlife habitat and cannot be prevented. Most of the alignment for each Build Alternative in the ANF, including the SGMNM, would occur underground in a tunnel, as shown in Figure 3.7-4 of the Draft EIR/EIS and vegetation (providing wildlife habitat) removal would be minimized. The Authority understands that there are risks and associated indirect effects to species habitat, with undergoing tunnel construction. Construction of tunnels in the ANF has the potential to alter hydrogeological conditions, resulting in inflows of groundwater into the tunnel and the subsequent change in groundwater levels. Changes in groundwater levels for aquifers could affect the hydrology of groundwater-dependent ecosystems, resulting in effects on habitat. The project tunnel alignments would be constructed consistent with engineering design features to address and minimize these risks. These risks and impacts in the ANF are analyzed in detail in Section 3.8, Hydrology and Water Resources, specifically in Impact HWR#5 (Changes in Hydrogeologic Conditions Associated with Tunnel Construction Beneath the ANF which May Affect Surface and Subsurface Water Resources). While actions would be implemented during construction to reduce the indirect impacts on special-status species and to minimize the loss of habitat resulting from tunnel construction, the project could result in loss and degradation of habitat. To address this impact, the Authority would implement an Adaptive Management and Monitoring Plan (AMMP). BIO-MM#93 (Adaptive Management Plan for Groundwater Effects on Species and Habitat) will involve implementation of the bioresource portions of the AMMP prepared under HYD-MM#4 (Implement a Water Resources Adaptive Management and Monitoring Plan Including Compensatory Mitigation Measures as Necessary), which will require monitoring of groundwater-dependent surface water resources and associated habitat within the tunnel construction Resource Study Area, providing supplemental water where needed, and remediating or compensating for any adverse effects identified during monitoring in a timely manner. Where surface effects will occur, the results of surveys for special-status wildlife species will help determine any subsequent actions that would be taken to avoid, minimize, or mitigate the impacts upon wildlife and their habitat, which are described in mitigation measures for each special-status species that may be encountered, and often include no-work buffers and seasonal work restrictions. If presence is determined through surveys, the next suite of mitigation measures outlines specific avoidance and minimization steps for certain species and/or activities.

4435-9936

Any remaining direct impacts on special-status species would be offset with the implementation of compensatory mitigation. Depending on the status of the species (FESA, CESA, other special-status designation), compensatory mitigation (BIO-MM#53) would be provided. Please refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, which provides additional information about how impacts to wildlife were fully evaluated and mitigated in the Draft EIR/EIS, including a summary of each species-specific survey, avoidance, minimization, and compensatory mitigation measure.

4435-9937

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

The commenter asks what will be done to mitigate fire hazards as a result of construction in the forest. Please see Standard Response PB-Response-S&S-1: Wildfire.

Response to Submission 4435 (Michael Shaw, December 1, 2022) - Continued

4435-9938

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expressed concern on risk and impacts associated with fault lines and seismic events, including the San Andreas, San Gabriel, Sierra Madre, and Verdugo Faults. The Authority appreciates and acknowledges public comments regarding the health and safety of affected communities. The Palmdale to Burbank Project Section is in one of the most seismically active areas in the U.S., crossing major active fault zones. Thus, geology-related risks are of particular concern in this region, and the Authority has considered potential seismic impacts when selecting and further designing alternatives carried forward as part of the alternatives development process (please refer to Standard Response PB-Response ALT-1: Alternatives Selection and Evaluation Process). The evaluation of project effects on faults, including proposed measures to minimize and/or avoid impacts, are discussed in Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic events. Project risk and impacts associated with fault lines and seismic events are analyzed in detail in Section 3.9, Geology, Soils, Seismicity and Paleontological Resources, specifically in Impact GSSP#7 (Fault Rupture and Seismic Ground Shaking Could Endanger People or Structures During Construction) and Impact GSSP#16 (Effects of Geologic Hazards During Operations) of this Final EIR/EIS. Impact avoidance and minimization feature (IAMF) GEO-IAMF#10 will require the project design implement engineering and safety protocols to limit fault rupture and ground shaking hazards during construction, including the American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Bridge Design Specifications and the AASHTO Guide Specifications for Load and Resistance Factor Seismic Bridge Design, the American Railway Engineering and Maintenance-of-Way Association Manual, the California Building Code, the International Building Code, and the American Society of Civil Engineers 7 Standard. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features, of Volume II of this Final EIR/EIS for the detailed description of IAMFs that will be incorporated into the project design.

4435-9939

The comment states that construction of the project would generate more greenhouse gas emissions than it would recoup in 70 years of operation. While construction of the Build Alternatives would emit greenhouse gases, as described under Impact AQ#12 and shown in Table 3.3-44 in Section 3.3, Air Quality and Global Climate Change, these greenhouse gas emissions would be almost fully offset after 4 to 6 months of operations (depending on the ridership scenario and Build Alternative). After a maximum of 6 months, the Build Alternatives would result in net annual emissions reductions and a GHG benefit. The comment questions why the project would be a beneficiary of the Cap and Trade Program since it would have to purchase offsets during construction. See Responses to Comments #8880 and #8884. The offsets covered under the Cap and Trade Program are for greenhouse gas emissions only. As the project would have a net benefit within 4 to 6 months of operation, no offsets are required to reduce the GHG emissions. The offsets required for the project's construction are for criteria pollutant emissions (VOC, NOx, PM10, PM2.5). As explained in Section 3.3, mitigation measures AQ-MM#1 and AQ-MM#2 will require the purchase of offsets for emissions of criteria pollutants that exceed General Conformity de minimis thresholds or local air district CEQA significance thresholds during project construction.

4435-9940

Refer to Standard Response PB-Response-AVQ-1: Impacts to Scenic Vistas and Scenic Drives, PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash, PB-Response-AVQ-3: Effects on Visual Quality during Construction, PB-Response-SOCIO-2: Property Values.

The commenter is concerned about the visual effects of the project's staging areas and portals on scenic corridors and the Big Tujunga Wash area. The commenter is also concerned about the visual effects impacting property value and the responsibility of this impact. The visual effects are discussed in Standard Responses PB-Response-AVQ-1, PB-Response-AVQ-2, and PB-Response-AVQ-3. See Standard Response PB-Response-Socio-2: Property Values, which discusses the potential property value impacts of the HSR project.

Response to Submission 4435 (Michael Shaw, December 1, 2022) - Continued

4435-9941

The commenter expressed concern on the timeline of geotechnical investigations for the project. The analyses and evaluation of the area's geology and geologic hazards demonstrates the Build Alternatives described in Section 3.9 of the Draft EIR/EIS to be feasible. However, additional investigations will be conducted during the project's design phase to further address recognized impacts and any required mitigation (i.e., IAMFs). In accordance with GEO-IAMFs #1, #2, #6, and #7, the investigations will include a detailed analyses of the project's geology, geologic hazards and geotechnical constraints, and minimizing or avoiding their impacts. These include fault investigations; groundwater; slope stability; subsidence hazards; and seismic studies of ground shaking and liquefaction. The Authority will perform additional investigations and studies for the design of the preferred alternative prior to start of any construction. These investigations will include borings and explorations, fault trenches, geophysical surveys (reflection and refraction), aquifer testing, and groundwater sampling.

4435-9942

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter expressed concern about the cost of building the California HSR System. Refer to Standard Response PB-Response-GEN-2: Project Cost and Funding, for more information about costs and measures to mitigate cost overrun. 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.

4435-9943

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter expresses concern related to business displacements from the project. This topic is further discussed in Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Displacements.

Impact SOCIO#6, in Section 3.12, Socioeconomics and Communities of this Final EIR/EIS evaluates and describes industrial and commercial business effects from the project. The gap analysis performed for the Palmdale to Burbank Project Section in order to identify replacement sites for displaced properties from the project indicates the Sylmar neighborhood would likely have sufficient replacement properties for displaced businesses. As discussed under Impact SOCIO#6, the communities of Pacoima, Sun Valley, and Shadow Hills would likely have insufficient business replacement properties; however, it is anticipated that most displaced businesses could be accommodated by replacement sites in nearby communities.

Response to Submission 4435 (Michael Shaw, December 1, 2022) - Continued

4435-9944

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter requests that the Authority answer their questions made in their comment letter and requests that the Authority “activate” the No Project Alternative. Answers to the commenter’s questions can be found in Response to Comment #9933 through #9943. In addition, the No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4. 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 4436 (James Horan, December 1, 2022)

Palmdale - Burbank - RECORD #4436 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : James
Last Name : Horan

Stakeholder Comments/Issues :

4436-8093 | I'm a 20 year resident of Kagel Canyon and I'm writing to express my support for the NO PROJECT ALTERNATIVE, because all of the 6 proposed routes go through the Angeles National Forest and impacts our local communities of Kagel Canyon, Sylmar, Lake View Terrace, Sunland-Tujunga, Shadow Hills, Sun Valley, and Pacoima.

4436-8094 | This proposed high speed rail project will be a disaster for the forest's ecosystem, not to mention the massive drilling through areas with known earthquake fault lines. This could put our entire region in danger from increased earthquake activity. How do you propose to mitigate that?

4436-8095 | Regarding the massive amount of water that will be needed for this undertaking, how do you justify that in the face of the unprecedented draught we're all facing?

4436-8096 | In my view, and in the view of many others, especially in the communities affected, this is a colossal boondoggle and needs to be shut down.

--James Horan
12211 Spring Trail, Kagel Canyon, CA 91342

Response to Submission 4436 (James Horan, December 1, 2022)

4436-8093

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses support for the No Project Alternative and opposition to the Palmdale to Burbank Project Section because all of the Build Alternatives will traverse the Angeles National Forest and impact the local communities of Kagel Canyon, Sylmar, Lake View Terrace, Sunland-Tujunga, Shadow Hills, Sun Valley, and Pacoima. To address these concerns, please refer to PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's opposition to the HSR Project is acknowledged. This comment does not address the sufficiency of the draft EIR/EIS nor does it suggest edits to the document. As a result, no change has been made to the document in response to this comment.

4436-8094

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-GEN-1: Frequently Asked Questions, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern for implementation of the HSR Palmdale to Burbank Project Section and notes the risks to the forest ecosystem and to faults from tunnel drilling activities. The Draft EIR/EIS provides detailed analysis of impacts to sensitive biological resources and provides mitigation measures to reduce impacts to less than significant. In 2020, the Authority identified the SR14A Build Alternative as the Preferred Alternative because it best balanced benefits and impacts of the project (see Standard Response PB-Response-GEN-1: Frequently Asked Questions). The methods for evaluating impacts to biological resources are provided in Section 3.7.4 of the Draft EIR/EIS, and the detailed analysis of the affected environment is provided in Section 3.7.5. Mitigation measures are provided in Section 3.7.7. For further details related to impacts and mitigation to wildlife, please see PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

Preliminary geotechnical analysis has been conducted for the HSR Palmdale to Burbank Project Section and impacts to faults are addressed in the Draft EIR/EIS. For details related to the analysis of risk and impacts associated with seismic events, and mitigation for that risk, please see Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

Response to Submission 4436 (James Horan, December 1, 2022) - Continued

4436-8095

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

The commenter expressed concern regarding water usage during times of drought. PUE-MM#1 (described in Section 3.6.7, Mitigation Measures) will require the Authority to prepare an updated water supply analysis for the selected Build Alternative that details and describes the minimum adequate water supply for the RSA during normal, dry, and multiple dry years based on a more detailed project design. Additionally, PUE-MM#1 will require the Authority to utilize non-potable water from regional water utility service providers for construction activities where feasible, as well as recycling/reusing water used for tunnel construction, further minimizing demand for water supplies to avoid impacting residents' water availability during the construction of the project. For additional information regarding water supply, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage. As to the question about the Authority justifying the water used during construction, please refer to the discussion above, which indicated sufficient water supply. The Authority has identified the benefits of the California HSR System in Section 1.2.5 of the Draft EIR/EIS. Moreover, when the Authority makes a decision on the project, it will decide whether the benefits of the project justify the environmental costs.

4436-8096

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the California HSR System and asserts that it should be shut down. See Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. For a response to comments on project cost and funding, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

Submission 4437 (Kelly Moren, December 1, 2022)

Palmdale - Burbank - RECORD #4437 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Kelly
Last Name : Moren

Stakeholder Comments/Issues :

4437-8091 | I support the NO PROJECT ALTERNATIVE as the only feasible alternative due to the exorbitant ballooning costs, the risk to our drinking water and the disruption to wilderness areas, wildlife and our equestrian community. My biggest concern is the use of hundreds of millions of gallons of water during the construction process while we are in an epic drought. How do you justify wasting this precious resource this way at this time?

4437-8092 | Kelly Moren
Sent from my iPhone

Response to Submission 4437 (Kelly Moren, December 1, 2022)

4437-8091

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-PUE-3: Water Demand and Usage.

The commenter expresses support for the No Project Alternative and opposition to the HSR Palmdale to Burbank Project Section, citing the rising cost of the project, risk to drinking water, and disruption of wilderness, wildlife, and equestrian community. The commenter's general opposition and concerns regarding ballooning costs are addressed in Standard Response PB-GEN-4: General Opinions, Opposition or Support and Standard Response PB-Response-GEN-2: Project Costs and Funding, respectively. Regarding potential impacts to drinking water, please refer to Section 3.8, Hydrology and Water Resources for a discussion of the potential impacts on water quality from the project, which would apply to drinking water. The commenter may also be expressing a concern about the water supply related to drinking water. Please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which addresses water supply impacts from the project during normal, dry, and multiple dry year scenarios. Regarding potential impacts to wilderness areas and wildlife, these issues are evaluated in Section 3.7, Biological and Aquatic Resources of the Draft EIR/EIS. The commenter did not provide any specific concerns related to impacts to wilderness areas and wildlife; however, Section 3.7, Biological and Aquatic Resources of the Draft EIR/EIS provides a robust analysis of potential impacts and includes the IAMFs and Mitigation Measures that would be applied to minimize impacts. Regarding potential impacts to an equestrian community, the Authority has considered potential impacts to communities and equestrian communities in its selection of the Preferred Alternative and in the environmental analysis. Please refer to Section 8.4.2.9 in Chapter 8, Preferred Alternative and Station Sites of the Draft EIR/EIS, which explains how the SR14A Build Alternative would minimize community impacts compared to other Build Alternatives, and how the Authority considered potential impacts to equestrian communities from other Build Alternatives in its selection of the preferred alternative. A potential impact on equestrian communities is noise and the Authority considered that impact in the EIR/EIS. Please refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife for additional information regarding potential noise impacts on horses.

4437-8092

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

The commenter expressed concern regarding water usage during times of drought. PUE-MM#1 (described in Section 3.6.7, Mitigation Measures) will require the Authority to prepare an updated water supply analysis for the selected Build Alternative that details and describes the minimum adequate water supply for the RSA during normal, dry, and multiple dry years based on a more detailed project design. Additionally, PUE-MM#1 will require the Authority to utilize non-potable water from regional water utility service providers for construction activities where feasible, as well as recycling/reusing water used for tunnel construction, further minimizing demand for water supplies to avoid impacting residents' water availability during the construction of the project. For additional information regarding water supply, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage. As to the question about the Authority justifying the water used during construction, please refer to the discussion above, which indicated sufficient water supply. The Authority has identified the benefits of the California HSR System in Section 1.2.5 of the Draft EIR/EIS. Moreover, when the Authority makes a decision on the project, it will decide whether the benefits of the project justify the environmental costs.

Submission 4438 (Irene Georgia Tsatsos, December 1, 2022)

	<p>Palmdale - Burbank - RECORD #4438 DETAIL</p> <p>Status : Action Pending Record Date : 12/2/2022 Interest As : Individual First Name : Irene Last Name : Georgia Tsatsos</p> <p>Stakeholder Comments/Issues :</p> <p>To Whom It May Concern:</p>	4438-8956	Construction will generate more greenhouse gases than it will recoup in 70 years of operation. As a "green project," CHSRA is a beneficiary of cap & trade funds, but CHSRA will have to purchase offset credits during construction as its pollution levels exceed AQMD standards. *How can this irony be reconciled from economic, environmental, and safety perspectives?*
4438-8951	As a homeowner/resident of Kagel Canyon for nearly 20 years, I support the "No Project Alternative" option, for reasons outlined below. My questions appear in *bold*.		Designated scenic corridors will be blighted with multi-acre construction staging areas to house construction equipment, concrete batch plants, and more. Portals aren't just tunnel openings; they have huge infrastructure with them, including 65' three-story buildings. Two proposed routes still include a viaduct to carry the train out of the mountain and over the Big Tujunga Wash. *How can this aesthetic blight be mitigated?*
4438-8952	Tunneling jeopardizes critical groundwater sources in the mountains that provide drinking water to LA. We are in another epic drought and HSR will use hundreds of millions of gallons of water to spray construction areas to mitigate fugitive dust, operate the tunnel boring machine, and build miles of concrete tunnels. *How can this project guarantee drinking safety and availability, aside from the plan to truck in tens of millions of gallons of water for the oak trees in the Angeles National Forest if tunneling causes dewatering?*	4438-8958	Instead of fully studying important topics such as seismic impacts prior to approving the project, the Authority places the brunt of the study work and planning on contractors to be hired after the project is approved. The Authority employs a 15/85 design plan, which means that only 15% of the project needs to be designed before the project is approved. The total budget has ballooned to \$105b in 2022, and not a single inch of track has been laid. Over 150 local businesses nearby will be displaced without alternate locations available locally. For all of these reasons, I support the "No Project Alternative" option.
4438-8953	Construction in our area is estimated to take at least seven years. Construction staging areas nearby are proposed for 118/Paxton and on Little Tujunga Canyon Road by Gold Creek. There will be noise, vibration, dust, and exhaust as millions of truck trips are needed to haul spoils out of bored tunnels. Traffic will increase for these millions of truck trips on our local roads and the 5/210 freeways. *How does this project intend to mitigate the intense impact of increased traffic on local communities and small roads?*		Sincerely, Irene Georgia Tsatsos Kagel Canyon
4438-8954	Tunneling means there will be encroachments in the ANF where none exist now, such as the construction of buildings used to access the tunnels and provide ventilation, access roads and power lines, and portals at borders to the ANF. *How will this project mitigate disruption to wilderness and wildlife habitat areas, including routes that cross the Pacific Crest Trail, Rim of the Valley Trail, San Gabriel Mountains National Monument?*		Irene Georgia Tsatsos pronouns: she/her/hers
	Additional fire hazards will be created due to construction and increased activity in the Forest. *How will these be mitigated?*		*Working and residing on the ancestral lands of the Fernandefio Tataviam < http://www.tataviam-nsn.us/ > and Yuhaviam (Maara'yam < https://sanmanuel-nsn.gov/culture/history/ >). **Find out whose land you're on: native-lands.ca < https://native-land.ca/ >.*
4438-8955	All routes cross the San Andreas, San Gabriel, Sierra Madre, and Verdugo Fault Zones. *In light of this, how can resident safety be assured?*		Visit Pine Point West < https://www.airbnb.com/rooms/594358124443114419?source_impression_id=p3_1654796404_Ou9Kwsjc26Ea6nqF > @pinepointwest

Response to Submission 4438 (Irene Georgia Tsatsos, December 1, 2022)

4438-8951

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the No Project Alternative. Please refer to PB-Response-GEN-4: General Opinions, Opposition or Support. The Authority will consider all impacts when choosing the alignment alternative. 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.

4438-8952

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-PUE-3: Water Demand and Usage.

The commenter expresses concern related to the effect of the construction of the HSR Palmdale to Burbank Project Section on water supply and water quality, particularly with respect to the construction of tunnels (including "dewatering" or seepage from tunnel construction). The commenter also notes that California is in a drought.

Regarding the comment about the potential effects of tunnel construction on the availability and quality of drinking water sources, the Authority recognizes that some groundwater seepage into tunnel cavities may occur during construction within the ANF. These risks and impacts are analyzed in detail in Section 3.8, Hydrology and Water Resources, specifically in Impact HWR#4 (Changes in Groundwater Recharge Associated with Temporary Construction Activities and Permanent Structures Required for the Build Alternatives) and HWR#5 (Changes in Hydrogeologic Conditions Associated with Tunnel Construction Beneath the ANF which May Affect Surface and Subsurface Water Resources). These risks and impacts are addressed by the Authority's use of state-of-the-art design features and construction methods to avoid and minimize impacts on hydrologic resources, including through the use of tunnel boring machines (TBMs) with features to reduce or prevent inflows and grouting and tunnel-lining approaches that have proven effective at controlling water seepage. These measures are identified in HYD-IAMF#5 (TBM Design Features), HYD-IAMF#6 (Tunnel Lining Systems), and HYD-IAMF#7 (Grouting). HYD-IAMF#5 would use closed-mode operations to effectively prevent water seepage from occurring at the TBM cutterhead area, with ports for drilling horizontal probe holes through the TBM cutterhead, and angled probe holes through the TBM shields. These holes will allow for water pressures and flow rates to be measured ahead of the TBM, and further allow for pre-excavation grouting ahead of the TBM to cut-off groundwater inflows into the tunnel. HYD-IAMF#6 will consist of segmental, precast, concrete lining with bolted and gasketed joints, creating a tunnel lining capable of resisting the groundwater pressure with minimal, if any, leakage in circumstances where groundwater pressures are 25 bar or less. In sections where groundwater pressures are above 25 bar, and after the first lining has been installed, no significant water leakage is expected once the second lining has been

Response to Submission 4438 (Irene Georgia Tsatsos, December 1, 2022) - Continued

4438-8952

put in place. HYD-IAMF#7 involves pouring coarse mortar into various narrow cavities along the tunnel lining. Several grouting methods will be used during the construction of the tunnels to avoid and minimize groundwater flows into the tunnels, including pre-excavation grouting, backfill grouting with two-component grout, and check grouting (refer to Appendix 2-E, Impact Avoidance and Minimization Features, of the Palmdale to Burbank Project Section Draft EIR/EIS for further descriptions of IAMFs that will be implemented as part of the project, including HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7). In the event that groundwater and/or water wells are adversely impacted, the Authority will implement an Adaptive Management and Monitoring Plan (AMMP) as detailed in mitigation measure HWR-MM#4. The AMMP includes provisions for augmenting water supplies for wells and actions to restore affected resources, if necessary. See Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, for a further discussion of hydrogeologic impacts that would result from tunneling under the Angeles National Forest (ANF) including the San Gabriel Mountains National Monument (SGMNM).

Regarding the comment regarding the use of water for HSR in the context of drought conditions, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which provides information about the water demands associated with the Build Alternatives (including the Authority's preferred Build Alternative) and the mitigation the Authority would implement related to water supply, including during normal, dry, and multiple dry years.

4438-8953

Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, PB-Response-N&V-6: Construction Noise/Truck Impacts.

The commenter asks how construction traffic impacts will be mitigated on local roads. The commenter also questions how construction traffic will be mitigated, and noise, vibration, dust, and pollution will be addressed. As stated in Section 3.2.6.3, spoils hauling is anticipated to take up to 6.4 years in total, depending on location and Build Alternative. Depending on the Build Alternative, there would be between 1.3 million and 4.9 million construction spoils haul trucks throughout the construction duration, based on the construction plan documented in Appendix 2.0-I Spoils Disposal Assumptions used for Environmental Analysis. Please refer to Response to Comment #8200 for more information regarding spoils volume and the duration of spoils hauling. As documented in Appendix 2.0-I: Spoils Disposal Assumptions used for Environmental Analysis, the Intermediate Windows near the intersection of Paxton/SR-118/I-210 intersection would generate between 34 and 64 trucks an hour (combined inbound and outbound), depending upon the phase of construction. These trucks would travel to and from I-210 freeways using the most direct roadways, such as Paxton Street and Foothill Boulevard. The intersection of the I-210 Westbound ramps at Paxton Street were assessed for conditions during construction. As documented in Section 3.2.6.3, the analysis location of I-210 Ramps at Paxton Street currently operates at LOS F conditions, and the Project would cause conditions to worsen. As documented in Section 3.2 (see Section 3.2.4.2 and Section 3.2.7 of the Draft EIR/EIS), IAMFs and Mitigation Measures were identified to reduce the effect of construction vehicles on traffic circulation, pedestrians, bicyclists, and transit. In particular, TR-IAMF#2 requires the preparation of a construction transportation plan (CTP), TR-IAMF#4 requires the maintenance of pedestrian access during construction, TR-IAMF#5 requires the maintenance of bicycle access during construction, TR-IAMF#6 limits construction hours to minimize impacts, TR-IAMF#7 requires the establishment of appropriate truck routes, TR-IAMF#11 requires the maintenance of transit access during construction, and TR-IAMF#12 ensures pedestrian and bicyclist safety during construction. At locations where intersections or roadway segments would be negatively affected by construction activities at the I-280 Ramps at Paxton Street, the Authority would temporarily improve facilities (such as adding traffic signals to unsignalized intersections) to improve intersection operating conditions. For concerns regarding air quality and health risk impacts, see PB-Response-AQ-2: Health

Response to Submission 4438 (Irene Georgia Tsatsos, December 1, 2022) - Continued

4438-8953

Risks and Impacts. For concerns regarding noise and vibration during construction, see PB-Response-N&V-6: Construction Noise/Truck Impacts.

4438-8954

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-S&S-1: Wildfire.

The commenter expressed concerns regarding surface impacts from proposed aboveground structures in the Angeles National Forest (ANF), including the San Gabriel Mountains National Monument (SGMNM), as well as Pacific Crest Trail (PCT) and Rim of the Valley Trail, and asks how the project would mitigate disruptions to these wilderness areas and wildlife habitat. The commenter also expressed concern that the project would increase wildfires in the ANF, and asks how wildfire impacts would be mitigated.

Aboveground permanent facilities within the ANF would be located on in-holdings. These are properties within the ANF that are privately owned and may currently have existing structures on them (e.g., houses). The Build Alternatives cross areas of the ANF that have other encroachments within the ANF such as major electrical transmission lines and roadways.

For a discussion of direct and indirect impacts to biological resources, including wildlife habitat, and the ANF from construction and operation of the six Build Alternatives, please refer to Standard Responses PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, and PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest. The project includes 12 biological resources IAMFs, which are incorporated into the project design and construction to avoid or minimize the impacts on biological resources. Where it was determined that the impacts were significant after application of IAMFs, the Authority developed mitigation measures to further reduce impacts. With implementation of the mitigation measures, the Build Alternatives would not result in a substantial adverse effect to special-status plants, plant communities/habitat, and wildlife, and biological resources impacts would be less than significant for all six Build Alternatives and would result in no adverse effect under NEPA.

Please also refer to Section 3.7.11, United States Forest Service Impact Analysis, of the

Response to Submission 4438 (Irene Georgia Tsatsos, December 1, 2022) - Continued

4438-8954

Draft EIR/EIS, which summarizes the specific impacts of the six Build Alternatives on biological resources in the ANF, including the SGMNM. As discussed in Section 3.7.11.2, United States Forest Service Resource Analysis, of the Draft EIR/EIS, with the implementation of project design features and conservation measures, the Build Alternatives are not likely to adversely affect United States Forest Service (USFS)-designated Forest Service sensitive (FSS) plant and wildlife species. Additionally, Appendix 3.1-B, USFS Policy Consistency Analysis, of the Draft EIR/EIS contains a comprehensive evaluation of relevant laws, regulations, plans, and policies relative to portions of the Build Alternative alignments within the ANF, including the SGMNM. Policies in the Angeles National Forest Management Plan regarding biological resources are generally related to USFS's ability to protect and conserve habitat for special-status species. This analysis determined that the portions of the Build Alternatives located within the ANF would be consistent with applicable policies pertaining to biological resources.

As discussed in Section 4.6, Section 4(f) Use Assessment, of the Draft EIR/EIS, the Authority has concluded that the effects on the SGMNM would meet the criteria for a finding of de minimis impact because the effects would not substantially change the attributes or functions of the SGMNM. Additionally, construction of all six Build Alternatives would result in temporary occupancy of land along the proposed extension of the Rim of the Valley Trail, which is considered a Section 4(f) resource; however, the temporary occupancy of the Rim of the Valley Trail would not constitute a use of a Section 4(f) resource. With regard to the PCT, the only Build Alternative that would cross the PCT at grade and impact the trail is the Refined SR14 Build Alternative; however, the Authority has concluded that the permanent use at the PCT for the trail realignment under construction and operations of the Refined SR14 Build Alternative would be de minimis because the features and attributes that qualify the resource for protection under Section 4(f) would not be diminished.

As discussed in Section 3.11, Safety and Security, of the Draft EIR/EIS, the project would not result in adverse or significant impacts on wildfire hazards, and as such, no mitigation is required. Please refer to Standard Response PB-Response-S&S-1: Wildfire, regarding the potential for wildfire resulting from construction and operation of the project.

4438-8955

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concern related to seismicity due to the HSR Palmdale to Burbank Project Section crossing fault lines. Please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which addresses concerns related to seismicity and discusses the selection of the Build Alternatives routes. Specifically, seismic impacts are analyzed in Impact GSSP#7: Fault Rupture and Seismic Ground Shaking Could Endanger People or Structures During Construction and Impact GSSP#16: Effects of Geologic Hazards During Operations Effects of Fault Rupture and Ground Shaking.

4438-8956

The comment questions why the project would be a beneficiary of the Cap and Trade Program since it would have to purchase offsets during construction. The commenter also suggests that the project would generate more greenhouse gases than it will recoup in 70 years of operation. See Response to Comment #8880 regarding greenhouse gas emissions and benefits and criteria pollutant emissions, benefits, and mitigation. The offsets covered under the Cap and Trade Program are for greenhouse gas emissions only. As the project would have a net benefit within 4 to 6 months of operation, no offsets are required to reduce the GHG emissions. The offsets required for the project's construction are for criteria pollutant emissions (VOC, NOx, PM10, PM2.5). As explained in Section 3.3, mitigation measures AQ-MM#1 and AQ-MM#2 will require the purchase of offsets for emissions of criteria pollutants that exceed General Conformity de minimis thresholds or local air district CEQA significance thresholds during project construction.

Response to Submission 4438 (Irene Georgia Tsatsos, December 1, 2022) - Continued

4438-8957

Refer to Standard Response PB-Response-AVQ-1: Impacts to Scenic Vistas and Scenic Drives, PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash, PB-Response-AVQ-3: Effects on Visual Quality during Construction.

The commentor is concerned about the visual effects of the Project staging areas and portals on Scenic corridors and the Big Tujunga Wash area. These topics are discussed in PB-Response-AVQ-1, PB-Response-AVQ-2, and PB-Response-AVQ-3.

4438-8958

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commentor expresses their support of the No Project Alternative since additional seismic investigation would be required post-approval, due to the cost of the HSR Palmdale to Burbank Project Section, and due to the displacement of local businesses. General opposition to the HSR Palmdale to Burbank Project Section is addressed in Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. While the commentor cites cost, unknown seismic information, and local displacement as the reasons for their opposition to the HSR Palmdale to Burbank Project Section, there would be many offsetting benefits within the communities in the HSR Palmdale to Burbank Project Section footprint. These include regional and statewide improvements in LOS and VMT metrics, improvements in regional air quality and health risks, reductions in vehicular, cycling and pedestrian accidents, economic revitalization of communities in Burbank and Sun Valley, and the generation of 80,000 to 85,000 construction jobs and 5,400 permanent jobs. Regarding the cost and funding of the HSR Palmdale to Burbank Project Section, refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. Please also refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations for the Authority's response to concerns about displacement of businesses. Regarding the current design level and future seismic investigations, CEQA and NEPA both allow for design of the project to be conducted concurrent with environmental review. For instance, CEQA Guidelines section 15004(b) states that "Choosing the precise time for CEQA compliance involves a balancing of competing factors. EIRs and negative declarations should be prepared as early as feasible in the planning process to enable environmental considerations to influence project program and design and yet late enough to provide meaningful information for environmental assessment." What is important regarding both design and information about the seismic conditions in the project area is that both are sufficient for understanding the impacts of the project (see CEQA Guidelines section 15124, CEQA Guidelines section 15125(a), 40 CFR section 1502.15). The EIR/EIS adequately evaluates seismicity-related impacts, as discussed in Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, and therefore

Response to Submission 4438 (Irene Georgia Tsatsos, December 1, 2022) - Continued

4438-8958

the information known about the project design and seismic conditions are sufficient. 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)).

Submission 4439 (Kelly Decker, December 1, 2022)

Palmdale - Burbank - RECORD #4439 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Individual
First Name : Katharine
Last Name : Paull
Attachments : PB_4439_K_Decker_Project Email-Original.pdf (1 kb)
DEIR_Reponse_to_CHSPR_Authority.pdf (89 kb)

Stakeholder Comments/Issues :

Hi Genoveva,
I am on the phone with Kit Paull and we were talking about submitting public comments. She said that she submitted her comments midday today, but did not receive the automatic response that I received in response to our SAFE comment letter, so I am worried that if she didn't get that auto reply, perhaps her comments did not make it through.
I am sending Kit's comments (attached) to both the official HSR address for public comment as well as to you so that I can explain why Kit's comments are being submitted by me. Just wanted to make doubly sure that they were received.
Thanks so much, Kelly

Palmdale - Burbank - RECORD #4439 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Kelly
Last Name : Erin Decker

Stakeholder Comments/Issues :

Hi Genoveva,
I am on the phone with Kit Paull and we were talking about submitting public comments. She said that she submitted her comments midday today, but did not receive the automatic response that I received in response to our SAFE comment letter, so I am worried that if she didn't get that auto reply, perhaps her comments did not make it through.
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Thanks so much, Kelly

Submission 4439 (Kelly Decker, December 1, 2022) - Continued

	<p>QUESTIONS FOR THE HIGH-SPEED RAIL QUTHORITY REGARDING THE PALMDALE TO BURBANK DEIR</p>	4439-8580	<p>3. The DEIR contains numerous mitigations, which may or may not be effective since they have not been tested. At times a worst-case scenario relies upon purchasing off-sets or trucking in water to substitute for depleted water resulting from the project. Meanwhile, Californians are helping to subsidize the program through its high gas prices.</p>
4439-8577	<p>To Whom It May Concern:</p>		
	<p>I have concerns and questions (in bold print) concerning the DEIR. I am requesting a NO PROJECT ALTERNATIVE response.</p>		<p>Is the CHSRA buying any of the 37 off-sets in the forest? According to the 11/30 Los Angeles Times, these off-sets are ineffective.</p>
4439-8578	<p>1. The DEIR for the Palmdale to Burbank Section of CHSR is almost 7,000 pages. Even with an extended 30 days for review, it is not possible for readers to read and respond to it. Given a lack of publicity to the Greater Los Angeles area and virtual meetings from CHSR mostly about work in other areas of the state, this area of the State has no doubt been focusing on other national and local issues in the last years.</p>	4439-8581	<p>According to the 12/1/22 Los Angeles Times, "Efforts to save water remain crucial," the current drought may call for more water conservation, when many of us have experienced dying trees and restricted water resources during this past summer's heat. How can the CHSRA consider bringing water, that does not seem to exist, to mitigate water shortages that it has caused? How would water be brought to the forest which has limited two-lane roads? How exactly could the water be administered? Over what period of time?</p>
	<p>How many people individually received notice regarding the P-B DEIR and its deadlines?</p>		
	<p>How realistic was it for the public to respond to this document in good faith?</p>	4439-8582	<p>Which mitigations from the DEIR have been used thus far in previous CHSR construction?</p>
	<p>Since work on this Section will not occur for years, why is it presented at this time, especially since it is using data, such as census figures and housing availability, which will not be correct at a later date?</p>	4439-8583	<p>Once trains are in operation, what maintenance will still be expected in local areas? Who will pay for it?</p>
	<p>Could such a lengthy document have been broken into separate parts delivered during different time periods?</p>	4439-8584	<p>4. The Deir often relies upon contractors , who have not been hired, to carry out construction mitigations and it seems to assume that plans carried by biologists who have not been hired, will solve environmental issues.</p>
4439-8579	<p>2. Although a "preferred" alignment was suggested, the DEIR does not suggest why it is "preferred." This information would have been useful for the reader who is responding to six alternatives. Since a best tunneling alignment is key to decision making, it is important to know concrete evidence based on fact. The San Gabriel Mountains are some of the youngest, fastest changing mountains in the world. They are unique to this country, which has no prior history of lengthy tunnel through mountains.</p>		<p>What method does the CHSRA use for hiring experts in their fields? How experienced are they with the terrain of the P-B DEIR?</p>
	<p>How can the CHSRA decide upon an alignment when only six borings have been done to date? How many more borings should be done to adequately choose an alignment?</p>	4439-8585	<p>Does giving a list of surveys necessarily reduce impacts upon various animal, plant, reptile and fish species?</p>
	<p>If an alignment is chosen, and more borings are done through mostly fractured rock, will the CHRA stay with that alignment?</p>		<p>5. In hindsight, looking at history, our country has made mistakes, whether in disenfranchising groups of people, destroying valuable land and water resources, or creating blight. At times projects have been highly praised and celebrated at the expense of others. For example, in 1928 431. people lost their lives when the St. Francis Dam, which had been approved by Los Angeles voters, collapsed due to design flaws. Freeways have been built to isolate groups of people. The DEIR reveals that small businesses and homes housed by low-income people will be disenfranchised</p>
	<p>Could a train possibly withstand the jolting from a major earthquake, given the potential of sizeable faults, including the San Andreas, that cross under these mountains?</p>		

Submission 4439 (Kelly Decker, December 1, 2022) - Continued

4439-8585

further. In some areas, communities, schools, and parks will be affected. Land, which should be a gateway to the mountains to be appreciated by people in urban areas, will be defaced by industrial structures.

To what extent can the Authority justify sacrificing people and their support?

If the rail system ever becomes operable, how can it be justified if environmental factors outweigh the costs to our planet?

Thank you for responding to my questions.

Sincerely,

Katharine Paul

Response to Submission 4439 (Kelly Decker, December 1, 2022)

4439-8577

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses concerns and questions on the Draft EIR/EIS. Responses to the commenter's reasons for opposition are addressed in Responses to Comments #8578 through #8585. The commenter also indicates a preference for the No Build Alternative. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For responses to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to Standard Response PB-Response-GEN-4.

4439-8578

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

The commenter expresses concerns regarding the Draft EIR/EIS public review period, stating that even with the 30-day extension, the review period is realistically not enough time to review such a large document.

Commenter also inquired about how many individuals received notice of the comment review period. 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, and in consideration of limitations caused by the novel coronavirus, the Authority extended the comment period by 30 days. The Authority provided a broad notice of the availability of the Draft EIR/EIS in the form of an e-blast, notification through social media channels, and promotion through local newspapers in English and Spanish. Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS provides additional information regarding the outreach efforts conducted by the project team.

The commenter also expresses that the data in the Draft EIR/EIS, such as census data and housing availability information, would not be accurate by the time the project actually starts construction and requests whether the document could have been broken into different parts that were made available at later dates. The Authority used best available information at the time of preparation of the environmental document to evaluate project impacts. For some resource topics, best available information included the use of future projections to evaluate project impacts at the time of project operations. For example, Section 3.18, Regional Growth, of the Draft EIR/EIS provides projected growth rates for population and employment through the year 2040, and projected housing needs through the year 2040. The chapter also discusses the impacts of the Palmdale to Burbank Project Section that are anticipated with these growth projections.

While the commenter's request that the document be broken into different parts that are made available at a later time is noted, this approach would not be consistent with CEQA and NEPA guidelines. Consistent with the focus of both CEQA and NEPA that an

Response to Submission 4439 (Kelly Decker, December 1, 2022) - Continued

4439-8578

EIR/EIS serve as an informational tool for the public and decision makers, the impact analysis in the Draft EIR/EIS needs to provide sufficient information to allow for a full assessment of the environmental impacts of the project. In addition, per Section 15105(e) of the 2022 CEQA Guidelines, the State Clearinghouse must deem a Draft EIR as complete before releasing it for public review. No change has been made to the document in response to this comment.

4439-8579

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter requests additional information on the selection of the SR14A Build Alternative as the Preferred Alternative, and how the Authority was able to develop and decide on an alignment based on the number of borings. The commenter also inquires how many more borings should be done to adequately choose an alignment, and whether the alignment will change based on the results of future borings. The commenter asks if a train can withstand seismic ground shaking. To clarify, EIR/EIS Chapter 8: Preferred Alternative and Station Sites, describes how the Authority selected the Preferred Alternative. Specifically, Section 8.4 discusses the process of selecting the Preferred Alternative, identifies environmental factors influencing selection, and discusses key differential factors influencing identification of a preferred alternative. Also see Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses why the Preferred Alternative was chosen over other alternatives. Regarding the feasibility of the project from a geotechnical perspective, refer to Response to Comment 8378. Based on extensive desktop studies, literature research, site reconnaissance, geologic mapping, investigations, evaluations, and analyses by experts, the Authority concluded that the alignment alternatives are feasible. As an example of the analyses, evaluations of tunnel feasibility and general site subsurface geological conditions are described in the following documents: PEPD Palmdale to Burbank Project Section Geology, Soils, and Seismicity Technical Report; PEPD Palmdale to Burbank Geotechnical Report; PEPD Palmdale to Burbank Geotechnical Feasibility Evaluation of Tunnels Beneath Angeles National Forest; PEPD Palmdale to Burbank Preliminary Ground Conditions Tunnels 1 and 2 North of the ANF; Refined SR14 and PEPD Palmdale to Burbank Addendum SR14A/E1A/E2A Preliminary Ground Conditions Tunnels North of ANF; PEPD Palmdale to Burbank Central Subsection (south of the Angeles National Forest); and Burbank Subsection Geotechnical Conditions Report. Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events for a discussion of seismic safety.

Response to Submission 4439 (Kelly Decker, December 1, 2022) - Continued

4439-8580

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions.

The commenter expresses general opposition to the project and concerns about the adequacy of proposed mitigation measures, including emission offsets that will be used during construction of the project. The commenter asks whether "CHSRA is buying any of the 37 off-sets in the forest" and cites the Los Angeles Times, but it is not clear what specifically the commenter is referring to. As discussed under AQ-MM#1 and AQ-MM#2 in Section 3.3, Air Quality, the Authority will enter into contractual agreements with South Coast Air Quality Management District (SCAQMD) to offset construction emissions that cannot be reduced by IAMFs or any other mitigation measure by funding equivalent emissions reductions that achieve reductions in the same years as construction emissions occur. Furthermore, the Authority will enter into a contractual agreement with the Antelope Valley Air Quality Management District (AVAQMD) to mitigate the project's emissions by participating in the Air Quality Investment Program, which funds stationary and mobile-source emission reduction strategies. For additional discussion about the proposed mitigation measures, please refer to Section 3.3.7 Mitigation Measures in Section 3.3, Air Quality. Also, please refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions for additional details about offsets.

4439-8581

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

The commenter is concerned about the project water demand and additional water to mitigate water shortages potentially caused by the project. For information regarding water demand and usage, see Standard Response PB-Response-PUE-3: Water Demand and Usage. This standard response also addresses water supply during dry and multi-dry years, as well as potential trucking of water. Regarding supplemental water for habitat impacts that may occur within the ANF, the source of this water would be the same as those sources discussed Standard Response PB-Response-PUE-3: Water Demand and Usage. Conveyance of supplemental water to locations in the ANF is discussed and evaluated in the Final EIR/EIS Appendix 3.8-D, which has been updated since the Draft EIR/EIS.

4439-8582

The commenter inquires as to what mitigation measures from the Draft EIR/EIS have been used in construction for the California HSR System.

Appendix 3.1-C provides standardized mitigation measures that have been approved program-wide and are being implemented successfully on HSR project sections under construction in the Central Valley. Select examples of mitigation measures in the Palmdale to Burbank Project Section Draft EIR/EIS that have been used in the construction of the Fresno to Bakersfield Project Section include the following:

- The Palmdale to Burbank Project Section's BIO-MM#17 (Conduct Surveys for Swainson's Hawk Nests) and BIO-MM#18 (Implement Avoidance and Minimization Measures for Swainson's Hawk Nests) are similar to the Fresno to Bakersfield Project Section's BIO-MM#32 (Conduct Protocol and Preconstruction Surveys for Swainson's Hawks) and BIO-MM#33 (Swainson's Hawk Nest Avoidance and Monitoring), respectively
- The Palmdale to Burbank Project Section's BIO-MM#35 (Implement Transplantation and Compensatory Mitigation Measures for Protected Trees) is similar to the Fresno to Bakersfield Project Section's BIO-MM#50 (Mitigation and Monitoring of Protected Trees)
- The Palmdale to Burbank Project Section's N&V-MM#1 (Construction Noise Mitigation Measures) is similar to the Fresno to Bakersfield Project Section's N&V-MM#1 (Construction Noise Mitigation Measures)
- The Palmdale to Burbank Project Section's N&V-MM#2 (Construction Vibration Mitigation Measures) is similar to the Fresno to Bakersfield Project Section's N&V-MM#2 (Construction Vibration Mitigation Measures)
- The Palmdale to Burbank Project Section's HMW-MM#1 (Limit handling of extremely hazardous materials near educational facilities) is similar to the Fresno to Bakersfield Project Section's HMW-MM#1 (Limit Use of Extremely Hazardous Materials near Schools during Construction)
- The Palmdale to Burbank Project Section's 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) is similar to the Fresno to Bakersfield Project Section's 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)

Response to Submission 4439 (Kelly Decker, December 1, 2022) - Continued

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- The Palmdale to Burbank Project Section's AVQ-MM#1 (Minimize Visual Disruption from Construction Activities) is similar to the Fresno to Bakersfield Project Section's AVQ-MM#1a (Minimize Visual Disruption from Construction Activities)

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The commenter inquired about train maintenance during operations and inquired who will cover those costs.

As discussed in Section 6.3.3 of the Draft EIR/EIS, HSR system maintenance activities include maintenance of equipment, maintenance of infrastructure, and station and train cleaning. Refer to Appendix 2-F, Summary of Requirements for Maintenance Facilities, of the Draft EIR/EIS for information about the recommended location of light and heavy maintenance facilities, maintenance of infrastructure facilities, and maintenance of infrastructure sidings.

As shown in Figure 1 of Appendix 2-F, possible locations of maintenance facilities adjacent to the Palmdale to Burbank Project Section include Antelope Valley, Glendale, and Los Angeles. The Authority will pay for operation and maintenance cost for the system, including those for the Palmdale and Burbank Project Section. As discussed in the 2022 Business Plan, as the program matures, positive cash flows will be needed to cover operations and maintenance costs while sustaining the lifecycle of the infrastructure and complying with Proposition 1A requirements.

Operation and maintenance costs in 2015 dollars, as apportioned to the Palmdale to Burbank Project Section, are shown in Table 6-3 of the Draft EIR/EIS and are based on the total cost per route mile for Phase 1 of the California HSR System. The costs associated with operation and maintenance are apportioned based on trainset miles operated in the Palmdale to Burbank Project Section. The costs associated with the maintenance of infrastructure are apportioned as a ratio of 40 miles to the 520 total route miles in Phase 1. Accordingly, the Palmdale to Burbank Project Section is expected to cost \$70 million annually under the 2040 medium ridership forecast and \$76 million annually under the 2040 high ridership forecast (see Appendix 6-A).

Response to Submission 4439 (Kelly Decker, December 1, 2022) - Continued

4439-8584

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter expresses concern about the implementation of mitigation measures to avoid or reduce biological resource impacts. The commenter requests information regarding the hiring of experts in their fields and how experienced these individuals are with the terrain of the Palmdale to Burbank Project Section alternative alignments. All CHSRA jobs, including those for environmental services such as those described by the commenter, are posted on the CHRSA "Contracts Out for Bid" webpage (<https://hsr.ca.gov/business-opportunities/contract-opportunities/>) and on the California Department of General Services' Cal eProcure webpage (<https://caleprocure.ca.gov/pages/index.aspx>). All bidders for CHSRA jobs are required to complete the eProcure registration process and are subject to the Authority's Organizational Conflict of Interest Policy, which prescribes ethical standards of conduct applicable to persons or entities entering into contracts with the Authority and is intended to ensure integrity, competitiveness transparency and fairness in the Authority's procurements and contracts; prevent bidders and proposers from obtaining or appearing to obtain an unfair competitive advantage with respect to the Authority's procurements and contracts; provide guidance to enable contractors to make informed decisions while conducting business with the Authority; and protect the Authority's interests and confidential and sensitive information concerning the HSR project. Requests for Qualifications are released for all new bid opportunities that describe the minimum qualifications (including professional licenses required), the scoring criteria (which may or may not include familiarity with the area of the selected alignment), and selection process and timelines. Environmental contractors are required, at a minimum, to hold a Bachelor's degree in a related field and for certain disciplines hold particular licenses. For example, contract traffic engineers are required to be a California licensed Professional Engineer with a Bachelor's in civil engineering, traffic engineering, or a closely related field. Contract biologists are required to hold a Bachelor's in biology, botany, ecology, environmental sciences, wildlife, or a closely related field. Contractors providing protocol surveys such as those required by the mitigation measures set forth in the EIR/EIS must also have the appropriate permits/authorizations from U.S. Fish and Wildlife, National Marine Fisheries Service, and/or California Department of Fish and Wildlife. Additionally, note that CEQA Guidelines section 15126.4(a)(2) requires

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mitigation measures to be fully enforceable through permit conditions, agreements, or other legally binding instruments. As the lead agency, the Authority would adopt a mitigation monitoring and enforcement plan (MMEP) if the project is approved. The MMEP would serve as the legally binding instrument to require the enforceability of mitigation measures identified to reduce project impacts in compliance with CEQA Guidelines section 15126.4(a)(2). CEQA Guidelines section 15097(a) states that, "A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program." The requirements of the MMEP would be incorporated into the construction documents for the proposed project and would therefore also be binding on the Authority's contractors. The Authority would remain responsible for ensuring mitigation is implemented. Performing surveys alone does not necessarily reduce impacts upon various animal, plant, reptile, and fish species. It is the results of those surveys that help determine any subsequent actions that would be taken to avoid, minimize, or mitigate the impacts upon these resources, which are described for each special-status species that may be encountered, and often include no-work buffers and seasonal work restrictions. After presence or absence is determined through surveys, the next suite of mitigation measures outlines specific avoidance and minimization steps for certain species and/or activities, if presence is confirmed. Any remaining direct impacts on special-status species would be offset with the implementation of compensatory mitigation. Please refer to Standard Response PB-Response-BIO-2, which provides additional information about how impacts to plants and wildlife were fully evaluated and mitigated in the Draft EIR/EIS, including a description of each species-specific survey, avoidance, minimization, and compensatory mitigation measure.

Response to Submission 4439 (Kelly Decker, December 1, 2022) - Continued

4439-8585

Refer to Standard Response PB-Response-AVQ-1: Impacts to Scenic Vistas and Scenic Drives, PB-Response-SOCIO-3: Health and Safety of Children.

The commenter described concerns about potential community impacts resulting from past projects and activities such as the collapse of the St. Francis Dam and freeways that have been constructed isolating groups of people. The commenter expresses further concern that the HSR project will disenfranchise small business and low-income people and will otherwise adversely impact communities, schools, parks, and natural areas that people from urban areas can visit.

The Authority recognizes that construction and operation of the Build Alternatives may have adverse environmental effects, including disproportionately high and adverse effects on minority populations and/or low-income populations (EJ populations). As described in Section 5.5 and depicted in Figures 5-4 through 5-6, in Chapter 5, Environmental Justice, of the Final EIR/EIS, the SR14A Build Alternative (Preferred Alternative) alignment would traverse the following EJ communities: the Boulders at the Lake Mobile Home Park south of Palmdale, the Agua Dulce area, San Fernando Valley area (including the Sylmar, Pacoima, and Sun Valley neighborhoods), and in Burbank in proximity to the Hollywood Burbank Airport. Please refer to Section 5.7 and Table 5-24, in Chapter 5, Environmental Justice, of the Final EIR/EIS, which evaluates and describes the potential for the project to result in adverse effects on communities including EJ populations. Please also refer to Section 5.9, in Chapter 5, Environmental Justice, of the Final EIR/EIS, which describes those effects that have been determined to be disproportionately high and adverse on EJ populations. Potential effects on the human and natural environment from implementation of the Build Alternatives will be minimized and/or avoided through the implementation of Impact Avoidance and Minimization Measures (IAMFs). Further, mitigation measures will be implemented to mitigate significant impacts of the project, as described in the Chapter 3 resource sections of this Final EIR/EIS (please refer to Appendix 2-E, Impact Avoidance and Minimization Measures, and Appendix 3.1-C, Standardized Mitigation Measures, for full descriptions of IAMFs and mitigation measures that will be implemented as part of the project, respectively). 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

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Final EIR/EIS, along with Appendix 5-B for additional information on IAMF and OMM EJ community benefits.

Section 5.7.2.8, in Chapter 5, Environmental Justice, of the Final EIR/EIS, evaluates whether the Build Alternative would result in disproportionately high and adverse residential or business displacement impacts on EJ communities. However, as discussed in Section 5.9.2, in Chapter 5, Environmental Justice, of the Final EIR/EIS, after the implementation of IAMFs, the Authority has concluded that business displacement effects would remain disproportionately high and adverse within the Los Angeles neighborhoods of Pacoima and Sun Valley; given the number of businesses in Pacoima and Sun Valley that would have to relocate outside of their current communities. Table 2-28 presents the finding that disproportionately high and adverse displacement effects remain for business displacement. SOCIO-IAMF#3 will be incorporated into the project design, requiring the Authority to develop a relocation mitigation plan to minimize economic disruption related to relocation. New EJ-IAMF#4 will require the construction contractor's EJ liaison to coordinate with the EJ relocation ombudsman on the relocation mitigation plan on a monthly basis to address any relocation inquiries presented by EJ communities (as identified in Table 5-24 and Section 5.5, in Chapter 5, Environmental Justice, of the Final EIR/EIS) in order to minimize displacement impacts on EJ communities.

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 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 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-

Response to Submission 4439 (Kelly Decker, December 1, 2022) - Continued

4439-8585

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 air and surface traffic congestion as a result of the California HSR System would in turn decrease the occurrence of air, vehicular, pedestrian, and cycling accidents. Design of the system also would prevent conflicts between its trains and other vehicles, pedestrians, and bicyclists. Overall, the California HSR System would provide a safety benefit for travelers in the project study area. 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 addition, during November 2023, December of 2023 and January 2024, 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 of this Final EIR/EIS. Among other additional 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., 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. The EJ ombudsman shall prepare a report (quarterly, at minimum) of all concerns and complaints received from EJ communities and measures

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taken by the Authority to address those concerns and complaints.

The commenter expressed concern regarding the project's effects on schools. Figure 3.15-1 through Figure 3.15-16, in Section 3.15, Parks, Recreation, and Open Space, depicts those schools and educational facilities located in proximity to the Build Alternatives. As depicted in these figures, the SR14A Build Alternative (Preferred Alternative) alignment would traverse in tunnel adjacent to High Desert Middle School and Vasquez High School in the unincorporated community of Acton, traverse in tunnel underneath Hillery T. Broadus Elementary School and Charles Maclay Middle School in the Pacoima neighborhood and would traverse in tunnel adjacent to Roscoe Elementary School in Sun Valley. Please refer to Standard Response PB-Response-SOCIO-3: Health and Safety of Children, which describes the potential for the project to result in effects schools during construction and operations of the project. Implementation of IAMFs (i.e., SOCIO-IAMF#1 (Construction Management Plan), TR-IAMF#2 (Construction Transportation Plan), AQ-IAMF#1 (Fugitive Dust Emissions), AQ-IAMF#2 (Selection of Coatings), AQ-IAMF#6 (Reduce the Potential Impact of Concrete Bath Plants), HMW-IAMF#5 (Demolition Plans), and SS-IAMF#2 (Safety and Security Management Plan)) would avoid and/or minimize impacts related to temporary changes in access, increases in noise and dust, and hazardous materials transport that could result in effects to schools and educational facilities from project construction. Regarding project operations, the Build Alternatives would be in a tunnel in all locations where it would be adjacent to schools, and the project would not require the construction of new power transmission lines in the vicinity of existing schools and other education facilities. For these reasons, train derailment or electrical infrastructure associated with operations of the Build Alternatives would not result in safety effects on schools or other educational facilities. An operations plan would be created by the Authority and coordinated with the relevant educational facilities to ensure that no extremely hazardous substances would be used in a quantity equal to or greater than the state threshold quantity within 0.25 mile of a school, in compliance with California Health and Safety Code Section 25532, which will avoid the potential for hazardous material effects on schools to occur. HSR operations could result in a number of moderate and severe noise impacts to sensitive receivers due to increased noise levels during operation (refer to Section 3.4, Noise and Vibration, of the Draft EIR/EIS for information on operational noise impacts and mitigation measures to minimize impacts). As discussed in Impact

Response to Submission 4439 (Kelly Decker, December 1, 2022) - Continued

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SOCIO#16, mitigation measures would not reduce operational noise impacts to less than significant but would reduce vibration impacts to less than significant levels at sensitive receptors including schools. Impact SOCIO#16 has been revised to clarify this conclusion, consistent with the conclusions in Impact N&V#4 and Impact N&V#8. Additionally, all six Build Alternatives would result in a net benefit to regional and statewide air quality from HSR operations because of a decrease in emissions as a result of transportation mode shift (refer to Section 3.3 of the Draft EIR/EIS for information on operational emissions).

The commenter expressed concern regarding the project's effects on parks. Figure 3.15-1 through Figure 3.15-16, in Section 3.15, Parks, Recreation, and Open Space, of the Draft EIR/EIS, depicts park facilities, open space resources, and trails located in proximity to the Build Alternatives. As described in Impact PK#2 in Section 3.15, Parks Recreation, and Open Space, of the Draft EIR/EIS, Construction of the Build Alternatives would result in access, noise, vibration, air quality, and visual changes that could create a physical or perceived barrier to recreation resources, and/or increase the use of other existing recreational facilities. IAMFs (discussed in their respective resource chapters and in Appendix 2-E, Project Impact Avoidance and Minimizations Features Analysis of the Final EIR/EIS) would reduce construction effects, including TR-IAMF#2 (Construction Transportation Plan), AQ-IAMF#1 (Fugitive Dust Emissions), HYD-IAMF#3 (Prepare and Implement a Construction Stormwater Pollution Prevention Plan), and NV-IAMF#1 (Noise and Vibration). Additionally, PR-MM#1 through PR-MM#5 (discussed in Section 3.15.7, in Section 3.15, Parks, Recreation, and Open Space, of the Draft EIR/EIS) will be employed to reduce the effects of construction-related access, noise, vibration, air quality, and visual changes. PR-MM#1 and PR-MM#2 will ensure that access to facilities would remain unaffected by construction activities by providing alternative access routes to temporarily restricted park facilities and by ensuring that connectivity would remain after construction. PR-MM#3 will implement standard safety measures for detours, signage, and post-construction access. PR-MM#4 will set conditions for the temporary closure and/or detouring of existing trails. PR-MM#5 will set conditions to use land from park, recreation, and school play areas for temporary impact areas during the construction period. As described under Impact PK#1, direct acquisition, whether temporary or permanent, would reduce or diminish the capacity of a park or recreation resource to provide the features and attributes that are important to

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the surrounding communities, or would prevent the use of an established resource. 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. 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 to property owners and public agencies. During operations, PR-MM#8 will be employed to maintain accessibility to park facilities or to provide alternative access to ensure the park or recreation resources remain accessible. In accordance with PR-MM#8, the Authority will provide compensation for, or enhancement of, access driveways or parking areas at the recreation resource. Impacts related to noise, air quality, and aesthetics would be minimized through the implementation of applicable IAMFs and mitigation measures as discussed in those respective resource sections.

The commenter expressed concern in regard to visual impacts on scenic views of mountains resulting from the project. This topic is further discussed under Standard Response PB-Response-AVQ#1: Impacts to Scenic Vistas and Scenic Drives. As discussed in Section 3.16.6, in Section 3.16, Aesthetics and Visual Resources, of the Draft EIR/EIS, the project will incorporate AVQ-IAMF#1 (Aesthetic Operations) and AVQ-IAMF#2 (Aesthetic Review Process), which require design and construction of structures that are in visual harmony with and have aesthetic character matching the surrounding environment. The IAMFs also define how to implement the Authority's aesthetic review process. Mitigation measures AVQ-MM#3 (Incorporate Design Aesthetic Preferences into Final Design and Construction of Non-Station Structures) and AVQ-MM#4 (Provide Vegetation Screening Along At-Grade and Elevated Guideways Adjacent to Residential Areas) would incorporate Authority-approved aesthetic preferences for nonstation structures into final design and would provide vegetation screening along at-grade and elevated guideways adjacent to residential areas. As evaluated in Impact AVQ#4 and depicted in Table 3.16-21, in Section 3.16, Aesthetics and Visual Resources, of the Draft EIR/EIS, the SR14A Build Alternative (Preferred Alternative) would result in significant visual impacts at Soledad Siphon (key viewpoint [KVP] 1.3) and Agua Dulce Canyon Road (KVP 1.16) after the application of mitigation measures. Since the majority of the SR14A Build Alternative alignment would traverse underground in tunnel, the project is not anticipated to result in significant effects on

Response to Submission 4439 (Kelly Decker, December 1, 2022) - Continued

4439-8585

scenic views for viewer groups located in the cities of San Fernando, Los Angeles, or Burbank. In addition, new EJ-IAMF#3 (described above and in Appendix 2-E, Impact Avoidance and Minimization Features, of this Final EIR/EIS) will require the constructor contractor's EJ liaison and Authority EJ ombudsman to seek EJ community feedback and work with the Authority to implement locally-desired aesthetic treatments for HSR infrastructure located in EJ communities. Treatment options would include streetscape, vegetation screening, community murals, and/or beautification tree plantings, in order to minimize effects on visual quality from the construction of HSR infrastructure and minimize blight.

Submission 4442 (Michael Stein, December 1, 2022)

Palmdale - Burbank - RECORD #4442 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Michael
Last Name : Stein
Attachments : Palmdate to Burbank DEIR Questions.pdf (110 kb) 4442-8376
Stakeholder Comments/Issues :
 CHSRA, 4442-8377
 See attached questions and comments.
 --
 Warmest Regards,
 Michael A. Stein

QUESTIONS FOR THE HIGH-SPEED RAIL QOUTHORITY REGARDING THE PALMDALE TO BURBANK

DEIR

To Whom It May Concern:

I have concerns and questions (in bold print) concerning the DEIR. I am requesting a NO PROJECT ALTERNATIVE response.

1. The CHSRA is existing contractors have a poor history of meeting their contractual obligations on the Merced construction section under construction. They continuously request contact amendments for adjusting their estimates or re-working sections that were not designed or constructed to specifications.

How will CHSRA supervise construction to ensure that contractors meet contractual requirements and build to design specifications?

How will CHSRA ensure that health and safety of construction workers are not sacrificed by contractor low bids?

2. CHSRA is working under a Design and Build program for the B-G project. Per the DEIR the contracts will be a combined Design and Build. Given this design and build proposal, the required design and investigation into the selected route has not been performed to determine if the planned tunnelling is feasible given the San Gabriel Mountains recent earthquake history. Numerous bore holes, some over 2,000 feet deep, must be drilled to determine the detailed design and hydrological impacts.

Considering that the actual route has not been selected and the detailed design work not completed, why hasn't CHSRA spit the project into at least two projects?

Why isn't there a Design Project to select the route and perform the detailed investigation and design, and feasibility?

Why isn't there a second project to build the P-B HSR based upon the Design Project?

Why hasn't the two design project plan be selected to reduce change orders that would greatly reduce the overall cost of the project?

3. The information provided in the DEIR is over 5 years old. Many of the assumptions made at that time are now incorrect and outdated. By the time this EIR is completed and a route selection is made the ecological and financial assumptions used to justify the P-B Project will be invalid.

How can CHSRA justify approving this project when the ecological and financial assumptions used to justify the project are invalid?

Submission 4442 (Michael Stein, December 1, 2022) - Continued

4442-8380

4. The California Initiative that created the CHSRA states that the HSR will be paid for by combination of California State Bonds and private investors. Also, that a Private entity will operate the HSR.

To date, no private investors or operators have been identified, how is CHSRA planning to fund and operate the HSR when these required conditions have not been met?

Response to Submission 4442 (Michael Stein, December 1, 2022)

4442-8376

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-1: Frequently Asked Questions.

The commenter indicates a preference for the No Build Alternative. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

4442-8377

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HAZ-1: Materials Hauling and Transportation of Hazardous Materials, PB-Response-S&S-1: Wildfire, PB-Response-S&S-2: Accidents and Explosions.

The commenter questions how the Authority will require contractors to stay on schedule and build to design specifications as well as ensure the health and safety of construction personnel. Regarding the commenter's question as to how the Authority will require contractors to stay on schedule, and ensure that they build to design specifications, please refer to Table 2-35 and Table 2-36 in Section 2.0, Alternatives which lists the estimated construction timelines by Build Alternative and the approximate timeline for each construction activity, however the contractor will ultimately decide the construction schedule. Regarding the commenters concern about ensuring compliance with design specifications, Section 2.9.1, Design Build Project Delivery specifies that the contract with the design-build contractor would require compliance with standard engineering design and environmental practices as well as would require the implementation of Project section design features including the applicable IAMFs and mitigation measures discussed in the Final EIR/EIS. Regarding the commenters concern about the safety of construction workers, Impact S&S #6, addressed in Section 3.11 Safety & Security of this EIR/EIS, addresses potential impacts from exposure of construction workers, visitors, or the public to construction site hazards. Implementation of SS-IAMF#2 and SS-IAMF#4 would minimize construction site hazards and accidents. SS-IAMF#2 requires the contractor to provide the Authority with a technical memorandum documenting requirements, plans, programs and guidelines to protect the safety and security of construction workers and users of the HSR within sixty (60) days of receiving the Authority's Notice to Proceed. SS-IAMF#4 would require the contractor identify and inspect all active and abandoned oil and gas wells within 200 feet of the HSR tracks prior to beginning ground-disturbing activities. Active wells will be abandoned and relocated by the contractor in accordance with the California Department of Conservation, Division of Oil, and Gas and Geothermal Resources (DOGGR) standards in coordination with the well owners. Additionally, the Build Alternatives would incorporate procedures for addressing risks from undocumented hazardous wastes (HMW-IAMF#4) and for transportation of hazardous materials (HMW-IAMF#6 through HMW-IAMF-8). HMW-IAMF#4 would require the Authority to address provisions related

Response to Submission 4442 (Michael Stein, December 1, 2022) - Continued

4442-8377

to the disturbance of undocumented contamination through coordinating with the contractor to prepare a construction management plan (CMP) prior to construction. HMW-IAMF#6 would require the Authority to address spill prevention through requiring the contractor to prepare a CMP prior to construction (any ground-disturbing activities). HMW-IAMF#7 identifies the Authority's commitment to comply with applicable federal and state regulations, such as RCRA, CERCLA, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act, during construction. HMW-IAMF#8 identifies the Authority's commitment to comply with the State Water Resources Control Board Construction Clean Water Act 402 General Permit conditions and requirements for transport, labeling, containment, cover, and other best management practices (BMP) for storage of hazardous materials during construction. GEO-IAMF#3 and HMW-IAMF#2 will protect against methane-related hazards associated with construction activities near landfill sites. HMW-IAMF#2 will require the contractor to prepare a technical memorandum outlining methane protection measures for ground-disturbing work within 1,000 feet of a landfill, including gas detection systems and personnel training. This will be undertaken pursuant to State of California Title 27, Environmental Protection –Division 2, Solid Waste. Please refer to Standard Response GEN-4: General Opinions, Opposition or Support. HMW-IAMF#3 and HMW-IAMF#10 will require hazardous materials monitoring plans and a technical memorandum establishing landfill gas prevention measures prior to operations.

4442-8378

The commenter questions why the Authority has not split the Palmdale-Burbank Project Section into two parts, including one phase for investigation and design and one phase for construction. The commenter claims the necessary work has not been done to ensure the tunneling is feasible and to determine hydrologic impacts. Based on extensive desktop studies, literature research, site reconnaissance, geologic mapping, investigations, evaluations, and analyses, the Authority concluded that the alignment alternatives are feasible. As an example of the analyses, evaluations of tunnel feasibility and general site subsurface geological conditions are described in the following documents: PEPD Palmdale to Burbank Project Section Geology, Soils, and Seismicity Technical Report; PEPD Palmdale to Burbank Geotechnical Report; PEPD Palmdale to Burbank Geotechnical Feasibility Evaluation of Tunnels Beneath Angeles National Forest; PEPD Palmdale to Burbank Preliminary Ground Conditions Tunnels 1 and 2 North of the ANF; Refined SR14 and PEPD Palmdale to Burbank Addendum SR14A/E1A/E2A Preliminary Ground Conditions Tunnels North of ANF; PEPD Palmdale to Burbank Central Subsection (south of the Angeles National Forest); and Burbank Subsection Geotechnical Conditions Report. Regarding the questions of why this is not split into designs and investigation phase, sufficient design has been completed and sufficient information is known about the geologic setting to adequately evaluate environmental impacts. There is sufficient design to adequately evaluate impacts of tunneling under both NEPA and CEQA. For instance, CEQA Guidelines section 15004(b) states that "Choosing the precise time for CEQA compliance involves a balancing of competing factors. EIRs and negative declarations should be prepared as early as feasible in the planning process to enable environmental considerations to influence project program and design and yet late enough to provide meaningful information for environmental assessment." Additionally, CEQA Guidelines section 15124 states that "The description of the project . . . should not supply extensive detail beyond that needed for evaluation and review of the environmental impact." The impacts of tunneling are fully described in the EIR/EIS in accordance with CEQA and NEPA, indicating that the details currently known about the project are sufficient to support the analysis of the project. Therefore, the Authority has sufficient information regarding the Build Alternatives' feasibility and impacts to make a decision on which alternative to select. Regarding the geologic setting, CEQA Guidelines section 15125(a) states that "The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project . . . The

Response to Submission 4442 (Michael Stein, December 1, 2022) - Continued

4442-8378

purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts." Similarly, 40 Code of Federal Regulations (CFR) section 1502.15 states that an EIS's description of the affected environment "shall be no longer than is necessary to understand the effects of the alternatives." As described above, the Authority has conducted extensive research and new investigations to characterize the existing environment to the extent needed at the environmental review stage to sufficiently analyze impacts of the proposed project. Further, the Authority has determined to follow a design-build project delivery method, as described in Section 2.9.1 of the Draft EIR/EIS.

4442-8379

The commenter raises concerns about the accuracy of ecological and financial data and assumptions presented in the EIR/EIS because of the length of time to prepare the document and inquires as to how the Authority can approve the project on the basis of this outdated information. The Authority disagrees with the commenter's assertions about the ecological data and assumptions being incorrect and outdated.

Under NEPA, an EIS must describe the environment of the area affected by the alternatives under consideration. Under CEQA, an EIR must describe the existing environmental setting in the vicinity of the project, which is generally the physical environmental conditions as they exist at the time the Notice of Preparation (NOP) is published or the EIR process begins (CEQA Guidelines §15125(a)). This normally constitutes the baseline physical conditions by which a lead agency determines whether an impact is significant. An existing conditions baseline may not include hypothetical conditions, such as those that might be allowed, but have never actually occurred, under existing permits or plans. However, a lead agency has discretion in determining the appropriate "existing conditions" baseline, including considering historical conditions or projected future conditions provided these are supported by substantial evidence in the record. A lead agency may rely solely on a projected future conditions baseline (beyond the date of project operations) only if it demonstrates with substantial evidence that use of existing conditions would be either misleading or without informative value to decision makers and the public.

CEQA Guidelines Section 15125 (a) (1) further states: "Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published..." The Authority used the physical environmental conditions as they existed at the time the notice of preparation was published in its analysis, consistent with CEQA Guidelines. 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).

As discussed in Section 3.7.4.4, Biological Resource Methodology, species habitat models were used to determine the types of vegetation communities and species habitat within the various RSAs. Existing models were used where possible because these

Response to Submission 4442 (Michael Stein, December 1, 2022) - Continued

4442-8379

models have been previously reviewed by federal and state resource agencies. For non-listed sensitive species, rule-based models were also used with secondary factors including published land cover and geographic range datasets (pg. 3.7-26). The use of predictive models and published data is expected to remain valid and consistent through the environmental review process. Aquatic resources were delineated using the approved USACE, RWQCB, and CDFW methodologies (pg. 3.7-27). An approved and preliminary jurisdictional determination was issued by the USACE in 2022.

In addition, preconstruction surveys for sensitive species and species habitat will be conducted prior to ground disturbing activities to ensure resource data is refreshed and updated prior to construction start. The Authority has included a number of IAMFs and mitigation measures that require preconstruction surveys and sensitive resource mapping (e.g., BIO-IAMF#8, BIO-MM#1, BIO-MM#2, BIO-MM#3, BIO-MM#4, BIO-MM#6, BIO-MM#7, BIO-MM#14, BIO-MM#15, BIO-MM#17, BIO-MM#20, BIO-MM#25, BIO-MM#26, BIO-MM#27, BIO-MM#28, BIO-MM#29, BIO-MM#52, BIO-MM#54, BIO-MM#55, BIO-MM#58, BIO-MM#65, BIO-MM#69, BIO-MM#74, BIO-MM#79, BIO-MM#80, BIO-MM#81, BIO-MM#82, and BIO-MM#96). With respect to the commenter's assertions regarding financial assumptions being outdated, as noted in Chapter 6, Project Costs and Operations, the analysis presented in the Draft EIR/EIS was initiated using the Authority's 2016 Business Plan. Given that there are minimal differences between the 2016 Business Plan, 2018 Business Plan, 2020 Business Plan, and the 2022 Business Plan the costs included in this document rely on the 2016 Business Plan and remain valid. The Authority has revised Section 3.1 of the Final EIR/EIS to provide additional information about why the data presented in the Draft EIR/EIS is appropriate. Please refer to that discussion in the Final EIR/EIS.

As noted in Chapter 6 of the Final EIR/EIS, Project Costs and Operations, the analysis presented in the Draft EIR/EIS was initiated using the Authority's 2016 Business Plan. Given that there are minimal differences between the 2016 Business Plan, 2018 Business Plan, 2020 Business Plan, and the 2022 Business Plan, the costs included in this document rely on the 2016 Business Plan. For concerns regarding the age of data used, see Section 3.1.4.5, Affected Environment in Section 3.1, Introduction, of the Final EIR/EIS for an explanation of how the data used by the Authority in the Draft EIR/EIS is appropriate.

4442-8380

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter's opposition to the HSR project based on several cost and financial concerns is acknowledged. For information about cost estimates, refer to Chapter 6 of this Final EIR/EIS and to the Authority's Business Plans, which can be found at the Authority's website, www.hsr.ca.gov. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, which addresses funding. 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 4443 (n/a, December 1, 2022)

Palmdale - Burbank - RECORD #4443 DETAIL

Status : Unread
Record Date : 12/2/2022
Interest As : Individual
First Name : State
Last Name : Of Mind

Stakeholder Comments/Issues :

To whom it concern,

4443-8088 | I am a home owner resident on the Angeles Forest and I am vehemently opposed to putting ANY high speed rail ANYWHERE. This is a fragile ecosystem and equestrian area. There are many horses and farms around that would be detrimentally affected by the building and running of the train. Many of us rely on well water and that would be affected negatively. As well there are fires regularly up here in the area you want to bore through. It seems like a ridiculous idea and not thought out as the negative aspects of how it will affect the environment and homes and farm life all around Tujunga and Lopez canyon. Has anyone done a study on who is going to ride this train and will it be really utilized. L A is a BIG spread out city. If I took a train from Palmdale to Burbank, I would not want to walk a few miles to my place of work or to the airport. No one will. LA is not set up with mass transit to carry us here we need to go from the train station! This is also a huge issue. No one wants to hire uber for a 3 mile ride. Give me a break. This is BAD idea and should be halted. (I thought they did halt it a couple years ago) STOP the TRAIN, STOP the MADNESS and STOP wasting money.

4443-8089 |

4443-8090 | I dont want my home value going down either. I am sensitive to noise and toxins. I am against this train and my neighbors agree with me. NO TRAIN ANYWHERE

Thank you for considering this letter.
Regards,
A neighborhood homeowner
PS My friends have a farm with 400 animals right where you want to build off Little Tujunga

Response to Submission 4443 (n/a, December 1, 2022)

4443-8088

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only), PB-Response-PR-2: Impacts on Big Tujunga Wash – Recreational Uses, Equestrian Use, PB-Response-S&S-1: Wildfire.

The commenter expresses opposition to the project and concern that fragile ecosystem and equestrian area, as well as farmlands and well water would be detrimentally affected by the project in the areas of Tujunga and Lopez Canyons. Additionally, the commenter expresses concern for wildfires.

Impacts to sensitive biological resources and sensitive recreational facilities and activities are addressed in detail in the Draft EIR/EIS. Please see Impact PK#2 and Impact PK#3 in Section 3.15, Parks, Recreation, and Open Space, for an analysis of the changes to parks and recreation resources that have the potential to interrupt activities like equestrian use, during construction and operation of the Build Alternatives. Please see Impact AG#6: Noise and Vibration Effects on Farm Animals, in Section 3.14, Agricultural Farmland and Forest Land, for an analysis of the ways farm animals and other domestic animals might be impacted by noise and vibration from the Build Alternatives. Section 3.7 of the Draft EIR/EIS includes detailed analysis of biological and other resources that might be impacted by the SR14A Build Alternative and provides mitigation measures to offset those impacts to less than significant. In 2020, the Authority identified the SR14A Build Alternative as the Preferred Alternative because it best balanced benefits and impacts of the project (see Standard Response PB-Response-GEN-1). The methods for evaluating impacts to biological resources are provided in Section 3.7.4 of the Draft EIR/EIS, and the detailed analysis of the affected environment is provided in Section 3.7.5. Mitigation measures are provided in Section 3.7.7. For further details related to impacts and mitigation to wildlife and domestic animals, please see standard responses:

- PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife,
- PB-Response-BIO-3: Wildlife Movement Corridors,

4443-8088

- PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only) –Noise and Vibration, and
- PB-Response-PR-2: Impacts on Big Tujunga Wash –Recreational Uses, Equestrian Use - Noise and Vibration Impacts on Domestic Animals.

A detailed groundwater impacts analysis was conducted for the Draft EIR/EIS and impacts to well water is addressed. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both

Response to Submission 4443 (n/a, December 1, 2022) - Continued

4443-8088

Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Increased risk of wildfire associated with the HSR Palmdale to Burbank Project Section was addressed in the Draft EIR/EIS. Please see Standard Response PB-Response-S&S-1: Wildfire, which address risks of wildfire.

The SR14A Build Alternative would avoid the Tujunga Canyon and Lopez Canyon area. Therefore, there would be no construction or operations-related impacts on recreational uses within Tujunga or Lopez Canyon from the SR14A Build Alternative.

4443-8089

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-2: Property Values.

The commenter questions the ridership of the project and the ability to access individual stations and also opposes the project and expresses a concern about their home value. Refer to Standard Response PB-Response-GEN-4: General Opposition or Support. Refer to Standard Response PB-Response-SOCIO-2: Property Values regarding devaluation of property. The topic of ridership is addressed in Chapter 2.0, Alternatives, in Section 2.6, Travel Demand and Ridership Forecasts, of the Final EIR/EIS. As described, in that section, ridership forecasts in the EIR/EIS are based on the 2016 Business Plan and uses both the medium and high ridership forecasts. The EIR/EIS also notes that a 2018 Business Plan and 2020 Business Plan were adopted by the Authority and discusses ridership associated with those Business Plans. 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.

Response to Submission 4443 (n/a, December 1, 2022) - Continued

4443-8090

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-HAZ-2: Potential to Encounter PEC Sites with Known and/or Suspected Contamination during Construction, 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-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

The commenter expresses opposition to the California HSR System, stating that it would cause noise disturbance and release toxins into the air. The EIR/EIS considers the potential impacts on individuals near the HSR Palmdale to Burbank Project Section, including impacts related to air quality, noise, and hazardous materials and wastes. For impacts that are identified as significant under CEQA or adverse under NEPA, the EIR/EIS identifies mitigation measures (e.g., AQ-MM#3, N&V-MM#1, N&V-MM#3, HMW-MM#1) which would avoid or mitigate adverse environmental impacts. For additional information, 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 Sound Barriers, and PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses. Refer also to PB-Response-AQ-1: Construction-Period Emissions, which discusses project features (IAMFs) and mitigation measures to reduce construction-related air emissions, and PB-Response-HAZ-3: Impacts of Spoils Hauling (Hazardous Materials and Waste). For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4445 (Elizabeth Beltran, December 1, 2022)

Palmdale - Burbank - RECORD #4445 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Individual
First Name : Elizabeth
Last Name : Beltran

4445-8087

Stakeholder Comments/Issues :

I echo my husband's comment below. Adding to mine for the record.

Hello,

I have read all of the assessments on environment, health, and structural integrity, etc, and there are way too many UNFAVORABLE assessments checked off to approve the continuation of this project morally, with a clear conscience.

I urge you to have the courage and strength to end this project now for the sake of your fellow citizens.

Thank you,

Elizabeth Beltran

4445-8085

I am writing to object to the Palmdale to Burbank Project, as it will dig a hole directly under my home. This is a project for which:

- the homeowners bear all the costs of risk
- the homeowners bear all the costs of inconvenience
- the homeowners bear all the costs of environmental hazard
- the homeowners bear all the costs of health hazard
- the homeowners bear all the costs of property equity loss
- the homeowners bear all the costs of unforeseen complications, crime redistribution to new areas, etc.

The planners of this project BEAR NO COST AT ALL. If any of these risks materialize, nobody involved in instituting it will bear any cost of failure. And if they do bear any professional cost, it will pale in comparison to any of the real-world costs borne by the homeowner and family.

Sent from my iPhone

On Dec 1, 2022, at 4:26 PM, Elizabeth Beltran <elizabeth_beltran1@outlook.com> wrote:

?Attention: Palmdale to Burbank Project

I am a resident that will be impacted by the high speed railway that is planned to run from Palmdale to Burbank. I am opposed to the building of this railway for the following reasons/ concerns:

Foreseeable though not adequately quantifiable:

- Devaluing home values
- Environmental impact
- Wildlife impact
- Air pollution
- Noise pollution
- Tremors felt by residents while railway is operating

And ultimately unforeseeable and/or unintended consequences that will arise from this project, present and future, is also a huge concern. These are the consequences that no one will be accountable for and we, the residents, will just have to live with. Life as I know it will be very different and not for the better. Given all of these points, I don't know that anyone, not even you, would honestly approve of this disruptive effort to your life.

I appreciate being able to submit my opposition comment regarding this railway.

Concerned and opposed resident,
 Elizabeth Beltran

4445-8086

No homeowner would volunteer for any of these things. YOU would not volunteer for this.

It is a moral wrong to impose something so disruptive, destructive, and unsolicited, for such a low-priority 'problem' that keeps NO ONE up at night.

This is a 'nice to have.' This is not a "dig under homeowners houses with unforeseen consequences to health, property values, and environmental destruction' must have.

Submission 4445 (Elizabeth Beltran, December 1, 2022) - Continued

Sent from my iPhone

Response to Submission 4445 (Elizabeth Beltran, December 1, 2022)

4445-8085

Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the Palmdale to Burbank project section because of project impacts from tunneling, environmental hazards, environmental health, reduced property values, and the potential increase in crime. The commenter's opposition to the project is acknowledged. To respond to the issues, refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts for concerns related to health and air quality, and Standard Response PB-Response-SOCIO-2: Property Values, for property value concerns and information on actions that property owners can take should they believe they have suffered a loss in property value. Additionally, see Section 3.11, Safety and Security, for information on crime prevention during construction and operation 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.

4445-8086

Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-2: Property Values.

The commenter expressed concerns related to the project due to its potential to have unforeseen consequences to property values, health, and environmental concerns. Please refer to Standard Responses PB-Response-SOCIO-2: Property Values; PB-Response-GEN-4: General Opinions, Opposition or Support; and PB-Response-AQ-2: Health Risks and Impacts. 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.

4445-8087

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the California HSR System. In response, please refer to PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's opposition is acknowledged. 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.

Submission 4447 (Gerardo Barrientos, December 1, 2022)

Palmdale - Burbank - RECORD #4447 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Gerardo
Last Name : Barrientos

Stakeholder Comments/Issues :

What I question is:

4447-8084

On the samples of rocks, you showt us during your presentations of the drillings you HSR did on the NationalForest. You only showed your choices of rocks, but not the weak and/or porous layersof sediments inbetweening rock layer. In the strata of layers there are morethan just solid rock (Granite) there are also soft sediments that can causewater filtration and movement on the rock layers.

Can you show the strata of these layers?

Thanks for your attention to this question.

Gerardo Barrientos
(818) 645-2554

gerardosart@earthlink.net (mailto:gerardosart@earthlink.net)

Active Member of both the Sunland-Tujunga Arts, Recreation and Culture (STARC) and Beautification committees of the Sunland-Tujunga Neighborhood Council (STNC) and Hospitality Committee of Shadow Hills Property Owners Association (SHPOA).

Response to Submission 4447 (Gerardo Barrientos, December 1, 2022)

4447-8084

The commenter requests further information regarding the strata of rocks associated with drilling. The rock core sample presented at the public meeting was retrieved from one of the borings drilled in the ANF. The granite core presented was taken from the approximate depth of the tunnel in the ANF. Other areas along the project alternatives, such as San Fernando Valley, Acton, and Palmdale, are anticipated to have subsurface strata comprised of sedimentary rocks and sandy alluvium. The presence of other material layers identified on the boring log/core log besides hard rock could occur, and the Authority acknowledges that they could allow for seepage into the tunnel. To minimize seepage into tunneled portion, the Authority would include various measures that will be implemented to avoid and minimize tunnel inflows.

As set out in HYD-IAMF#5 (Tunnel Boring Machine Design and Features) requires the use of closed-mode operations to effectively prevent water seepage from occurring at the TBM cutterhead area, with ports for drilling horizontal probe holes through the TBM cutterhead, and angled probe holes through the TBM shields. These holes will allow for water pressures and flow rates to be measured ahead of the TBM, and further allow for pre-excavation grouting ahead of the TBM to cut-off groundwater inflows into the tunnel. HYD-IAMF#6 (Tunnel Lining Systems) involves the installation of a single segmental, precast, concrete lining with bolted and gasketed joints where groundwater pressures are 25 bar or less. In sections where groundwater pressures are above 25 bar, a second tunnel lining will be put in place to ensure watertight seals over the long-term. HYD-IAMF#7 (Grouting) involves pouring coarse mortar into various narrow cavities along the tunnel lining. Several grouting methods will be used during the construction of the tunnels to avoid and minimize groundwater flows into the tunnels, including pre-excavation grouting, backfill grouting with two-component grout, and check grouting. The TBMs will be fitted with equipment for grouting in order to be able to tunnel through problematic geological formations and unexpected faults and to control water ingress. Pre-excavation grouting creates a permanent strengthened very low permeability circular crown around the TBM that takes on the water pressure. The potential high-water pressure is therefore borne by the improved ground, and not by the TBM.

Additionally, the project's design will incorporate GEO-IAMF#1, the investigation of geologic hazards, the preparation of a Construction Management Plan that requires a topographic survey and an assessment of geotechnical conditions prior to construction.

4447-8084

Other features set specific standards that the project must comply with to promote safety during construction and operations. Because of the effectiveness of these design features, there would be no significant impacts on geology, soils, seismicity, or paleontological resources under CEQA under any of the project alternatives.

Submission 4449 (Joy Ryan, December 1, 2022)

Palmdale - Burbank - RECORD #4449 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Individual
First Name : Joy
Last Name : Ryan

Stakeholder Comments/Issues :

- 4449-8082 | I am strongly opposed to the California High-Speed Rail Authority, Palmdale to Burbank Project. As someone who grew up on horse property in the rural community of Lake View Terrace, the thought of a high-speed rail system through this ranch community is unimaginable. My family has owned its residential horse property in Lake View Terrace for almost 50 years. The area is a large equestrian community and is one of the few remaining residential areas in the City of Los Angeles that has private homes zoned for horse-keeping. My Mom always said it was one of the last frontiers of the San Fernando Valley. In the 50 years since we first moved to Lake View Terrace, the open space has not changed much, it is still a beautiful rural area full of nature. The Tujunga Wash is the backdrop for many of the horse properties including our property. The Tujunga Wash is full of natural beauty with Yucca plants, and vegetation, and water running through the wash, when there is enough rain. It is a beautiful landscape. There are horse riding trails that run everywhere through the entire community of Lake View Terrace and through the Tujunga Wash. The horse riding trails extend from Lake View Terrace through the Hansen Dam Recreation Area, and then across to the Stonehurst horse community. There are also all the riding trails throughout the Tujunga Wash itself, with the natural landscape of the wash. Additionally, there are the riding trails up throughout the hills above Lake View Terrace. Building a high-speed rail system through or even near Lake View Terrace, the Tujunga Wash, and through the hillsides and the surrounding communities would ruin and destroy the large wide open rural area and the beautiful natural landscape.
- 4449-8083 | It would ruin and destroy the peaceful, idyllic life in the community of horse properties. It would ruin and destroy the hillsides above and surrounding Lake View Terrace and the natural vegetation. Lake View Terrace, the Tujunga Wash, the Hansen Dam Recreation Area and Hansen Dam Lake, and the Stonehurst community are large open spaces of land that need to be left that way. There are very few large open rural spaces of land with such a natural beautiful landscape left in the City of Los Angeles, let alone in the San Fernando Valley and these communities should not be ruined and destroyed by a high-speed rail system. Thank you for considering my comments.
Sincerely, Joy Ryan

Response to Submission 4449 (Joy Ryan, December 1, 2022)

4449-8082

Refer to Standard Response PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-PR-2: Impacts on Big Tujunga Wash – Recreational Uses, Equestrian Use.

The commenter expresses their opposition to the Palmdale to Burbank Project Section, due to the system being built through or adjacent to Lake View Terrace, Tujunga Wash, and the surrounding communities which the commenter believes would destroy rural areas and natural landscapes. As noted in Section 3.15, Parks, Recreation, and Open Space, the foothill communities (Kagel Canyon, Lake View Terrace, Shadow Hills, and Sunland-Tujunga) are located near the Hansen Dam Open Space Area. The Refined SR14, SR14A, E1, and E1A Build Alternatives would not impact the Hansen Dam Open Space and adjacent Tujunga Wash. The following mitigation measures would be implemented for the construction of the E2 and E2A Build Alternatives. PR-MM#1 through PR-MM#5 will be employed to reduce the effects of construction-related access, noise, vibration, air quality, and visual changes. PR-MM#1 and PR-MM#2 will ensure that access to facilities would remain unaffected by construction activities by providing alternative access routes to temporarily restricted park facilities and by ensuring that connectivity would remain after construction. PR-MM#3 will implement standard safety measures for detours, signage, and post-construction access. PR-MM#4 will set conditions for the temporary closure and/or detouring of existing trails. PR-MM#5 will set conditions to use land from park, recreation, and school play areas for temporary impact areas during the construction period. The Authority's Preferred Alternative, SR14A, would avoid crossing Big Tujunga Wash, Hansen Dam Open Space Area.

4449-8083

Refer to Standard Response PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-PR-2: Impacts on Big Tujunga Wash – Recreational Uses, Equestrian Use.

The commenter expresses their opposition to the Palmdale to Burbank Project Section, due to the system being built through or adjacent to Lake View Terrace, Tujunga Wash, and the Hansen Dam Open Space Area which the commenter believes would destroy rural areas and natural landscapes. As noted in Section 3.15, Parks, Recreation, and Open Space, the foothill communities (Kagel Canyon, Lake View Terrace, Shadow Hills, and Sunland-Tujunga) are located near the Hansen Dam Open Space Area. The Refined SR14, SR14A, E1, and E1A Build Alternatives would not impact the Hansen Dam Open Space and adjacent Tujunga Wash. The following mitigation measures would be implemented for the construction of the E2 and E2A Build Alternatives. PR-MM#1 through PR-MM#5 will be employed to reduce the effects of construction-related access, noise, vibration, air quality, and visual changes. PR-MM#1 and PR-MM#2 will ensure that access to facilities would remain unaffected by construction activities by providing alternative access routes to temporarily restricted park facilities and by ensuring that connectivity would remain after construction. PR-MM#3 will implement standard safety measures for detours, signage, and post-construction access. PR-MM#4 will set conditions for the temporary closure and/or detouring of existing trails. PR-MM#5 will set conditions to use land from park, recreation, and school play areas for temporary impact areas during the construction period. The Authority's Preferred Alternative, SR14A, would avoid crossing Big Tujunga Wash, Hansen Dam Open Space Area.

Submission 4450 (Rita Takenouchi, December 1, 2022)

Palmdale - Burbank - RECORD #4450 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Individual
First Name : Rita
Last Name : Takenouchi

Stakeholder Comments/Issues :

HSR

- 4450-8078 | Do not violate the sanctity of the San Gabriel Forest National Monument.
The designation of the area requires protection of the forest and all the wildlife; it is the first national forest in California, the ANF is located within one of the world's vital biodiversity hot spots.
- 4450-8079 | ***The ANF is the source of one-third of Los Angeles's drinking water, and its eighteen dams and debris basins support a massive flood control system to protect and provide for the millions of people living downstream.

???????we are entering our 3rd year of drought. LACWD has sent out DROUGHT ALERTs requiring drastic cutbacks in water usage; today's L.A. Times , Dec. 1, 2022 headline-Efforts to Save Water Remain Crucial" will see 20% of state agencie will see shortages if drought continues. HSR construction, maintenance and need for huge amts. of water resources in the event of fires within the extensive tunnels will present big problems in allocating this vital resource.
- 4450-8080 | ????????Funding problems...
former Federal Railroad Administration executive and World Bank railroad expert.
Thompson , "Despite the possibility for additional federal funding, overall project funding remains inadequate and unstable making effective management extremely difficult. In addition, the authority has no clear guidance from the Legislature on the next steps in the project."
- 4450-8081 | ****All 6 proposed routes are rife with problems

I SUPPORT THE **No Project Alternative.

Respectfully submitted,
Rita Takenouchi

Response to Submission 4450 (Rita Takenouchi, December 1, 2022)

4450-8078

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-GEN-1: Frequently Asked Questions, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest.

The commenter expresses concern for the San Gabriel Mountains National Monument (SGMNM) and notes the importance of the Angeles National Forest (ANF) as a biodiversity hotspot and source of Los Angeles's drinking water. Sections 3.7 and 3.8 of the Draft EIR/EIS provide detailed discussion of the impacts from the HSR Palmdale to Burbank Project Section on wildlife and to the groundwater table in the Angeles National Forest. In 2020, the Authority identified the SR14A Build Alternative as the Preferred Alternative because it best balanced benefits and impacts of the project (see Standard Response PB-Response-GEN-1). The methods for evaluating impacts to biological resources are provided in Section 3.7.4 of the Draft EIR, and the detailed analysis of the affected environment is provided in Section 3.7.5. Mitigation measures are provided in Section 3.7.7. The methods for evaluating impacts to hydrology and water resources are addressed in Section 3.8.4, and the detailed analysis of the affected environment is provided in Section 3.8.5. Environmental consequences of the HSR Palmdale to Burbank Project Section on hydrology and groundwater resources are addressing Section 3.8.6 and mitigation measures to reduce the impacts to less than significant are provided in Section 3.8.7. Please see Standard Responses PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife and PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, which addresses impacts and mitigation for sensitive natural resources, and please see and Section 3.7.11 of the Final EIR/EIS, which address U.S. Forest Service impacts analysis and consistency with U.S. Forest Service's policies.

4450-8079

The commenter expresses that the water needed for construction and maintenance of the HSR Palmdale to Burbank Section will present problems related to allocating water resources, including for fires, given drought conditions. PUE-MM#1 (described in Section 3.6.7, Mitigation Measures) will require the Authority to prepare an updated water supply analysis for the selected Build Alternative that details and describes the minimum adequate water supply for the RSA during normal, dry, and multiple dry years based on a more detailed project design. Additionally, PUE-MM#1 will require the Authority to utilize non-potable water from regional water utility service providers for construction activities where feasible, as well as recycling/reusing water used for tunnel construction, further minimizing demand for water supplies to avoid impacting residents' water availability during the construction of the project. The project will not adversely affect local water supplies including those needed to fight fires. For additional information regarding water supply, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

4450-8080

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. The commenter shared a quote expressing concern about the funding of the project. Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, for more information about project funding.

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 4450 (Rita Takenouchi, December 1, 2022) - Continued

4450-8081

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter indicates a preference for the No Build Alternative. The No Build Alternative would not meet the HSR purpose, need, or objectives described in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

Submission 4454 (Ken and Sandy Osmond, December 1, 2022)

Palmdale - Burbank - RECORD #4454 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Individual
First Name : Ken and Sandy
Last Name : Osmond

Stakeholder Comments/Issues :

4454-8076 | Prefer No Project Alternative.

4454-8077 | Where will the 100 ft. towers in the forest be located?

Sandra Osmond

Response to Submission 4454 (Ken and Sandy Osmond, December 1, 2022)

4454-8076

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter indicates a preference for the No Build Alternative. The No Build Alternative would not meet the HSR purpose, need, or objectives described in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. For a response to comments on alternatives and their selection and evaluation process, refer to Standard Response PB-Response-ALT-1. For a response to comments expressing project opposition or support, refer to PB-Response-GEN-4.

4454-8077

The commenter asks where the 100-foot-high communication towers would be located within the Angeles National Forest (ANF). Appendix 2-D in the Draft EIR/EIS indicates that communication towers would be installed at intervals of approximately 1.5 to 3 miles, depending on the terrain and selected radio frequency. Where communication towers could not be located with Traction Power Substations or other HSR facilities, the communications facilities would be near the HSR corridor in a fenced area of approximately 25 feet by 40 feet. Where communication towers cannot be located with Traction Power Facilities (TPFs) or other HSR facilities as portal areas, the communication facilities would be in Standalone Radio Sites (SRSs) near the HSR corridor in a fenced areas measuring approximately 20 feet by 15 feet. The Authority's preferred alternative (SR14A Build Alternative) would cross the ANF in a tunnel starting at Portal 9 near Santa Clara River and come out in San Fernando Valley. Communication towers are to be installed at the tunnel portals with no SRS stations in the Angeles National Forest, as indicated in Draft EIR/EIS Appendix 2-D Table 16-1.

Submission 4455 (Daniela St. Amour, December 1, 2022)

Palmdale - Burbank - RECORD #4455 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Daniela
Last Name : St. Amour

Stakeholder Comments/Issues :

Hello,

4455-8075 | I am writing to express community concern and the desire for NO PROJECT for the Build Alternative. My small community of Kagel Canyon has great concern for the protection of wildlife in the area and the contamination of water, especially since many of us get our water directly from wells. The protection of the San Gabriel Mountain Conservancy, the Rim of the Valley Trail, and the Pacific Coast Trail are also areas of concern. Not to mention danger of earthquakes from major faults in the mountains, such as the San Andreas.

Thank You,

Daniela St. Amour

Response to Submission 4455 (Daniela St. Amour, December 1, 2022)

4455-8075

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only).

The commenter expresses a preference for the No Project Alternative, stating concerns about the protection of wildlife and contamination of well water in the Kagel Canyon. To address the commenters' concern regarding wildlife protection, please refer to Standard Response PB-Response-BIO-2: Construction and Operation Impacts to Special Status Plants and Wildlife. In regard to the commenters' concern about the potential contamination of well water in Kagel Canyon, please refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest.

The commenter also expresses concerns over the protection of recreational resources including the San Gabriel Mountains, Rim of the Valley Trail, and the Pacific Crest Trail, and seismic activities. The commenter's preference and concerns are acknowledged. To address the commenters concern regarding the protection of recreational resources including the San Gabriel Mountains National Monument (SGMNM), Rim of the Valley Trail, and the Pacific Crest Trail, the Pacific Crest Trail is outside the SR14A, E1, E1A, E2, and E2A Build Alternatives' RSAs. As stated in Section 3.15.6 of the Draft EIR/EIS, an approximately 400-foot segment of the PCT would be affected by construction and construction staging for the Refined SR14 Build Alternative. However, if the Refined SR14 Build Alternative is selected as the preferred alternative, realignment of the trail would be built in consultation with the PCT Association, the Bureau of Land Management, and the USFS to ensure continuous public access to PCT. The Refined SR14, SR14A, E2, and E2A Build Alternatives each include a bored tunnel that would cross under the proposed Rim of the Valley Trail extension. The tunnel would have a depth of approximately 140 to 200 feet where it crosses under the proposed trail. Operations of tunnel beneath the proposed Rim of the Valley Trail extension would not result in operations impacts such as noise or vibration. No permanent surface improvements would occur in this area. The E1 and E1A Build Alternatives would not

4455-8075

affect the Rim of Valley Trail as the trail is outside the E1 and E1A Build Alternatives' RSAs. During construction of all six Build Alternatives within the SGMNM, access to the temporary construction area within the ANF, including the SGMNM, would be restricted. For additional discussion regarding these impacts to these recreational resource areas, please refer to Standard Responses: PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only).

To address the commenters' concern regarding seismic activities, please refer to PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

Submission 4457 (Elizabeth Beltran, December 1, 2022)

Palmdale - Burbank - RECORD #4457 DETAIL

Status : Unread
Record Date : 12/2/2022
Interest As : Individual
First Name : Elizabeth
Last Name : Beltran

Stakeholder Comments/Issues :

Attention: Palmdale to Burbank Project

4457-8073

I am a resident that will be impacted by the high speed railway that is planned to run from Palmdale to Burbank. I am opposed to the building of this railway for the following reasons/ concerns:

Foreseeable though not adequately quantifiable:

- Devaluing home values
- Environmental impact
- Wildlife impact
- Air pollution
- Noise pollution
- Tremors felt by residents while railway is operating

And ultimately unforeseeable and/or unintended consequences that will arise from this project, present and future, is also a huge concern. These are the consequences that no one will be accountable for and we, the residents, will just have to live with. Life as I know it will be very different and not for the better. Given all of these points, I don't know that anyone, not even you, would honestly approve of this disruptive effort to your life.

I appreciate being able to submit my opposition comment regarding this railway.

Concerned and opposed resident,
Elizabeth Beltran

Sent from my iPhone

Response to Submission 4457 (Elizabeth Beltran, December 1, 2022)

4457-8073

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, 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-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the Palmdale to Burbank project section, stating that the project will negatively impact home values and result in environmental impacts to wildlife, air pollution, noise, and vibrations while the railway is operating. The commenter's opposition is acknowledged.

To address the issues raised, please refer to the following Standard Responses:

- PB-Response-SOCIO-2: Property Values, for property value concerns and information on the actions that property owners can take should they believe they have suffered a loss in property value;
- PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, for concerns regarding impacts to wildlife;
- PB-Response-AQ-1: Construction-Period Emissions, for concerns regarding air quality;
- PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, for concerns regarding vibrations due to project operations, and Standard Response PB-Response-N&V-2: Noise Mitigation and selection of Proposed Sound Barriers, for information on how noise impacts will be minimized; and
- PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses for concerns regarding vibration impacts.

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 4458 (Sharon & Bill Weisman, December 1, 2022)

Palmdale - Burbank - RECORD #4458 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Individual
First Name : Sharon & Bill
Last Name : Weisman

Stakeholder Comments/Issues :

4458-9021 | We support the positions in the letters from The Glendale Homeowners Coordinating Council, The Crescenta Highlands Neighborhood Association, and The Crescenta Valley Community Association. We are particularly concerned that much of Lake View Terrace and Shadow Hills will be destroyed by the tunnel drilling. How will that be mitigated?

Sharon and Bill Weisman 5001 Carolyn Way Glendale CA

Response to Submission 4458 (Sharon & Bill Weisman, December 1, 2022)

4458-9021

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

The commenter expressed concerns related to the project's tunneling impacts on the Lake View Terrace and Shadow Hills communities. Additionally, the commenter inquired what mitigation measures will take place relating to the tunneling that may impact their community. Please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses which discusses mitigation measures associated with the tunneling that would reduce or avoid impacts to communities above in and close proximity to underground tunnels. Also note that the Authority's Preferred Alternative is SR14A which would avoid the Shadow Hill and Lake View Terrace areas.

Submission 4460 (Marcy Winter, December 1, 2022)

Palmdale - Burbank - RECORD #4460 DETAIL

Status : No Action Required
Record Date : 12/2/2022
Interest As : Individual
First Name : Marcy
Last Name : Winter

Stakeholder Comments/Issues :

To Whom it may concern,

4460-8959

I vehemently oppose the details, or lack thereof, of the Draft EIR for the Palmdale to Burbank Project Section of the High-Speed Rail project. All of California is in a never-ending drought. Where do you propose the approximately 9 million gallons of water required for the boring machines to come from? It appears that the plan is to take the groundwater from the Agua Dulce area. Acton and Agua Dulce are filled with residents who rely on private wells to survive.

4460-8960

Unless an overwhelming supply of water magically appears out of the sky for this project, I cannot support it and demand that those who are in a position to make the decision rule against it.

Sincerely,

Marcy Winter
9210 Yucca Hills Rd
Agua Dulce, CA 91390

Response to Submission 4460 (Marcy Winter, December 1, 2022)

4460-8959

The commenter expressed opposition to what they identify as lack of details in the Draft EIR/EIS. The commenter does not provide specifics to substantiate the lack of details in the Draft EIR/EIS. The Draft EIR/EIS is based on detailed project planning and design specific to the Project Section. The impacts analysis provides site-specific information about the potential environmental impacts of the Palmdale to Burbank Project Section of the HSR system. The EIR/EIS includes a thorough description of the project alternatives that describes all project components and an impact analysis with a sufficient level of detail to disclose the environmental impacts, consistent with CEQA and NEPA requirements. Technical reports, which the Authority has made available upon request, provide more detailed technical analyses and data than included in the main volumes of the EIR/EIS.

4460-8960

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

The commenter inquired from the water source for the tunnel boring machines during project construction. Regarding the water demand from construction of the project, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

Submission 4461 (Jacquie Bleth, December 1, 2022)

Palmdale - Burbank - RECORD #4461 DETAIL		4461-8949
Status :	Action Pending	
Record Date :	12/2/2022	
Interest As :	Individual	
First Name :	Jacquie	4461-8950
Last Name :	Bleth	
Stakeholder Comments/Issues :		

High Speed Rail Authority,

more than 1000 acre/feet a year of water usage, threat to surface and ground water and the impacts on the Angeles National Forest and its wildlife?

My community of Shadow Hills and the other communities along the section's route must not be forced to endure 7 years of construction with all of its negative impacts for such low-benefit project.

Thank you,
 Jacqueline Bleth
 10426 Ormond Street
 Shadow Hills, CA 91040

4461-8947

After reviewing the potential impacts associated with the Palmdale to Burbank section of the California High Speed Rail project, I see no realistic scenario in which the human health and environmental costs of the project section can come close to being worth any benefit it might have to me, my community or the state. The negative impacts to our air quality and our environment during the segment's construction outweigh any benefits we might gain in the future. For that reason, I support the No Project Alternative.

4461-8948

How can the HSRA justify generating so much pollution during construction that the SCAQMD and AVAQMD thresholds cannot be met? Buying pollution offset credits does not get you off-the-hook for creating new pollution in our region!

4461-8949

The transportation trends and needs in our state have changed significantly since 2008 when Proposition 1A passed. Your study acknowledges that emissions from vehicles in the region will be decreasing going forward as more low-emissions vehicles are replacing high-emissions vehicles. In addition, new, realistic estimates for ridership need to be established. The April 2022 ridership update published by the American Public Transportation Association reported that commuter rail ridership was at only 54% of pre-pandemic levels. California's population growth is stagnant and remote work has increased across the country. McKinsey's American Opportunity Survey conducted earlier this year found that "thirty-five percent of respondents report having the option to work from home five days a week." And "when people have the chance to work flexibly, 87 percent of them take it."

Please tell me: How many years will it actually take, considering all the changes in transportation needs and trends I mentioned above, for the train's clean energy to even "break-even" with the health and environmental damage caused during construction. How can you come close to balancing the rails benefits with that and all the other damages construction will cause, including the construction period's

Response to Submission 4461 (Jacquie Bleth, December 1, 2022)

4461-8947

Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed their support for the No Project Alternative and stated that the project benefits do not outweigh the negative environmental impacts (effects on human health, the environment, and air quality during construction).

As discussed in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS, the California High-Speed Rail System would bring significant benefits to California, both in the near term and in the long run. Benefits would encompass both economic and environmental concerns. For additional discussion on the project's benefits, please refer to Chapter 1, specifically Section 1.2.5, Project Benefits. Also, refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support which discusses opinions about, opposition to, or support for the statewide HSR System, including the Palmdale to Burbank Project Section.

For information regarding construction impacts (air quality and human health) please refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions and Standard Response PB-Response-AQ-2: Health Risks and Impacts. The commenter's support for the No Project Alternative is acknowledged. 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.

4461-8948

The comment asks about the cost/benefit analysis of construction air-quality impacts. All construction generates some air emissions, and the project is no different. This project is different, however, because it produces net negative greenhouse gas emissions. After six months, it will reduce greenhouse gases more than it will emit during construction (Draft EIR/EIS 3.3-126). Table 3.3-48 in Section 3.3 of the Draft EIR/EIS shows that for Impact AQ#2, Impact AQ#3, and Impact AQ#5, construction of the project would indeed lead to significant and unavoidable impacts after implementation of AQ-IAMF#1 through AQ-IAMF#6 and AQ-MM#1 through AQ-MM#3. However, all other air quality impacts related to construction would be less than significant. For impacts to regional air quality during construction (Impact AQ#2) and compliance with air quality plans during construction (Impact AQ#3), only two of six pollutants would exceed applicable regional thresholds: NOx and CO. VOCs, SO2, PM10, and PM2.5 would not exceed regional thresholds. The Draft EIR/EIS further found that localized impacts from particulate matter (PM) (Impact AQ#5) would result in exceedances of PM10 in only three out of six worst-case construction scenarios, despite implementation of IAMFs and MMs (see pages 3.3-113 to 3.3-114). Although this represents a significant and unavoidable impact, the exceedances would be temporary, ranging from a 0.2 to 1.8 exceedance of the annual average CAAQS threshold for PM10 (see Table 3.3-35 of the Draft EIR/EIS). The Authority also intends to purchase offsets to mitigate project air quality impacts. See CEQA Guidelines section 15126.4(c)(3)). The Authority intends to use those offsets to meet all the requirements for feasible mitigation included in CEQA Guidelines section 15126.4. The applicable air districts, SCAQMD and AVAQMD, have signed agreements to provide the offsets discussed in air quality mitigation measures, which will occur within the air districts (see Section 3.3.7, AQ-MM#1 to AQ-MM#3).

Response to Submission 4461 (Jacquie Bleth, December 1, 2022) - Continued

4461-8949

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-PUE-1: Energy Use and Consumption, PB-Response-PUE-3: Water Demand and Usage.

The commenter raises concerns and opposition to the project based on the project achieving the ridership projected versus the impacts of project construction, plus the use of existing conditions from pre-COVID. Please see Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter expresses concern about the use of previously developed ridership forecasts. The question about energy use and payback period is discussed in standard response PB-Response-PUE-1: Energy Use and Consumption. Additionally, for more information regarding the baseline for the traffic analysis, please refer to Response to Comment #9828. Regarding the comment about construction period water usage, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage which discusses effects associated with water usage. Regarding the comment about threats to surface and groundwater within the ANF, please refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest discusses effects to surface and subsurface water resources within the Angeles National Forest. Regarding the comment about impacts to wildlife, please refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, which discusses project impacts to special-status plants and wildlife.

4461-8950

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed concerns related to negative impacts that may occur during the construction period to their community of Shadow Hills and other local communities. The Palmdale to Burbank Project Section will provide various benefits relating to transportation, environmental, economic and employment concerns. See Chapter 1, Project Purpose, Need, and Objectives, which addresses the project benefits further in Section 1.2.5, Project Benefits. Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support which discusses some of the benefits the project will have. Also note that the Authority's preferred alternative SR14A would avoid the Shadow Hills area.

Submission 4462 (Julia E Paull, USC, December 1, 2022)

Palmdale - Burbank - RECORD #4462 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Julia
Last Name : E Paull

Stakeholder Comments/Issues :

To All Concerned,

Chair, 4D

USC Roski School of Art and Design
University of Southern California
850 West 37th Street, Watt Hall 108B
Los Angeles CA 90089
Tel: 213.740.2787
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4462-8868 | I strongly believe the NO PROJECT Alternative is the right answer for High Speed Rail to Palmdale. When the people voted we voted for High Speed rail to go up established routes. We did not vote for it to meander up the state with no time saving and even greater expense. Please address the following questions.

How is it the route can be changed when we voted for something that looked entirely different?

4462-8869 | The tunnel boring machine through the Mountains will cause dewatering of natural water sources that provide 15-30% of water supplied to Los Angeles. 194 million gallons of water will be used during construction and 77 million gallons of water per year after construction. Who pays for the water during and after construction?

How is feasible to use this water when Los Angeles has water shortages?

4462-8870 | There would be an average of 16.4 trucks removing spoils per hour. The Angeles National Forest and San Gabriel Mountain Monument roads are not equipped to handle heavy truckloads. How will the builders be held accountable?

4462-8871 | Given it is not possible to mitigate quality of life, how will people and animals be protected from exposure to minerals that will be exposed during tunneling?

4462-8872 | The detour to Palmdale impacts low income communities and natural habitats. When will there be equity in California? Why must more low income areas be impacted by routes the public didn't vote for?

4462-8873 | Earthquakes are prevalent in the mountains. The 6 Build Alternatives cross or go under the San Andreas, Sierra Madre, Verdugo, and San Gabriel Fault zones. How is it safe to have the train travel these routes given Los Angeles has had major infrastructure damage during large earthquakes? Isn't it safer to keep the trains above ground so that people can be accessed when there is an emergency? What happens when I train is stuck remotely in the mountains when there is an emergency?

4462-8874 | And finally how w is it acceptable that a seasoned California politician's husband's company is building the line? Why is this not a conflict of interest?

4462-8875 | Please reconsider this detour. Please use established routes for high speed rail.

Sincerely,
Julia Paull
Julia Paull
Associate Professor of Teaching, Photography

Response to Submission 4462 (Julia E Paull, USC, December 1, 2022)

4462-8868

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter expresses support for the No Project Alternative and expresses opposition to the Palmdale to Burbank project section, stating that when people voted for the project, they voted for the HSR train to follow established routes. Based on the public and agency outreach information outlined in Chapter 8, Preferred Alternative and Station Site(s), along with the impact analysis presented in this Draft Final EIR/EIS, the SR14A Build Alternative was selected as the Preferred Alternative. The alternative balances functional, technical, economic, and constructability factors with minimized impacts on natural resources and human communities. Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the preferred Build Alternative as SR14A and how the alternatives were selected.

4462-8869

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage.

The commenter expresses concern about “dewatering” from tunneling and water use in times of water shortage, asks who will pay for water used during and after construction, questions whether the water supply needs for the project are feasible. To clarify, the project would not involve dewatering of natural water in the “Mountains” but could impact groundwater through inflow into tunnels during tunnel construction within the San Gabriel Mountains. Regarding potential impacts to groundwater from tunnel constructions, refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest. Regarding the question of who will pay for the water used during and after construction, the Authority is responsible for the costs associated with water use during and after construction. Regarding the comment about water supplies, the Authority considered water supply in its analysis in the EIR/EIS, including during normal, dry, and multiple dry years, as described in Standard Response PB-Response-PUE-3: Water Demand and Usage.

Response to Submission 4462 (Julia E Paull, USC, December 1, 2022) - Continued

4462-8870

The commenter has concerns that ANF and SFMNM roadways will experience high volumes of trucks during construction that they are not equipped to handle. To clarify, regarding trips per hour, Appendix 2.0-I: Spoils Disposal Assumptions used for Environmental Analysis presents the construction spoils activities for each Build Alternative, including the anticipated duration of activities and number of outbound trucks per hour for each spoils generation site. It is unclear what the commenter is referencing with the calculation of 16.4 truck trips per hour. Impact TRA#7 addresses the potential for damage to roadways, stating that construction activities could also lead to temporary disruption of transportation system operations and possible damage to elements of the roadway system such as pavement and bridges. Roadways within the ANF and SFMNM are public roadways. TR-IAMF#1 requires the protection of public roads during construction, stating the Authority and the construction contractor shall repair structural damage to roadways caused by construction or construction access. As a required design feature, after construction is completed, damaged roadway sections will be returned to their pre-construction conditions.

4462-8871

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter inquired about the quality of life for humans and animals if exposed to minerals during tunneling activities.

As discussed in Section 3.10, Hazardous Materials and Wastes, all six Build Alternatives footprints include parcels to be acquired that may contain contamination associated with prior site uses (i.e., potential environmental concern [PEC] sites), hazardous building materials, roadway/railway contamination, pesticides, and varying soil conditions. Appendix 3.10-B has been added to Volume 2 of the Final EIR/EIS to clarify the list of PEC sites within the project footprint and additional discussion of PEC sites has been included in Section 3.10.5.3. Hazards of construction within areas of historical contamination are identified and analyzed in Impact HMW#7, and the potential to encounter contamination at PEC sites with known and/or suspected contamination during construction is analyzed in Impact HMW#2.

As required by HMW-IAMF#1, historical and current contaminant information for all sites subject to right-of-way acquisition, including known PEC sites, would be obtained and reviewed as part of a Phase I ESA. Based on the Phase I ESA, additional site characterization would be conducted to determine appropriate controls of hazards associated with work in areas with contaminated soil during project construction. Risks of contaminants during construction would be reduced by defining areas of known or suspected contamination based on the data from the Phase I and subsequent site investigation(s) completed pursuant to HMW-IAMF#1 and development and implementation during construction of a soil management plan and construction management plan (CMP) as required by HMW-IAMF#4, which has been revised in the Final EIR/EIS with specific contaminant management requirements.

A soil management plan (SMP) would incorporate information and data regarding known and suspected contamination obtained per HMW-IAMF#1 and requirements for protection of human health and the environment to be implemented during construction on sites at which contamination is or may be present. The SMP will be reviewed and approved by appropriate agencies with oversight responsibilities for sites subject to

Response to Submission 4462 (Julia E Paull, USC, December 1, 2022) - Continued

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cleanup or land use controls and will be provided to the Construction Contractor who shall be contractually obligated to meet the plan requirements. The plan shall require oversight by an environmental professional of activities that may result in encountering known or suspected contamination.

The CMP shall require the Contractor to develop and implement site-specific health and safety protocols that address site hazards in compliance with CalOSHA regulations for handling contaminated media, including training of construction workers in hazard recognition and monitoring for hazardous contaminants to which workers may be exposed in areas where contamination is known or suspected based on data obtained under HMW-IAMF#1. The CMP shall include specifications for controlling releases of contaminants or contaminated media during construction, including dust control, control of soil erosion and contaminated water runoff, vapor control, and testing and proper storage and disposal of excavated material. The CMP shall include requirements for notification by the Contractor to the Authority, which will notify appropriate stakeholders and agencies of newly discovered contamination. GEO-IAMF#5, Naturally-Occurring Hazardous Materials, also addresses minimizing or avoiding impacts related to naturally-occurring hazardous materials (i.e., radon, mercury, and naturally-occurring asbestos [NOA]) during construction. A CMP with appropriate provisions for handling hazardous minerals is required per this IAMF, and shall include dust control, control of soil erosion and water runoff, vapor control, and testing and proper disposal of excavated material.

For information about tunneling impacts to animals, see Section 3.7, Biological and Aquatic Resources, of the EIR/EIS for detailed discussion of the impacts from the Build Alternatives on wildlife. The methods for evaluating impacts to biological resources are provided in Section 3.7.4 of the Draft EIR/EIS, and the detailed analysis of the affected environment is provided in Section 3.7.5. Mitigation measures are provided in Section 3.7.7. For further details related to impacts and mitigation to wildlife and domestic animals, please see standard response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

4462-8872

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

The commenter is concerned about potential effects to low-income communities in Palmdale and to natural habitats from the project, and the process for selecting the project alignment.

The Authority has recognized the Build Alternatives' impacts on EJ communities, and it has endeavored to reduce disproportionate and high impacts, to prevent those communities from unfairly bearing construction and operation burdens. It has made progress toward that goal, and it is incorporating additional measures to reduce impacts while also seeking to provide benefits to those communities. Section 5.7.2, in Chapter 5, Environmental Justice, of the Final EIR/EIS, evaluates the potential for the project to result in disproportionately high and adverse effects on environmental justice (EJ) minority and/or low-income communities identified in Table 5-24 and Section 5.5 of the Final EIR/EIS. The Impact Avoidance and Minimization Features (IAMFs) and mitigation measures listed in Section 5.4.2 and Section 5.8.1, respectively, in Chapter 5, Environmental Justice, of the Final EIR/EIS, will be incorporated into the project design to minimize and/or avoid adverse effects on communities, including those communities determined to be EJ communities (please refer to Appendix 2-E, Impact Avoidance and Minimization Features, and Appendix 3.1-C, Standardized Mitigation Measures, for the full descriptions of project IAMFs and mitigation measures, respectively). As summarized in Table 5-28, even with the implementation of IAMFs and mitigation measures, disproportionately high and adverse effects on EJ populations would remain for socioeconomics and communities (business displacements and community cohesion effects). The Authority has also developed offsetting mitigation measures (OMM) to offset disproportionately high and adverse effects (DHAЕ) 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 OMMs.

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

Response to Submission 4462 (Julia E Paull, USC, December 1, 2022) - Continued

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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. 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.

As described in Section 1.1.1, in Chapter 1, Purpose and Need, of this Final EIR/EIS, the California Legislature passed the High-Speed Rail Act in 1996, forming the California High-Speed Rail Authority (Authority) as a State of California governing body with responsibility for planning, designing, constructing, and operating the California HSR

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System. Regarding the alternatives development process, please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process. As explained in Section 1.1.2, Section 2.2, and Section 2.4.2.2 in this Final EIR/EIS, the Authority and FRA prepared the Program EIR/EIS for the Proposed California High-Speed Train System in 2005 and, based on that Tier 1 document, the Authority and FRA selected potential station locations and alignment corridors, including a station in Palmdale. As explained in Section 1.2.2 of this Final EIR/EIS, a purpose of the Palmdale to Burbank Project Section is to connect the northern and southern portions of the statewide HSR system; specifically, the Palmdale to Burbank Project Section will connect the previously approved sections of the California HSR System between Palmdale and San Francisco to the north and Burbank and Los Angeles to the south.

As described in Section 5.8.2, in Chapter 5, Environmental Justice of this Final EIR/EIS, low-income and minority populations (i.e., EJ populations) are prevalent in Los Angeles County. As such, any possible alignment between Palmdale and Burbank would likely encounter EJ populations. Although the Build Alternatives for the Palmdale to Burbank Project Section were designed to avoid EJ populations where reasonably possible, avoiding them entirely was not feasible. For the Palmdale to Burbank Project Section, the Authority prepared a Preliminary Alternatives Analysis (PAA) Report in 2010. This was followed by Supplemental Alternatives Analysis (SAA) Reports in 2011, 2012, 2014, and 2016. Prior to 2016, the alternatives focused on alignments that followed the SR14 freeway from Palmdale to Santa Clarita and then followed the existing Metrolink corridor from Sylmar to Burbank (see Chapter 2, Alternatives, for a detailed discussion of alternatives previously considered). The alignment through the EJ communities in the north part of the San Fernando Valley was met with significant opposition due to its impacts on those communities. The 2016 SAA Report introduced the Refined SR14 Build Alternative into the project. The Refined SR14 Build Alternative was developed to be less impactful to environmental justice communities than the previously developed SR14 alternatives. Specifically, the Refined SR14 Build Alternative avoided impacts to the City of San Fernando and had reduced impacts to the communities of Sylmar and Pacoima. As documented in the 2016 SAA, the Refined SR14 Build Alternative reduced total residential impacts by 8 multi-family homes and 32 single-family homes, and total business displacements were reduced by 125 commercial parcels and 85 industrial parcels, compared to previously considered alternatives that followed the SR14 freeway

Response to Submission 4462 (Julia E Paull, USC, December 1, 2022) - Continued

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and the existing Metrolink corridor. The number of residential properties within 2,500 feet of the HSR centerline was reduced by more than 7,000. Following a presentation of the 2016 SAA to the Authority's Board of Directors in April 2016, the Refined SR14 Build Alternative was carried forward and the previous SR 14 alternatives were dropped from consideration. The primary reason for these changes was to reduce impacts to EJ communities. As presented in the 2016 SAA Report, the Refined SR14 Build Alternative, as well as the E1 Build Alternative that is identical to the Refined SR14 Build Alternative in the San Fernando Valley, entered the Metrolink corridor in the vicinity of Sheldon Street. At that time, the Refined SR14 Build Alternative included a viaduct structure to carry the project up and over the Metrolink tracks so that the HSR line could enter the Metrolink corridor on the southwest side. As the design was further developed in 2017 and 2018, and public meetings were held in 2018, significant input was received from the community and elected officials opposing the viaduct that would carry HSR over Metrolink near Sheldon Street. The primary concerns were noise and visual impacts of having the train elevated in close proximity to residential neighborhoods. As a result, the design was modified in 2018 to bring HSR into the Metrolink corridor on the northeast side (avoiding the need for HSR to cross over Metrolink) and keeping the project at ground level through Sun Valley. This design refinement was incorporated into the design of the Refined SR14 and E1 Build Alternatives when the Palmdale to Burbank Project Section was presented to the Authority's Board of Directors at the November 2018 Board meeting. At that meeting, the Board adopted the Refined SR14 Build Alternative as the Preferred Alternative. While the Board subsequently adopted the SR14A Build Alternative as the Preferred Alternative in 2020, it should be noted that the SR14A Build Alternative is identical to the Refined SR14 Build Alternative in the San Fernando Valley.

4462-8873

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expressed concern on risk and impacts on the project associated with fault lines and seismic events, and the protocol for emergency events for the tunnel alignment. This topic is further discussed in Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

As described under Impact S&S#3, each of the Build Alternatives will include provisions for emergency service access to the access-controlled right-of-way, including passenger walkways to allow emergency access and evacuation routes for tracks in trenches and tunnels. Passenger walkways would be located along the trench/tunnel walls on the same side as the access/egress points, where possible, and would be illuminated to provide safe passage in the event of an emergency. Tunnel design would also include a central, fire-rated dividing wall that would separate the two tracks of each single tunnel into two independently ventilated railways to allow access in the event of an emergency. Safety egress would be achieved via fire-rated doorways through the tunnel dividing wall. The Access Control for High-Speed Rail Right-of-Way and Facilities Technical Memorandum (available online at: https://hsr.ca.gov/wp-content/uploads/docs/programs/eir_memos/Proj_Guidelines_TM2_8_2R00.pdf) prepared for the HSR System, assesses the guidance and regulatory requirements from local and national agencies on access control and summarizes available information on access control methods used by other highspeed train systems and by rail transit operators, and is used as the basis for recommending appropriate infrastructure features for access control for high-speed train trackways and facilities, including HSR tunneled trackway.

The construction contractor will develop and implement a Safety and Security Management Plan (SSMP) in accordance with SS-IAMF#2 prior to construction, documenting how the following requirements, plan, programs and guidelines are considered in design, construction and eventual operation to protect the safety and security of workers and users of project trains (please refer to Appendix 2-E, Impact Avoidance and Minimization Features, for full descriptions of IAMFs that will be incorporated into the project design). The contractor shall be responsible for

Response to Submission 4462 (Julia E Paull, USC, December 1, 2022) - Continued

4462-8873

implementing all construction-related safety and security plans, and the Authority shall be responsible for implementing all safety and security plans related to HSR operation. Regulatory requirements include: (1) Compliance with FRA requirements for tracks, equipment, railroad operating rules and practices, passenger safety, emergency response, and passenger equipment safety standards found in 49 CFR Parts 200-299. (2) Implementation of fire/life safety and security programs (FLSSPs) that promote fire and life safety and security in system design, construction, and implementation. The FLSSP is coordinated with local emergency response organizations to provide them with an understanding of the rail system, facilities, and operations, and to obtain their input for modifications to emergency response operations and facilities, such as evacuation routes. The Authority will establish fire/life safety and security committees throughout the project section. (3) Implementation of standard operating procedures and emergency operating procedures, such as the FRA-mandated Roadway Worker Protection Program, to address the day-to-day operation and emergency situations that will maintain the safety of employees, passengers, and the public.

4462-8874

The commenter expresses concerns related to a conflict of interest. Although this is not a comment raising a significant environmental issue requiring response under CEQA or NEPA, nor is it a comment addressing the sufficiency of the Draft EIR/EIS, some information is provided in this response.

The California High-Speed Rail Authority (Authority) adopted an Organizational Conflict of Interest Policy in September 2011 (updated 2023), which prescribes ethical standards of conduct applicable to persons or entities entering into contracts with the Authority. This Policy applies to both prime contractors and subcontractors and is intended to accomplish the following: promote integrity, competitiveness transparency and fairness in the Authority's procurements and contracts; prevent bidders and proposers from obtaining or appearing to obtain an unfair competitive advantage with respect to the Authority's procurements and contracts; provide guidance to enable contractors to make informed decisions while conducting business with the Authority; and protect the Authority's interests and confidential and sensitive information concerning the high-speed rail project.

Additionally, this Policy is supplemental to the Authority's Conflict of Interest Code and does not modify or supersede any requirements in that Code. The Authority's Conflict of Interest Code identifies all officials and employees within the Authority who make, or participate in making, governmental decisions (as defined by law) based on the positions they hold. The individuals in the designed positions must disclose their financial interests as specified in the Authority's Conflict of Interest Code.

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.

Response to Submission 4462 (Julia E Paull, USC, December 1, 2022) - Continued

4462-8875

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

The commenter requested that "established routes" be used for the HSR Palmdale to Burbank Project Section. This topic is discussed in PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which includes a discussion of alternatives that were considered and rejected, including those that follow existing freeway corridors. The SR14A Build Alternative is the Preferred Alternative of the project and loosely follows the existing SR 14 transportation corridor. Other alternatives that closely followed the SR 14 corridor were previously studied and rejected because of their environmental and community impacts.

Submission 4469 (Michael Noel Anderson, December 1, 2022)

Palmdale - Burbank - RECORD #4469 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Michael
Last Name : Noel Anderson

Stakeholder Comments/Issues :

- 4469-9012 | I live in the Kagel Canyon area and have many concerns regarding the High Speed Rail from Palmdale to
4469-9013 | Bubank. WATER: Tunneling jeopardizes critical groundwater sources in the mountains that provide drinking
water to LA.
We are in the middle of a terrible drought and I also live in a high-fire area next to Angeles National Forest.
How can you guarantee that our ground water won't be depleted leaving us with limited amounts of water in
case of fire?
- 4469-9014 | LIVING THROUGH CONSTRUCTION: Construction here will take AT LEAST 7 years, probably more than 10.
- Construction staging areas nearby are proposed for 118/Paxton and on Little Tujunga Canyon Road by Gold
Creek.
- There will be noise, vibration, dust, and exhaust as millions of truck trips are needed to haul spoils out of
bored tunnels.
- Traffic will increase for these millions of truck trips on our local roads and the 5/210 freeways. We are already
suffering with the construction in this area for new pipes for water. This causes stress and many accidents in
this area as a result of the lane and off ramp closures. Also, many of us have horses. How can you guarantee
the amount of noise caused by the construction and many trucks transporting dirt and other debris through our
quiet canyons?
- 4469-9015 | I think my main concern is earthquakes. When I first moved here 30 years ago, my wife and I saw the
monument on Little Tujunga Canyon Road indicating the site of the 1971 earthquake. I remember that clearly,
because it scared us that we were living there. That marker is no longer on the side of the road. Who took that
down? How can you even consider tunneling is an area with seismic activity. Many of our land owners are
having problems building their homes after the fire because we are in a seismic area. How did you get
permission to do this, and our local people can't even get started because of building specifications with the
County of Los Angeles? Michael Noel Anderson(818) 899-7553homestobuy@aol.com

Response to Submission 4469 (Michael Noel Anderson, December 1, 2022)

4469-9012

The commenter expresses concerns about the Palmdale to Burbank Project Section due to reasons outlined in Comments #9013 through #9015. The commenter's concerns are addressed in Responses to Comments #9013 through #9015.

4469-9013

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-S&S-1: Wildfire.

The commenter expresses concern about the project's effect on groundwater resources, as well as concerns related to water supplies availability for wildfires.

Please refer to standard response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and PB-Response-HYD-3: Impacts of Tunnels on Wells, which identifies how the Authority would minimize impacts on groundwater due to tunneling.

Regarding the comment about water needs for fighting fires, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which discusses the amount and sources of water needed for project construction. As noted in this standard response, PUE-MM#1 (described in Section 3.6.7 of this Final EIR/EIS) will require the Authority to prepare an updated water supply analysis for the selected Build Alternative that details and describes the minimum adequate water supply for the study area during normal, dry, and multiple dry years based on a more detailed project design. Based on the results of the water supply analysis, the Authority will coordinate with the water agencies to determine if allocations for additional water supply are needed and would pay the water agencies its fair share of the State Water Project fees. Additionally, PUE-MM#1 will require the Authority to utilize non-potable water from regional water utility service providers for construction activities where feasible, as well as to recycle/reuse water used for tunnel construction, further minimizing demand for water supplies. Implementation of PUE-MM#1 will ensure that the project does not adversely affect local water supplies, including those needed to fight fires.

4469-9014

This comment is a duplicate of Submission PB-4376. See response to Submission PB-4376. Specifically, please refer to Response to Comment #8903.

Response to Submission 4469 (Michael Noel Anderson, December 1, 2022) - Continued

4469-9015

Refer to Response to Comment 8904.

Submission 4471 (Katharine Paull, December 1, 2022)

Palmdale - Burbank - RECORD #4471 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Katharine
Last Name : Paull

4471-9039

4471-9040

4471-9041

QUESTIONS FOR THE HIGH-SPEED RAIL QUTHORITY REGARDING THE PALMDALE TO BURBANK DEIR

To Whom It May Concern:

I have concerns and questions (in bold print) concerning the DEIR. I am requesting a **NO PROJECT ALTERNATIVE** response.

1. The DEIR for the Palmdale to Burbank Section of CHSR is almost 7,000 pages. Even with an extended 30 days for review, it is not possible for readers to read and respond to it. Given a lack of publicity to the Greater Los Angeles area and virtual meetings from CHSR mostly about work in other areas of the state, this area of the State has no doubt been focusing on other national and local issues in the last years.

How many people individually received notice regarding the P-B DEIR and its deadlines?

How realistic was it for the public to respond to this document in good faith?

Since work on this Section will not occur for years, why is it presented at this time, especially since it is using data, such as census figures and housing availability, which will not be correct at a later date?

Could such a lengthy document have been broken into separate parts delivered during different time periods?

2. Although a "preferred" alignment was suggested, the DEIR does not suggest why it is "preferred." This information would have been useful for the reader who is responding to six alternatives. Since a best tunneling alignment is key to decision making, it is important to know concrete evidence based on fact. The San Gabriel Mountains are some of the youngest, fastest changing mountains in the world. They are unique to this country, which has no prior history of lengthy tunnel through mountains.

How can the CHSRA decide upon an alignment when only six borings have been done to date? How many more borings should be done to adequately choose an alignment?

If an alignment is chosen, and more borings are done through mostly fractured rock, will the CHRA stay with that alignment?

Could a train possibly withstand the jolting from a major earthquake, given the potential of sizeable faults, including the San Andreas, that cross under these mountains?

Submission 4471 (Katharine Paull, December 1, 2022) - Continued

4471-9042

3.

The DEIR contains numerous mitigations, which may or may not be effective since they have not been tested. At times a worst-case scenario relies upon purchasing off-sets or trucking in water to substitute for depleted water resulting from the project. Meanwhile, Californians are helping to subsidize the program through its high gas prices.

Is the CHSRA buying any of the 37 off-sets in the forest? According to the 11/30 Los Angeles Times, these off-sets are ineffective.

According to the 12/1/22 Los Angeles Times, "Efforts to save water remain crucial," the current drought may call for more water conservation, when many of us have experienced dying trees and restricted water resources during this past summer's heat. **How can the CHSRA consider bringing water, that does not seem to exist, to mitigate water shortages that it has caused? How would water be brought to the forest which has limited two-lane roads? How exactly could the water be administered? Over what period of time?**

Which mitigations from the DEIR have been used thus far in previous CHSR construction?

Once trains are in operation, what maintenance will still be expected in local areas? Who will pay for it?

4471-9043

4.

The Deir often relies upon contractors , who have not been hired, to carry out construction mitigations and it seems to assume that plans carried by biologists who have not been hired, will solve environmental issues.

What method does the CHSRA use for hiring experts in their fields? How experienced are they with the terrain of the P-B DEIR?

Does giving a list of surveys necessarily reduce impacts upon various animal, plant, reptile and fish species?

4471-9044

5.

In hindsight, looking at history, our country has made mistakes, whether in disenfranchising groups of people, destroying valuable land and water resources, or creating blight. At times projects have been highly praised and celebrated at the expense of others. For example, in 1928 431. people lost their lives when the St. Francis Dam, which had been approved by Los Angeles voters, collapsed due to design flaws. Freeways have been built to isolate groups of people. The DEIR reveals that small businesses and homes housed by low-income people will be disenfranchised

4471-9044

further. In some areas, communities, schools, and parks will be affected. Land, which should be a gateway to the mountains to be appreciated by people in urban areas, will be defaced by industrial structures.

To what extent can the Authority justify sacrificing people and their support?

If the rail system ever becomes operable, how can it be justified if environmental factors outweigh the costs to our planet?

Thank you for responding to my questions.

Sincerely,

Katharine Paull

Response to Submission 4471 (Katharine Paull, December 1, 2022)

4471-9039

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support.

This comment is a duplicate of PB-4439. See response to Submission PB-4439. Specifically, please refer to Response to Comment #8577.

4471-9040

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

The commenter expresses concerns regarding the Draft EIR/EIS public review period, stating that even with the 30-day extension, the review period is realistically not enough time to review such a large document.

Commenter also inquired about how many individuals received notice of the comment review period. 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, and in consideration of limitations caused by the novel coronavirus, the Authority extended the comment period by 30 days. The Authority provided a broad notice of the availability of the Draft EIR/EIS in the form of an e-blast, notification through social media channels, and promotion through local newspapers in English and Spanish. Standard Response PB-Response-GEN-3: Public Outreach on the Draft EIR/EIS provides additional information regarding the outreach efforts conducted by the project team.

The commenter also expresses that the data in the Draft EIR/EIS, such as census data and housing availability information, would not be accurate by the time the project actually starts construction and requests whether the document could have been broken into different parts that were made available at later dates. The Authority used best available information at the time of preparation of the environmental document to evaluate project impacts. For some resource topics, best available information included the use of future projections to evaluate project impacts at the time of project operations. For example, Section 3.18, Regional Growth, of the Draft EIR/EIS provides projected growth rates for population and employment through the year 2040, and projected housing needs through the year 2040. The chapter also discusses the impacts of the Palmdale to Burbank Project Section that are anticipated with these growth projections.

While the commenter's request that the document be broken into different parts that are made available at a later time is noted, this approach would not be consistent with

Response to Submission 4471 (Katharine Paull, December 1, 2022) - Continued

4471-9040

CEQA and NEPA guidelines. Consistent with the focus of both CEQA and NEPA that an EIR/EIS serve as an informational tool for the public and decision makers, the impact analysis in the Draft EIR/EIS needs to provide sufficient information to allow for a full assessment of the environmental impacts of the project. In addition, per Section 15105(e) of the 2022 CEQA Guidelines, the State Clearinghouse must deem a Draft EIR as complete before releasing it for public review. No change has been made to the document in response to this comment.

4471-9041

This comment is a duplicate of Submission PB-4439. See response to Submission PB-4439. Specifically, please refer to Response to Comment #8579.

4471-9042

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

This comment is a duplicate of PB-4439. See response to Submission PB-4439. Specifically, please refer to Response to Comments #8580 through #8583.

4471-9043

This comment is a duplicate of Submission PB-4439. See response to Submission PB-4439. Specifically, please refer to Response to Comment #8584.

4471-9044

This comment is a duplicate of Submission PB-4439. See response to Submission PB-4439. Specifically, please refer to Response to Comment #8585.

Submission 4475 (Lisa Morris, Crescenta Valley Community Association (CVCA), December 1, 2022)

Palmdale - Burbank - RECORD #4475 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Lisa
Last Name : Morris

Stakeholder Comments/Issues :

California High-Speed Rail Authority

4475-8961 | I am a member of the Crescenta Valley Community Association (CVCA). I have deep concerns on what the impact this project will have on our community, the environment, our National Forest, our wildlife and our rural communities. You will be receiving a comment letter from the CVCA and I echo all the concerns the letter writer, who wrote on behalf of the association, wrote about.

Costs are outrageous and far, far exceed what the public believed when Proposition 1A was approved by voters

4475-8962 | Power systems will be overtaxed

Tunnels in the mountains and National Forest are high risk for public safety
This will disrupt the quiet equestrian lifestyles of the communities of Lakeview Terrace and Shadow Hills (and beyond). Horses are easily spooked and are flee animals and will panic and run when they sense danger. They can sense earthquakes and will flee, so imagine a train rumbling by or even underground. Keep these tracks far from the horse communities.

4475-8963 | I concur that only the "No Project" alternative can be approved for our communities. There are just too many negative impacts and concerns as detailed in the CVCA letter (I would have attached a copy of the letter, but don't have the final draft at the moment).

Lisa Morris
2900 Fairway Ave., #608
La Crescenta, CA. 91214
818-326-0345

Response to Submission 4475 (Lisa Morris, Crescenta Valley Community Association (CVCA), December 1, 2022)

4475-8961

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed concerns regarding impacts of the HSR Palmdale to Burbank Project Section on their community, wildlife, the ANF, power costs, and increasing project cost estimates. 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)). Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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.

4475-8962

Refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

The commenter expresses concerns about noise effects on the communities of Lakeview Terrace and Shadow Hills, as well as noise effects on horses. As a matter of clarification, the commenter is referring to areas located near the E2 and E2A Build Alternatives. The Authority's Preferred Alternative is the SR14A Build Alternative, which would not cross the areas referenced by the commenter. Regardless, please refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, which addresses potential noise impacts on animals, including horses. Additionally, most of the design features (alignment, intermediate window IW-A, and traction power facilities) located in areas near the SR14A Build Alternative (the Authority's Preferred Alternative) are either in tunnels, where there would be no noise effects at the surface, or close to SR14, which has much higher existing noise levels from traffic and freight rail operations than other parts of Acton.

4475-8963

The comment indicating a preference for the No Build Alternative presents an opinion on the HSR Palmdale to Burbank Project Section. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. 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. The commenter also identifies that there are negative impacts, as indicated in a "CVCA letter". A member of the CVCA provided comments on the Draft EIR/EIS, and these can be found in Responses to Comments #9074 through #9080.

Submission 4476 (Edwin S. Scheeline IV, December 1, 2022)

Palmdale - Burbank - RECORD #4476 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Simon
Last Name : Scheeline

Stakeholder Comments/Issues :

To Whom It May Concern,

4476-8964 | I am writing this letter because I am against any of the proposed routes that require massive tunnels under the
4476-8965 | Angeles National Forest. There are far too many environmental questions that have not been addressed. The
most important to me is water. I live in upper Kagel canyon. We rely on wells for water. The current plans could
definitely impact our water supply and ruin our property values, not to mention the damage to our unique rural
live style. I've been told that 20% of Los Angeles's water supply come from San Gabriels. Water is the life blood
of our city and anything like these tunnels, that threaten it should be stopped. Also, How many millions of
gallons of water will be wasted in the drilling process itself?

4476-8966 | I voted for HSR. But I, like most Californians, envisioned a direct route to San Fransisco, up the I5, not a side
trip to Palmdale and Bakersfield. Are these proposed tunnels one of the largest engineering projects ever
proposed in our country? I haven't heard much about the tunnel you will need to get from Palmdale to
Bakersfield, under Tehachapi. Another massive project.

This proposed routes are bad for the state of California because there is such a high possibility for failure. You
really don't know what will happen when you bore massive tunnels through known Faults. You don't if the
tunnels will damage our fragile water supply. You don't You don't know how many more billions of dollars this
will cost. You don't know how long this these tunnels will take to be completed. You frankly seem very
unprepared for a project with this kind of impact on the ecosystem, the community and the budget. I suggest
you go back to the original mandate for HSR and follow existing tracks to Palmdale. You would just have to
slow down for the Palmdale section. Your proposed route negates any chance of a quick trip to San Fransisco
already.

Sincerely,

Edwin S. Scheeline IV

> On Dec 1, 2022, at 9:38 AM, Simon Scheeline <sslegrip@gmail.com> wrote:

>

>

Response to Submission 4476 (Edwin S. Scheeline IV, December 1, 2022)

4476-8964

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition to the HSR Build Alternative routes that require the construction of tunnels under the Angeles National Forest. The Final EIR/EIS fully considered the impacts from tunneling and the commenter does not raise any specific concerns not addressed in the Final EIR/EIS.

4476-8965

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage, PB-Response-SOCIO-2: Property Values.

The commenter expresses concern regarding the impact tunneling in the Kagel Canyon area will have on wells. The commenter also expresses concerns related to property values and damage to the unique rural lifestyle. Additionally, the commenter asks how much water will be used for the drilling process.

The resource study area (RSA) for tunnel construction is the area within 1 mile of the centerline of each of the six Build Alternatives, which includes a portion of Kagel Canyon. Portions of Kagel Canyon within 1 mile of the alignment were therefore considered in the impact analysis in Section 3.8, Hydrology and Water Resources, of the Draft EIR/EIS. Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction RSA (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the ANF, including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF (including in Kagel Canyon) that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation Measure HWR-MM#4 requires modifications to the affected wells

Response to Submission 4476 (Edwin S. Scheeline IV, December 1, 2022) - Continued

4476-8965

or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Regarding potential loss of property values, please refer to Standard Response PB-Response-SOCIO-2: Property Values.

Regarding potential effects on the commenter's unique, rural lifestyle, the Draft EIR/EIS considered potential impacts related to noise and aesthetics (see Section 3.4 Noise and Vibration and Section 3.16 Aesthetics of the EIR/EIS, respectively), which are relevant to the commenter's concern about unique rural lifestyle.

Regarding the water demand from construction of the project, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

4476-8966

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF.

The commenter expresses their opposition to the HSR Palmdale to Burbank Project Section since they believe the routes have a high possibility of failure and questions the conclusions of the Draft EIR/EIS regarding the impacts of tunnel boring, including impacts to water supplies.

To clarify, the EIR/EIS is for the Palmdale to Burbank Project Section. The commenter references the Bakersfield to Palmdale Section and alludes to a tunnel from Palmdale to Bakersfield. On August 19, 2021, the California High-Speed Rail Authority's (Authority) Board of Directors approved the Final EIR/EIS for the approximately 80-mile Bakersfield to Palmdale project alignment section. The Palmdale to Burbank EIR/EIS does not cover this other section of the project, and the Authority is not required to respond to comments on the Bakersfield to Palmdale Section. Therefore, this response focuses just on the Palmdale to Burbank Project Section.

Regarding the commenter's opinions about travel time, potential for route failure, and Authority preparedness, refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition, or Support.

Regarding an alignment along Interstate 5 (I-5), refer to Standard Responses PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which describes the consideration of alignments along I-5.

Regarding the size of the project and boring in areas with faults, the Authority recognizes that the tunneling presents complex conditions and that it will require using an equally complex set of methods, procedures, technologies, and experiences to design and construct the tunnels. Design features have been identified to address fault displacement and tunnel lining failure based on completed studies and investigations. For example, the potential for squeezing ground for all alignments crossing fault zones

Response to Submission 4476 (Edwin S. Scheeline IV, December 1, 2022) - Continued

4476-8966

may require pre-excavation ground treatment and use of tunnel boring machines (TBMs) with specific features. The Authority has identified the following requirements for TBM selection: capable of driving in hard rock, flexible in difficult ground conditions, safety, control water inflow with shield and closed face, capable of systematic probe drilling and pre-excavation grouting (impact on groundwater and surface aquifers through fault zones is main concern), limit project construction duration, possibility of installing precast segmental lining, simultaneous installation of final support system (in case of two-pass lining), backfilling with two-component grout include possibility of TBM jamming in highly convergent ground.

Regarding how long tunneling will take, refer to Table 2-35, which contains estimates of work for tunnel construction that range from 7.08 to 8.25 years, depending on the Build Alternative.

With regard to potential effects on water supply from tunneling, pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the Angeles National Forest (ANF), including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation

4476-8966

Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

The commenter also expresses their doubts about cost projections; please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding for more information on how cost and funding projections were developed and analyzed, and the conclusions of said analysis.

Regarding the commenter's assertion that construction timelines are unknown, please refer to Section 2.9.3 of the Draft EIR/EIS and Table 2-35 "Construction Timeline Estimates" and Table 2-36 "General Construction Durations" for specific estimates of how long construction of the various Build Alternatives by construction phase would take.

Lastly, the commenter recommends the alignment of the HSR Palmdale to Burbank Project Section follow the existing tracks to Palmdale; please refer to Standard Response PB-Response-Alt-1: Alternatives Selection and Evaluation Process for a detailed discussion of how the Build Alternatives were developed and why SR14A was selected as the Preferred Alternative. Additionally, this standard response specifically identifies the various design and environmental constraints that led to the rejection of alignments that followed I-5. The non-stop design speed is estimated at 13 minutes, and therefore would not inhibit fast travel between Burbank and San Francisco. Please see Section 2.5.2.2 of the Final EIR/EIS for more information about travel times for each

Response to Submission 4476 (Edwin S. Scheeline IV, December 1, 2022) - Continued

4476-8966

project section.

Submission 4477 (Lynne Toby, December 1, 2022)

Palmdale - Burbank - RECORD #4477 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : lynne
Last Name : toby

Stakeholder Comments/Issues :

4477-8967

After reviewing as much as I could of your bloated and informationless DEIR, in the ridiculously short time period allowed, I have the following comments/questions.

I am completely in favor of the No Project Alternative since anything else will wreak untold and irreparable damage to the Angeles National Forest, build areas and pristine natural resources. Since there is absolutely no chance that ridership will ever outweigh the damage caused by the aquisition and building process, how can this project move forward without concrete mitigation plans for the outcome?

4477-8968

When I read section 3.19, I was appalled by the number of areas that didn't have a mitigation plan because HSR has decided that there's nothing to mitigate. How is this possible? When I read 3.17, I couldn't believe that there were no solid plans to avoid damaging archaeological and other pre-existing native sites. Why is HSR only concerned with information related to the arrival of European settlers and not the populations who existed in this area prior to that time? Why hasn't HSR done on-site inspections of these sites and formed plans for mitigation. It looks like your plans are to review sites as they are reached, and will make hasty decisions of protecting or not-protecting these sites. The TBM will destroy everything in it's path (and will likely break down underground if history repeats itself).

4477-8969

Every proposed route threatens the existence of the water tables. Once destroyed, this can never be repaired. Doesn't California have enough water issues without this projects that threatens our access to water. When the water tables are permanently damages, where is our water going to come from?

4477-8970

This project has been a disaster from day one and only unions and politicians reaping the benefits. All the money spent on this boondoggle could have solved so many of California's problems like access to water, homes, nature and increased quality of life. It is tragic that this has been allowed to continue when there will be so little benefit to the public, and decades of problems that will not affect the lives of the Board members since none of them live in the build areas.

Lynne Toby
9622 Stonehurst Ave
Sun Valley CA 91352

Response to Submission 4477 (Lynne Toby, December 1, 2022)

4477-8967

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest.

The commenter expressed support for the No Project Alternative due to the impact the project will have on the Angeles National Forest and on natural resources and inquired about the status of the mitigation measures for the project. The project proposes to tunnel under the Angeles National Forest which would minimize impacts to resources at the surface.

Please refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process which discusses the alternative development process and has information regarding why the Preferred Alternative was chosen over other alternatives.

For additional discussion about tunneling impacts to the Angeles National Forest, please refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest. For additional information about the project's proposed mitigation measures, please refer to Appendix 3.1-C, Standardized Mitigation Measures which includes the full text of each mitigation measure. 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.

4477-8968

The commenter states that there were a number of areas that did not have mitigation plans to avoid impacts to archaeological and pre-existing Native American sites, and questions why the Authority has not conducted on-site inspections. Where the Authority had permission, it completed pedestrian archaeological surveys of the project alternatives to identify archaeological resources. In response to the comment on "areas that didn't have a mitigation plan," the Authority has identified appropriate mitigation for areas that require it. Because the commenter did not identify any particular area that she believes requires more mitigation, the Authority cannot provide additional information. The commenter also questions why the Authority is only concerned with information related to European settlers and not the populations that existed at the time before the arrival of Europeans, and also expresses concern about the tunnel boring machine (TBM). The Authority takes seriously its obligations to analyze and, where appropriate, to mitigate effects on historic artifacts and sites—for Native American sites and for more modern sites. Specifically, The National Historic Preservation Act (NHPA), 16 U.S.C. §§470 to 470x-6 (recodified in scattered sections of 54 U.S.C. Part 300000, Pub. L. No. 113-287) requires that analysis. This includes any site that may be identified in a tunnel boring area. Please note that, as stated in section 3.17.6.1, page 3.17-59, underground tunnel boring would range from depths of 50 to 100 feet near tunnel portals to over 2,000 feet below the ground surface. At such great depths, archaeological sites, which are typically found closer to the ground surface, are highly unlikely to be encountered. Impacts to archaeological sites from tunnel boring would be more likely to occur at tunnel portals. Under the NHPA, the Authority and the California State Historic Preservation Office have jointly developed a programmatic agreement (PA) for analyzing those impacts. As stated in Section 3.17.5.2, Stipulation VI.E of the Programmatic Agreement provides for phased identification in situations where identification of historic properties cannot be completed—e.g., when private property owners deny permission to enter. In the context of the NHPA, "historic property" includes any Native American precontact or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places. In such cases, the development and implementation of a post-review identification and evaluation effort will be stipulated in a memorandum of agreement (MOA) to ensure that the historic properties identification effort is completed once the properties become accessible and prior to construction. During construction, the Authority may identify additional, unforeseen sites, artifacts, or resources that it could not reasonably foresee.

Response to Submission 4477 (Lynne Toby, December 1, 2022) - Continued

4477-8968

When it identifies those, construction in the area of the discovery will stop in a way that will not cause further impacts on that resource and consult the SHPO and consulting parties to determine how to proceed. Consistent with the Section 106 Programmatic Agreement, detailed protocols associated with unanticipated discovery of archaeological resources are addressed by the Palmdale to Burbank Project Section Archaeological Treatment Plan.

4477-8969

The commenter expressed concern about water tables being permanently damaged, and inquired where the water for the project will come from. Groundwater aquifers are mapped on Figures 3.8-A-20 through 3.8-A-23. Section 3.8.6.3 of the EIR/EIS indicates that while project construction could temporarily affect groundwater conditions in Moderate and High Risk Areas within the Angeles National Forest, this effect would not interfere substantially with groundwater recharge insofar as the project may impede sustainable groundwater recharge in a groundwater basin. Groundwater intrusion into tunnels would be avoided and minimized through the implementation of HYD-IAMF#5 (tunnel boring machine design features), HYD-IAMF#6 (tunnel lining systems), and HYD-IAMF#7 (grouting), therefore moderating the amount of groundwater that would enter the tunnels during construction. In the unlikely event that water supply wells are adversely impacted, the Authority would implement an Adaptive Management and Monitoring Plan (AMMP) as required by mitigation measure HWR-MM#4. The AMMP includes provisions for augmenting water supplies for wells and actions to restore affected resources, if necessary.

4477-8970

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter states that the project has been a disaster and only unions and politicians would benefit from it. The commenter also states that all the money spent on this project could have been used to solve many of California's problems such as access to water, homes, nature, and increased quality of life. Lastly, the commenter states that it is tragic that this project will continue when there will be so little benefit to the public and decades of problems.

Please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support which discusses opinions about, opposition to, or support for the statewide HSR System, including the Palmdale to Burbank Project Section. As discussed in Chapter 1, Project Purpose, Need, and Objectives, of the Draft EIR/EIS, the California High-Speed Rail System would bring significant benefits to California, both in the near term and in the long run. Benefits would encompass both economic and environmental concerns.

For additional discussion on the project's benefits, please refer to Chapter 1 which addresses the project benefits further in Section 1.2.5, Project Benefits. 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.

Submission 4478 (Leandro Mata, December 1, 2022)

Palmdale - Burbank - RECORD #4478 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Individual
First Name : Leandro
Last Name : Mata
Attachments : PB_4478_L_Mata_Project_Email_Original.pdf (1 kb)

4478-8976

Stakeholder Comments/Issues :

I live and work in the area that will be impacted by the High Speed Rail and as such I support the NO PROJECT ALTERNATIVE.

4478-8977

How will you handle all the traffic snarls that will be created by the construction trucks that will be in the area? I travel to work through the impacted area. Who pays for the traffic control aspects of this project?

4478-8978

How will you reimburse the small businesses that will be displaced and or ruined by the construction of the project?

4478-8979

How can you assure us that all the boring and drilling and construction will not affect our already fragile fault lines? How do you do a study that can guarantee our safety?

4478-8980

There are so many other factors that affect me and my family. It simply is not worth the expense and inconvenience just to shave off a couple hours of travel time for the relatively few people that travel from San Francisco to Los Angeles.

Sincerely,

Leandro Mata

Palmdale - Burbank - RECORD #4478 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Leandro
Last Name : Mata

Stakeholder Comments/Issues :

I live and work in the area that will be impacted by the High Speed Rail and as such I support the NO PROJECT ALTERNATIVE.

How will you handle all the traffic snarls that will be created by the construction trucks that will be in the area? I travel to work through the impacted area. Who pays for the traffic control aspects of this project?

How will you reimburse the small businesses that will be displaced and or ruined by the construction of the project?

How can you assure us that all the boring and drilling and construction will not affect our already fragile fault lines? How do you do a study that can guarantee our safety?

There are so many other factors that affect me and my family. It simply is not worth the expense and inconvenience just to shave off a couple hours of travel time for the relatively few people that travel from San Francisco to Los Angeles.

Sincerely,

Leandro Mata

Response to Submission 4478 (Leandro Mata, December 1, 2022)

4478-8976

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter indicates a preference for the No Build Alternative. The comment indicating a preference for the No Build Alternative presents an opinion on the HSR Palmdale to Burbank Project Section. The No Build Alternative would not meet the HSR purpose, need, or objectives outlined in Chapter 1, Project Purpose, Need, and Objectives of the EIR/EIS. 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.

4478-8977

Refer to Standard Response PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter requests additional information regarding mitigation for impacts of construction traffic. Refer to Response to Comment #8200 regarding impacts related to spoils hauling during construction. Refer also to Standard Response PB-Response-TRA-1: Temporary Traffic Associated with Construction. Implementation of the IAMFs and Mitigation Measures would be the responsibility of the Authority, and would be monitored for implementation, as indicated in CEQA Guidelines section 15097(a).

4478-8978

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, PB-Response-SOCIO-2: Property Values.

The commenter asks if small businesses displaced or impacted by the project will be compensated. Refer to PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, and PB-Response-SOCIO-2: Property Values, which address these concerns.

4478-8979

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

The commenter expresses concerns related to effects of boring and drilling on fault lines and expresses concerns related to safety. Please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, for discussion of seismic events during construction and operation of the HSR Palmdale to Burbank Project Section. In addition, as noted in Section 3.9, Geology, Soils, Seismicity and Paleontological Resources of the Draft EIR/EIS, GEO-IAMF#10 would be implemented, which describes the Authority's commitment to coordinating with the contractor to prepare a technical memorandum documenting steps to be taken that incorporate safety designs into facility design and construction. This includes adherence to the 2015 American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Bridge Design Specifications and the 2015 AASHTO Guide Specifications for Load and Resistance Factor Seismic Bridge Design, or their most recent versions, prior to construction.

The commenter is also concerned with impacts associated with earthquakes and seismicity effects. Although excavation and tunneling activities associated with HSR construction for the SR14A, Refined SR14, E1, and E1A Build Alternatives would occur in the seismically active area, these construction activities would not be capable of triggering tectonic displacement that would result in an earthquake. Earthquakes in California originate through the release of stress deep in the earth (approximately 6 to 15 kilometers below ground). Stress release displacement radiates out from that origin (i.e., hypocenter) along an active fault plane. Tunnel construction activities are far too shallow (less than 1 kilometer) and take place in too small of an area to influence or trigger tectonic displacement as deep as typical hypocenters in California. The Authority understands that there are risks associated with undergoing construction in a seismically active location. The HSR alignment would be constructed in compliance with building code requirements for application of engineering design features to address and minimize these risks. These risks and impacts, such as ground shaking and liquefaction, are analyzed in detail in Impact GSSP#7: Fault Rupture and Seismic Ground Shaking Could Endanger People or Structures During Construction and Impact, Impact GSSP#8 Liquefaction, Lateral Spreading, and Ground Lurching Could Endanger People or

Response to Submission 4478 (Leandro Mata, December 1, 2022) - Continued

4478-8979

Structures During Construction, and GSSP#16 Effects of Geologic Hazards During Operations Effects of Fault Rupture and Ground Shaking, in Section 3.9. Impact Avoidance and Minimization Features (IAMFs) that would minimize impacts from fault rupture would include GEO-IAMF#7 that requires an evaluation of fault rupture potential and GEO-IAMF#10 that will implement engineering and safety protocols to limit fault rupture and ground shaking hazards, including liquefaction, during construction and operation. The HSR system project design also includes several components that minimize the effects from seismic events and the potential safety risks from seismic events (GEO-IAMF#6). These include a train control system with earthquake early warning detection systems; operational responses to notification of a seismic event including stopping or slowing of trains and inspection of infrastructure. This would help identify situations where fault rupture has the potential to damage facilities and enable control of trains in a manner that would reduce the potential for accidents. The project's design will also incorporate IAMF's such as the preparation of a Construction Management Plan that requires a topographic survey and an assessment of geotechnical conditions prior to construction. Other features set specific standards that the project must comply with to promote safety during construction and operations. Because of the effectiveness of these design features, there would be no significant impacts on geology, soils, seismicity, or paleontological resources under CEQA under any of the project alternatives.

Additionally, tunneling technologies are in continuous evolution in different infrastructure projects around the world, and are therefore not necessarily tied to any specific HSR system. Europe and Asia are the main references in the world for HSR Tunnel Design and Construction, as referenced in the Authority's TM 1.1.1 R0 Codes, Regulations, Design Standards and Guidelines, Section 3.2.1.1. International Regulations and Codes. Specific requirements for track geometry quality in this project section will be defined in the Detail Design Phase and will be based on the Authority's Track and Systems requirements, which are still pending final publication for the Track and Systems contract award. As per the Authority's TM 2.1.2 R0, the general basis of alignment design will be to follow best practices of the Japanese and European lines and the guidance of UIC for railway lines, while also considering common American practices and the guidance of the Manual for Railway Engineering of the American Railway Engineering and Maintenance of Way Association (AREMA Manual). The overall safety

4478-8979

and reliability of the California HSR System would be achieved by the incorporation of European and Asian HSR Systems technical standards with a proven long-term operating success.

Strategies to address seismic impacts in design and planning include operations and maintenance plan elements that would ensure high quality tracks and vehicle maintenance to reduce the risk of derailment from seismic ground shaking. Physical elements, such as containment parapets, check rails, guard rails, and derailment walls, would be used in specific areas with a high risk of or high impact from derailment. The Authority's hazard management program includes the identification of hazards, assessment of associated risks, and application of control measures to reduce the risk to an acceptable level. Please refer to TM 2.10.4 R1 Seismic Design Criteria, Section 2.7.2 Seismic Performance Criteria. The overall Seismic Design Policy incorporates the definition of the Seismic Performance Criteria whose goal is to safeguard against loss of life, major failures, and prolonged interruption of high-speed train operations caused by structural damage due to earthquakes. There are two levels of Seismic Performance Criteria: No Collapse Performance Level (NCL), and Operability Performance Level (OPL) associated with the seismic effects of the Maximum Considered Earthquake (MCE) and the Operating Basis Earthquake (OBE), respectively. For the NCL, the performance criteria require that, if derailment occurs, train passengers and operators can evacuate derailed trains safely. For the OPL, the trains can safely brake from the maximum design speed to a safe stop, and passengers and operators are able to evacuate stopped trains safely. In the design of tunnels for this project section, the design earthquake will be defined corresponding to each of these levels of seismic performance criteria, followed by site-specific seismic hazard analyses which will identify potential seismic hazards and develop ground motions time histories and related seismic design parameters associated with each of the levels of design earthquakes with one to one corresponding to the levels of seismic performance criteria. Seismic design of the tunnel structures will be performed to verify and confirm that the completed tunnel structures designed based on those seismic parameters will have adequate capacity and resilience to meet the goal established in the Seismic Performance Criteria and ensure public safety during the design life of the project.

Response to Submission 4478 (Leandro Mata, December 1, 2022) - Continued

4478-8980

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition for the California HSR System stating the cost is not worth the inconvenience, and that the Project would not benefit the commenter or their family. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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 4479 (Sandra Miles, December 1, 2022)

Palmdale - Burbank - RECORD #4479 DETAIL

Status : Action Pending
Record Date : 12/2/2022
Interest As : Individual
First Name : Sandra
Last Name : Miles

Sun Valley, CA 91352

Email: sandra_miles@icloud.com

Stakeholder Comments/Issues :

4479-8971

I have many questions about the feasibility of the building of the High Speed Rail (HSR). My main concerns are: WATER: Underground tunneling requires a lot of water. We are in an unprecedented drought throughout California, not just the area (Shadow Hills) that I live in. WHERE IS THE WATER FOR TUNNELING COMING FROM AND AT WHAT COST? Shadow Hills is an equestrian community with horses, livestock and other animals. HOW WILL THE GROUNDWATER BE AFFECTED BY THE TUNNELING? WILL WATER BE CONTAMINATED OR UNAVAILABLE DUE TO TUNNELING? HOW WILL OUR ANIMALS BE AFFECTED? Our area has suffered several wildfires over the last few years because of the drought and climate change. We are already on a restricted outdoor watering schedule. WHAT ABOUT THE WILDFIRE RISK? IF A FIRE BREAKS OUT, WILL FIREFIGHTERS HAVE THE WATER TO DISTINGUISH FLAMES AND SAVE FAMILIES, HOMES AND ANIMALS IN OUR COMMUNITY AND SURROUNDING AREAS?

4479-8972

CONSTRUCTION: Noise, vibration, dust, truck hauling exhaust, and traffic will be issues for the estimated 7-10 years of construction. HOW WILL THE WELL-BEING AND HEALTH OF ALL COMMUNITIES, INCLUDING OURS ALONG WITH OUR HORSES, LIVESTOCK AND ANIMALS BE IMPACTED FOR THIS EXTENDED TIMEFRAME? Traffic will be increased during construction at the corner of Stonehurst Ave and Art St, next to Stonehurst Ave Elementary School, which already has traffic problems. The HSR route "E2, E2A" goes directly under this school. My home is three houses south of this school. I understand that the Rail Authority has selected the "Refined SR14" as the preferred route, but that could change if conditions warrant it. This is of great concern to me and my community. HOW CAN UNDERGROUND TUNNELING BE SAFE FOR CHILDREN WHEN IT'S HAPPENING RIGHT UNDER THEIR FEET? WHAT ARE THE CURRENT AND FUTURE HEALTH RISKS OF UNDERGROUND TUNNELING ON ADULTS AND CHILDREN? SURFACE

4479-8973

IMPACT: Our community and the Angeles National Forest will be disrupted, including the wilderness areas of the Pacific Crest Trail, Rim of the Valley, and San Gabriel Mountains National Monument where the HSR routes may cross. Wildlife throughout these areas, including Hansen Dam and Shadow Hills will be impacted by the years of construction invading their habitat. Additional fire hazards will be created due to construction and increased activity. WHAT IMPACT WILL THE UNDERGROUND TUNNELING AND POSSIBLE WILDFIRES HAVE ON THESE WILDERNESS AREAS AND WILDLIFE? SEISMIC ACTIVITY: All of the proposed HSR routes, including the Rail Authority's preferred route (Refined SR14) cross the San Andreas, San Gabriel, Sierra Madre, and Verdugo Fault Zones. WHAT IMPACT WILL UNDERGROUND TUNNELING HAVE ON THESE FAULT ZONES? IS BUILDING THE HSR ACROSS THESE FAULT ZONES EVEN FEASIBLE, LET ALONE LOGICAL? BUDGET: The original budget for the HSR was \$45 billion. The total budget has now increased to \$105 billion. It is my understanding that not a single foot of track has been laid. WITH ALL OF THESE PROBLEMS, SAFETY ISSUES AND ENVIRONMENTAL CONCERNS, WHY IS THE HIGH SPEED RAIL STILL BEING CONSIDERED? Due to my concerns, I am supporting the NO PROJECT ALTERNATIVE because each/all of the 3 proposed routes goes through the Angeles National Forest and negatively impacts our local communities of Shadow Hills, Kagel Canyon, Sylmar, Lake View Terrace, Sunland-Tujunga, Sun Valley, and Pacoima.

4479-8974

Respectfully submitted,

Sandra Miles

9811 Stonehurst Ave

Response to Submission 4479 (Sandra Miles, December 1, 2022)

4479-8971

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage, PB-Response-S&S-1: Wildfire.

The commenter expressed concerns about the water needed for tunneling, including where it is coming from and the cost; effects of tunneling on groundwater, including its availability, contamination, and effects on animals; and the potential for wildfires due to the project. The commenter expressed concern regarding the impact tunneling in the Shadow Hills area will have on water supply, and if there are mitigation measures for groundwater contamination.

Regarding the water demand from construction of the project, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage.

Pursuant to the Authority's 2019 Preliminary Geotechnical Data Report for Tunnel Feasibility, Angeles National Forest and 2019 Geotechnical Tunnel Feasibility Evaluation for High-Speed Rail Tunnels Beneath the Angeles National Forest (referenced in Section 3.8 of the EIR/EIS), based on observed impacts on groundwater from past tunnel projects, no impacts to wells are expected to occur outside the tunnel construction resource study area (more than 1 mile from the centerline of each Build Alternative). Section 3.8, Hydrology and Water Resources, of Final EIR/EIS has been revised to expressly clarify concerns related to private water supply wells. As stated in the Final EIR/EIS, because only limited information is available regarding the location of private wells, there is the potential that tunnel construction could result in the destruction of private water supply wells, including wells that have not been identified, if any wells are located directly in the path of the tunnels. HYD-IAMF#8: Private Well Monitoring and Minimizing Access Disruptions for Private Water Supply Wells Outside of the ANF has been added to the Final EIR/EIS to describe in detail the options that the Authority would consider to address impacts to private water supply wells outside the Angeles National Forest (ANF), including relocating the wells and ensuring similar pumping capacity and water quality in replacement wells. For wells within the ANF that are determined through modeling and monitoring to be adversely affected by groundwater reductions caused by the HSR, the Adaptive Management and Monitoring Plan (AMMP) included in Mitigation

4479-8971

Measure HWR-MM#4 requires modifications to the affected wells or by providing supplemental water. Supplemental water would only be provided if monitoring indicates that the HSR construction caused groundwater impacts. However, the Authority has identified several IAMFs to avoid and minimize the potential for impacts to water supply wells and the need for supplemental water. HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7 require design features and construction methods to address potential groundwater intrusion, including the installation of a tunnel liner(s) capable of effectively controlling inflows into the tunnels. As such, groundwater inflow during construction would likely be minimal and temporary. Please refer to both Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest and Standard Response PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the Angeles National Forest for additional information regarding impacts to wells and correlating mitigation measures and IAMFs.

Construction of the Palmdale to Burbank Project Section Build Alternatives could result in the contamination or pollution of surface waters within or adjacent to the construction area. This represents a potential temporary water quality impact that could occur during the construction period. As discussed in HWR-IAMF#3, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared to outline Best Management Practices for spill prevention and would provide procedures and responsibilities for addressing accidental releases. Although the SWPPP would minimize water quality impacts, all six Build Alternatives could still substantially degrade groundwater quality during tunnel construction and, therefore, result in a significant impact. As discussed in Section 3.8.8, HWR-MM#1 will require the Authority to treat potential groundwater contamination pursuant to RWQCB permit requirements. Through treatment of groundwater and installation of groundwater barriers (where necessary), application of this mitigation measure would prevent degradation of groundwater quality. Treatment methods for groundwater would include constructed wetland systems, biofiltration and bioretention systems, wet ponds, organic mulch layers, planting soil beds, and vegetated systems (biofilters), such as vegetated swales and grass filter strips. Therefore, with HWR-MM#1, the impact associated with contaminated groundwater resources during construction activities would be less than significant.

Please refer to Standard Response PB-Response-S&S-1: Wildfire regarding wildfire risks associated with the project.

Response to Submission 4479 (Sandra Miles, December 1, 2022) - Continued

4479-8972

Refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-SOCIO-3: Health and Safety of Children.

The commenter is concerned about how the construction period will impact the health of nearby communities, including horses and livestock. The commenter is also concerned about construction-related traffic increasing at Stonehurst Avenue and Art Street, next to Stonehurst Ave Elementary School. Additionally, the commenter wants to know the health risks of underground tunneling on children and adults. The comment also references areas located near the E2/E2A Build Alternatives. Please refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife; PB-Response-N&V-4: Tunneling (Noise and Vibration) under Homes and Businesses; and PB-Response-SOCIO-3: Health and Safety of Children, which address these issues. In addition, please refer to Section 3.2, Transportation; Section 3.3, Air Quality; and Section 3.4, Noise and Vibration in the Final EIR/EIS. Each of these sections includes a list of IAMFs and mitigation measures that would address impacts on noise, dust, vibration, exhaust from truck trips, and increased traffic. For example, as described in Impact AQ#2, AQ-IAMF#1, Fugitive Dust Emissions, and AQ-IAMF#6, Reduce the Potential Impact of Concrete Batch Plants, would be implemented as part of the project to reduce fugitive dust during construction. The commenter also refers to the Refined SR14 Build Alternative as the Preferred Alternative. As a matter of clarification, the Authority's preferred alternative is the SR14A Build Alternative, not the Refined SR14 Build Alternative. Stonehurst Avenue Elementary is located adjacent to the E2 and E2A Build Alternative Intermediate Window E2-W2, which would be collocated in the existing Calmat Mine. As described in Appendix 2.0-I, the majority of the spoils generated from this intermediate window would be disposed of at the Calmat Mine thus not requiring truck off haul. Contaminated spoils would be off hauled. Spoils-hauling trucks would access the site via Peoria Street via Tuxford and Glen Oaks. This route would avoid trucks passing the park or the school and would traverse primarily industrial and commercial land use areas, thus avoiding traffic impacts near Stonehurst Avenue Elementary. The Authority's preferred alternative is the SR14A Build Alternative and not the E2 or E2A Build Alternatives, and thus would avoid construction near Stonehurst Avenue Elementary School.

4479-8973

Refer to Standard Response PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash, PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-BIO-3: Wildlife Movement Corridors, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-HYD-1: Impacts on the Hansen Dam and Hansen Spreading Grounds, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only), PB-Response-PR-2: Impacts on Big Tujunga Wash – Recreational Uses, Equestrian Use, PB-Response-S&S-1: Wildfire.

The commenter expresses concern for the project's disruption of the Shadow Hills community, the Angeles National Forest, the Pacific Crest Trail, the Rim of the Valley, the San Gabriel Mountains National Monument (SGMNM), and Hansen Dam, including impacts of project construction on wildlife in those areas. The commenter also expresses concern with wildfire risk due to the project. Additionally, the commenter inquires about the feasibility of tunneling through fault zones. As stated in Section 3.15.6 of the Draft EIR/EIS, an approximately 400-foot segment of the Pacific Crest Trail would be affected by construction and construction staging for the Refined SR14 Build Alternative. However, the Authority has consulted with the Pacific Crest Trail Association, the Bureau of Land Management, and the USFS regarding trail realignment options and has developed a preliminary trail realignment that would be part of the Refined SR14 Build Alternative, if selected. The realignment would be built and accessible to the public before construction of the Refined SR14 Build Alternatives begins, so the Authority could ensure continuous access to the PCT through the Refined SR14 Build Alternative construction footprint. Refer to Standard Response PB-Response-PR-1: Impacts on the Pacific Crest Trail (Refined SR14 Build Alternative Only). The SR14A, E1, E1A, E2, and E2A Build Alternatives would cross the PCT in a bored tunnel underground, and would result in no impacts on the PCT. The Refined SR14, SR14A, E2, and E2A Build Alternatives each include a bored tunnel that would cross under the proposed Rim of the Valley Trail extension. The tunnel would have a depth of approximately 140 to 200 feet where it crosses under the proposed trail. Operations of tunnel beneath the proposed Rim of the Valley Trail extension would not result in operations impacts such as noise or vibration. No permanent surface improvements would occur in this area. An approximately 330-foot segment of the

Response to Submission 4479 (Sandra Miles, December 1, 2022) - Continued

4479-8973

proposed Rim of the Valley Trail extension would be used as a construction staging area under the Refined SR14 and SR14A Build Alternatives. However, the Refined SR14 and SR14A Build Alternatives would not result in permanent acquisitions of the proposed trail. E1 and E1A Build Alternatives would not affect the Rim of Valley Trail as the trail is outside the E1 and E1A Build Alternatives' RSAs due to the alignment being in a bored tunnel under the trail. An approximately 400-foot segment of the proposed Rim of the Valley Trail extension would be used as a construction staging area under the E2 and E2A Build Alternatives. However, the E2 and E2A Build Alternatives would not result in permanent acquisitions of the proposed trail. Forest Service land allows some development of low-intensity land uses by exception. Based on the activities permitted in this land use, the primary use of the area is recreational, but it is considered open space. However, the Build Alternatives' RSAs do not include this kind of land use. During construction of all six Build Alternatives within the ANF and SGMNM, access to the temporary construction area within the ANF including SGMNM, would be restricted. The Refined SR14 and SR14A Build Alternatives would include a bored tunnel and at-grade covered tunnel through an approximately 12-mile section of the ANF, including SGMNM. The at-grade covered tunnel and portal would be constructed within the SGMNM boundary at the current Vulcan Mine site. The E1 and E1A Build Alternatives would include a bored tunnel passing beneath an approximately 16.5-mile section of the ANF, including SGMNM. The E1 Build Alternative would require construction activities, grading, utility installation and roadway work within the SGMNM in the Aliso Canyon area. These activities are associated with construction of tunnel portals in the Aliso Canyon area along with a viaduct across the creek and reconstruction of a portion of Aliso Canyon Road. This construction activity would occur within lands designated as Back Country, Back Country Non-Motorized, and Critical Biological. Additionally, this area includes the Aliso-Arrastre Middle and North SIA. The amount of activity within these land use zones in the Aliso Canyon area is limited. Roadway and utility work would occur primarily within the existing Aliso Canyon Road right-of-way and existing utility easements in this area. This would limit the amount of impact from these activities. Other areas within the SGMNM would be used for construction grading, and no permanent facilities would be located within the SGMNM once construction is complete. All Build Alternative facilities, including portals and associated facilities, would be located outside the SGMNM boundary. The E2 and E2A Build Alternatives would include a bored tunnel beneath an approximately 16.6-mile section of the ANF, including SGMNM.

4479-8973

The E2 and E2A Build Alternatives would require the same construction activities within the SGMNM in the Aliso Canyon area, as described under the E1 and E1A Build Alternatives above. There is one hydrogeological risk area within the RSA in the SGMNM near Aliso Canyon Road for the E1, E1A, E2, and E2A Build Alternatives. The Authority would commit to state-of-the-art design features and construction methods to avoid and minimize impacts to hydrologic resources, including the use of tunnel boring machines equipped with specific features designed to reduce or prevent inflows and grouting and tunnel lining approaches that have been proven effective at controlling water seepage. These features are described in more detail in HYD-IAMF#5, HYD-IAMF#6, and HYD-IAMF#7. To address impacts on surface water resources from tunneling in the ANF, the Authority will implement an Adaptive Management and Monitoring Plan under HYD-MM#4. The Adaptive Management and Monitoring Plan includes monitoring protocols to allow for the detection of changes in groundwater conditions related to tunnel construction and to ensure timely implementation of remedial measures. The probability would be minimal to none that hydrologic resources would be affected in this area. See Section 3.8, Hydrology and Water Resources of the Final EIR/EIS, for a more detailed analysis that includes the Tunnel Construction RSA. In regards to the commenters concern with wildlife impacts during construction in Hansen Dam and Shadow Hills, the impact on wildlife throughout the Refined SR14, SR14A, E1, and E1A Build Alternatives would require construction through the Tujunga Valley/Hansen Dam significant ecological area (SEA), crossing the Hansen Dam Spreading Grounds at grade within the Sun Valley neighborhood of Los Angeles. The Hansen Dam Spreading Grounds are a highly disturbed area used for groundwater recharge but have many areas of willow scrub and other native vegetation. This portion of the Tujunga Valley/Hansen Dam SEA is a valuable wildlife corridor and contains several freshwater marsh areas that are used by marsh birds, migratory waterfowl, and shorebirds. Although the Palmdale to Burbank Project Section would fill the southernmost perimeter of the Hansen Dam Spreading Grounds, this area represents a fraction of the total spreading ground area and would not impact connectivity between other portions of the SEA. Therefore, physical and biological features local to the Tujunga Valley/Hansen Dam SEA would not change during construction of the Refined SR14, SR14A, E1, and E1A Build Alternatives such that it would compromise the SEA's functionality as a waterfowl refuge and wildlife corridor. The E2 and E2A Build Alternatives would require construction through the Tujunga Valley/Hansen Dam SEA as

Response to Submission 4479 (Sandra Miles, December 1, 2022) - Continued

4479-8973

it traverses the Big Tujunga Wash south of the Lake View Terrace neighborhood of Los Angeles. This portion of the Tujunga Wash contains protected fish species (e.g., speckled dace, arroyo chub, and Santa Ana sucker) and sensitive vegetation habitat, including alluvial fan habitat mixed with riparian forest. The E2 and E2A Build Alternative alignments would traverse the Big Tujunga Wash on viaduct, which may entail partial fill, placement of piles, and removal of vegetation resulting in changes in hydrogeologic patterns and habitats within the Tujunga Valley/Hansen Dam SEA. Functionality of the Tujunga Valley/Hansen Dam SEA as habitat for protected fish species and sensitive vegetation would be degraded by surface impacts resulting from construction of the E2 and E2A Build Alternatives. Implementation of BIO-IAMF#1, BIO-IAMF#2, BIO-IAMF#3, and BIO-IAMF#5 through BIO-IAMF#12 (described in Section 3.7.4.2) 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 on applicable resources, and that biological resources are appropriately identified and preserved, to the extent feasible. The above IAMFs have been incorporated into the Palmdale to Burbank Project Section design to reduce impacts on SEAs. For concerns regarding tunneling impacts, please see Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest. Regarding impacts on wildlife, refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife and Standard Response PB-Response-BIO-3: Wildlife Movement Corridors. Regarding impacts to Hansen Dam, refer to Standard Response PB-Response-HYD-1: Impacts on the Hansen Dam and Hansen Spreading Grounds. Regarding impacts on Big Tujunga Wash in the Hansen Dam Open Space Area, refer to Standard Response PB-Response-PR-2: Impacts on Big Tujunga Wash - Recreational Uses, Equestrian Uses and Standard Response PB-Response-AVQ-2: Visual Effects on Big Tujunga Wash. Regarding concerns about wildfire, refer to Standard Response PB-Response-S&S-1: Wildfire. Regarding seismic risks associated with construction of the project through fault zones, refer to Standard Response PB-GSSP-1: Risk and Impacts Associated with Seismic Events.

Response to Submission 4479 (Sandra Miles, December 1, 2022) - Continued

4479-8974

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding.

The commenter expressed concerns about the project's increased budget. The commenter inquired why HSR is being considered when it presents safety issues and environmental concerns. Additionally, the commenter expressed support for the No Project Alternative due to the impacts the project will have on the Angeles National Forest and local communities.

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding where the project's budget is addressed. Refer to Section 3.11, Safety and Security, which provides details on safety issues related to construction and operation of the six Build Alternatives, including the measures and regulations in place or that would be implemented to keep employees, passengers and the general public safe from HSR-related functions.

Also, refer to Section 3.11.6, Environmental Consequences, which identifies mitigation measures that would be applied to reduce environmental impacts resulting from implementation of the Palmdale to Burbank Project Section. Regarding other environmental concerns, please refer to Chapter 3, Affected Environmental, Environmental Consequences, and Mitigation Measures, which discusses the project's potential impacts on environmental resources within the Palmdale to Burbank Project Section. 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.

Submission 4482 (Danilo Angeles, December 1, 2022)

Palmdale - Burbank - RECORD #4482 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Individual
First Name : Danilo
Last Name : Angeles

Stakeholder Comments/Issues :

4482-8072

I am OPPOSE to Alternate E2, E2A due to vibration impacts on schools, residences, rural areas and wildlife. This alternative would also pose significant impact on open areas such as Angeles National Forest and SGMNM.

Danilo Angeles

10640 Lost Trail Avenue

Shadow Hills, CA 91040

Sent from Mail for Windows

Response to Submission 4482 (Danilo Angeles, December 1, 2022)

4482-8072

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

The commenter expresses opposition to the E2 and E2A Alternatives because of project-related vibration impacts to schools, residences, rural areas, and wildlife. Please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and businesses, which discusses construction vibration impacts to sensitive receptors. The Authority's Preferred Alternative is SR14A. For more information on the Preferred Alternative, please refer to Chapter 8 of the Draft EIR/EIS.

Submission 4484 (Dan Beltran, December 1, 2022)

Palmdale - Burbank - RECORD #4484 DETAIL 4484-8074

Status : Unread
 Record Date : 12/2/2022
 Interest As : Individual
 First Name : Dan
 Last Name : Beltran

Stakeholder Comments/Issues :

Hello,

unsolicited, for such a low-priority 'problem' that keeps NO ONE up at night.

This is a 'nice to have.' This is not a "dig under homeowners houses with unforeseen consequences to health, property values, and environmental destruction' must have.

4484-8074

I am writing to object to the Palmdale to Burbank Project, as it will **dig a hole** **directly under my home**. This is a project for which:

I have read all of the assesments on environment, health, and structural integrity, etc, and there are way too many UNFAVORABLE assessments checked off to approve the continuation of this project morally, with a clear conscience.

- **the homeowners bear all the costs** of risk
- **the homeowners bear all the costs** of inconvenience
- **the homeowners bear all the costs** of environmental hazard
- **the homeowners bear all the costs** of health hazard
- **the homeowners bear all the costs** of property equity loss
- **the homeowners bear all the costs** of unforeseen complications, crime redistribution to new areas, etc.

I urge you to have the courage and strength to end this project now for the sake of your fellow citizens.

Thank you,

Dan Beltran

The planners of this project ****BEAR NO COST AT ALL.**** If any of these risks materialize, nobody involved in instituting it will bear any cost of failure. And if they do bear any professional cost, it will pale in comparison to any of the real-world costs borne by the homeowner and family.

No homeowner would volunteer for any of these things. YOU would not volunteer for this.

It is a moral wrong to impose something so disruptive, destructive, and

Response to Submission 4484 (Dan Beltran, December 1, 2022)

4484-8074

Refer to Standard Response PB-Response-AQ-2: Health Risks and Impacts, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-2: Property Values.

The commenter expresses objection to the project related to the negative impacts that may occur to the surrounding communities. The commenter also expresses concerns regarding the environmental and economic impacts that the project will have on their home. For additional information regarding environmental and economic impacts to affected communities, refer to Chapter 5, Environmental Justice. The listed concerns included inconveniences, environmental hazards, health hazards, property equity loss, and other unforeseeable complications, please refer to Standard Response PB-Response-GEN-4: General Opposition or Support, Standard Response PB-Response-SOCIO-2: Property Values, and Standard Response PB-Response-AQ-2: Health Risks and Impacts.

Submission 4485 (Armen Galstian, THE LAW OFFICES OF TYSON M. TAKEUCHI & ASSOCIATES, December 1, 2022)

Palmdale - Burbank - RECORD #4485 DETAIL

Status : Unread
Record Date : 12/2/2022
Interest As : Individual
First Name : Armen
Last Name : Galstian

Stakeholder Comments/Issues :

- 4485-8199 [- I am concerned that tunneling jeopardizes critical groundwater sources in the mountains that provide drinking water to LA and water for wildlife. How will you remedy the risk of dewatering in the Angeles National Forest and spreading grounds?
 - How will you mitigate the probable deforestation?
 - How will you prevent the loss of habitat of our wildlife?
 - How do you justify using hundreds of millions of gallons of water during the construction process while we are in an epic drought?
- 4485-8200 - Millions of truck trips will be needed to haul spoils during the spoils hauling. How will you mitigate the noise, vibration, dust, and exhaust for the residents?
 - What is your plan to ease the traffic for local residents when traffic increases due to the millions of truck trips on our local roads and the 5/210 freeways during the ten years of the construction process?
- 4485-8201 - How will you prevent fires in our National Forest as construction and eventual operation increases the fire danger in our area?
 - I am concerned that all proposed routes cross the San Andreas, San Gabriel, Sierra Madre, and Verdugo Fault Zones. What is the evacuation plan in the event of earthquakes?
- 4485-8202 - What is the justification of promoting the High Speed rail as a "green project" when its construction will generate more greenhouse gases than it will recoup in 70 years of operation?

--
Best Regards,
Armen Galstian

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Response to Submission 4485 (Armen Galstian, THE LAW OFFICES OF TYSON M. TAKEUCHI & ASSOCIATES, December 1, 2022)

4485-8199

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, PB-Response-HYD-4: Construction-Period Dewatering Activities, PB-Response-PUE-3: Water Demand and Usage.

The commenter's concerns are itemized and addressed below: 1. How will you remedy the risk of dewatering in the Angeles National Forest and spreading grounds? Dewatering is addressed in Standard Responses PB-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, PB-Response-HYD-4: Construction-Period Dewatering Activities, and PB-Response-PUE-3: Water Demand and Usage. The implementation of mitigation measures identified in the EIR/EIS, including but not limited to BIO-MM#62 (Prepare Plan for Dewatering and Water Diversions) would mitigate impacts resulting from potential dewatering. The plan will incorporate measures to minimize turbidity and siltation. The Project Biologist will monitor the dewatering and/or water diversion sites, including collection of water quality data, as applicable. Prior to the dewatering or diverting of water from a site, the Project Biologist will conduct pre-activity surveys to determine the presence or absence of special-status species within the affected waterbody. In the event that special-status species are detected during pre-activity surveys, the Project Biologist will relocate the species (unless the species is fully protected under state law), consistent with any regulatory authorizations applicable to the species. 2. How will you mitigate what commenter terms "probable" deforestation? Section 3.7 Biological and Aquatic Resources of the EIR/EIS discusses potential impacts on special-status plant species and sensitive natural communities from construction, including as discussed for Impacts BIO #11 and BIO#12. Direct effects of the project include the removal of vegetation for the installation of permanent infrastructure, and indirect effects of the project include changes as a result of erosion and sedimentation. The Project includes 12 Biological Resources IAMFs, which are incorporated into the project design and construction to avoid or minimize the impacts on biological and aquatic resources. The Authority conducted a thorough analysis of the impacts with implementation of the associated IAMFs and where it was determined that the impacts were potentially significant after application of IAMFs, the Authority

4485-8199

developed mitigation measures (MMs) to further reduce impacts. 3. How will you prevent the loss of habitat of our wildlife? Please refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, which specifically addresses impacts to wildlife and habitat. As noted above, the Project includes 12 IAMFs specific to Biological Resources, these IAMFs are incorporated into the project design and construction to avoid or minimize the impacts on biological and aquatic resources. The Authority conducted a thorough analysis of the impacts with implementation of the associated IAMFs and where it was determined that the impacts were significant after application of IAMFs, the Authority developed mitigation measures (MMs) to further reduce impacts. 4. How do you justify using hundreds of millions of gallons of water during the construction process while we are in an epic drought? Refer to Standard Response PB-Response-PUE-3: Water Demand and Usage which address the issues related to water demand and project construction and operation usage.

Response to Submission 4485 (Armen Galstian, THE LAW OFFICES OF TYSON M. TAKEUCHI & ASSOCIATES, December 1, 2022) - Continued

4485-8200

The commenter asks about mitigation during spoils hauling, including for noise, vibration, dust, exhaust, and traffic. Refer to Standard Response PB-Response-TRA-2: Impacts of Tunnel Spoils Off-Haul/Deposition for a discussion of spoils hauling impacts. The commenter references millions of truck trips to haul spoils. Draft EIR/EIS page 2-214 indicates that "Estimated bank volumes, for all tunnels and open excavations in each Build Alternative, are 24-33 million cubic yards, which would result in an estimated bulk volume of 39-47 million cubic yards of spoils." Please refer to the response to comment #9935 which discusses truck trips associated with spoils hauling. As indicated in Chapter 3.10, Hazardous Materials and Wastes, of the Draft EIR/EIS, Impact HMW#1, 1 million cubic yards would fill over 55,000 dump trucks. To clarify, then, this volume of spoils would require a total of 2,145,000 to 2,585,000 dump trucks, which would roughly equate to dump truck trips for spoils only if assuming all spoils are hauled away. Appendix 2-I of the Draft EIR/EIS documents assumptions underlying the Draft EIR/EIS for each project alternative, however, including that some soils would be taken away by conveyor belt for disposal at specific locations (depending on project alternative), or taken from the construction site by conveyor belt to later be hauled away by truck. Additionally, while the commenter references ten years, removal of spoils from tunnel portals is anticipated to take place over a period of up to 6.4 years, with specific time periods varying depending on the Build Alternative and portal. Using the estimated quantities of spoils generated by construction of the Palmdale to Burbank Project Section, apportioned to each site of spoil removal, the number of trucks required to haul the estimated spoils away from each site was calculated for each Build Alternative. Appendix 2-I, Potential Disposal Plan for Spoils Generated during Construction Activities, notes the likely number of trucks per hour and the estimated duration of each construction activity for each of the Build Alternatives. The environmental effects of construction-period truck traffic have been analyzed in the Final EIR/EIS. Regarding noise impacts of spoils hauling, Impact N&V#2 addresses spoils haul route noise impacts on sensitive receptors. NV-IAMF#1 requires the contractor to prepare a noise and vibration 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. Mitigation Measure N&V-MM#1 (discussed in Section 3.4.7) will require the contractor to prepare a noise-monitoring program describing how the contractor will monitor construction noise and noise from truck traffic to verify compliance with the noise limits. In addition, the noise-monitoring program will

4485-8200

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, E1, E1A, E2, and E2A Build Alternatives after mitigation. Regarding vibration, the focus of the analysis in Impact N&V#3 is around drilling for bored-pile viaduct foundations, excavation for trenching and vibro-compaction for ground improvements, and tunnel boring under residences and other vibration-sensitive buildings. Spoils haul trucks would not result in vibration impacts. As shown in Table 3.4-6 of the Draft EIR/EIS, a loaded truck would result in 0.076 peak particle velocity (PPV) at 25 feet, and FRA construction vibration damage criteria threshold for buildings most susceptible to vibration damage is 0.12 PPV. Dust and exhaust emissions from spoils hauling are included in the air quality impacts. As described in Section 3.3: Air Quality and Global Climate Change, Palmdale to Burbank Project Section engineers provided detailed assumptions related to earthwork, equipment specifications, and hauling routes for trucks carrying spoils and other materials to and from the construction staging areas. Construction activities in Table 3.3-4 of the Draft EIR/EIS include spoils hauling in the earthmoving construction phase. Impact AQ#2 evaluates regional air quality impacts during construction. AQ-IAMF#1 would require that the contractor employ measures to minimize and control fugitive dust emissions. The measures will be included in a fugitive dust control plan that will be prepared for approval by each air district prior to construction. AQ-IAMF#3 requires that the contractor use 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#4 requires that all heavy-duty equipment used during the construction phase meet Tier 4 engine requirements. AQ-IAMF#5 would require that the Authority 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-MM#3 requires the use of ZE or NZE technology for 25 percent of all light-duty on-road vehicles, with a goal to use ZE or NZE technology for 100 percent of the light-duty on-road vehicles, 25 percent of the heavy-duty on-road vehicles, and a minimum of 10 percent for off-road conduction equipment used for construction. Regarding traffic impacts of spoils hauling, Impact TRA#1 addresses spoils hauling effects on roadway segments; Impact TRA#2 addresses spoils hauling effects on intersections; Impact TRA#3 addresses spoils hauling effects on ramp queuing, and

Response to Submission 4485 (Armen Galstian, THE LAW OFFICES OF TYSON M. TAKEUCHI & ASSOCIATES, December 1, 2022) - Continued

4485-8200

Impact TRA#4 addresses spoils hauling effects on freeway segments. The Build Alternatives include IAMFs that minimize traffic impacts. 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. TR-IAMF#6 will limit construction material deliveries and the number of construction employees arriving or departing the site during peak period travels, which will result in reduced impacts on roadway performance levels. TR-IAMF#7 will require the contractor to deliver construction-related equipment and materials on appropriate truck routes, avoiding impacts on streets not designed to accommodate truck traffic. TR-IAMF#8 will require the contractor to provide a mechanism to prevent roadway construction activities from reducing roadway capacity during major athletic events or other special events that substantially (10 percent or more) increase traffic on roadways affected by project construction as part of the CTP outlined in TR-IAMF#2. TR-MM#12 requires the development of a transportation CMP to address circulation and connections for modes of travel during the construction duration, including scheduling a majority of construction-related travel during off-peak hours, developing detour routes to facilitate traffic movements through construction zones without substantially increasing cut-through traffic in adjacent residential neighborhoods, and developing alternative routes to reduce number of trucks on sensitive facilities without substantially increasing cut-through traffic in adjacent residential neighborhoods.

4485-8201

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-S&S-1: Wildfire.

The commenter expressed concern on the potential for wildfire hazards, and risk and impacts associated with fault lines and seismic events from the project. These topics are further discussed in Standard Responses PB-Response-S&S-1: Wildfire, which describes the evaluation of and measures to minimize and avoid wildfire effects from the project, and PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, which includes discussion of the effects of seismic events and fault rupture on the project, and measures to minimize these effects.

The HSR system project design includes several components that minimize the effects of seismic events and the potential safety risks from seismic events (GEO-IAMF#6). These include a train control system with earthquake early warning detection systems and operational responses to notification of a seismic event including stopping or slowing of trains and inspection of infrastructure. This would help identify situations where fault creep or rupture have the potential to damage facilities and enable control of trains in a manner that would reduce the potential for accidents. GEO-IAMF#7 will require evaluation of fault rupture potential and GEO-IAMF#10 will implement engineering and safety protocols to limit fault rupture and ground shaking hazards during construction. These risks and impacts are analyzed in detail in Section 3.9, Geology, Soils, Seismicity and Paleontological Resources, specifically in Impact GSSP#7 (Fault Rupture and Seismic Ground Shaking Could Endanger People or Structures During Construction) and Impact GSSP#16 (Effects of Geologic Hazards During Operations).

As described under Impact S&S#3, each of the Build Alternatives will include provisions for emergency service access to the access-controlled right-of-way, including passenger walkways to allow emergency access and evacuation routes for tracks in trenches and tunnels, during an emergency event. Passenger walkways would be located along the trench/tunnel walls on the same side as the access/egress points, where possible, and would be illuminated to provide safe passage in the event of an emergency. Tunnel design would also include a central, fire-rated dividing wall that would separate the two tracks of each single tunnel into two independently ventilated railways to allow access in

Response to Submission 4485 (Armen Galstian, THE LAW OFFICES OF TYSON M. TAKEUCHI & ASSOCIATES, December 1, 2022) - Continued

4485-8201

the event of an emergency. Safety egress would be achieved via fire-rated doorways through the tunnel dividing wall. The Access Control for High-Speed Rail Right-of-Way and Facilities Technical Memorandum (available online at: https://hsr.ca.gov/wp-content/uploads/docs/programs/eir_memos/Proj_Guidelines_TM2_8_2R00.pdf) prepared for the HSR System, assesses the guidance and regulatory requirements from local and national agencies on access control and summarizes available information on access control methods used by other highspeed train systems and by rail transit operators, and is used as the basis for recommending appropriate infrastructure features for access control for high-speed train trackways and facilities, including HSR tunneled trackway, in the case of an emergency event including earthquakes.

4485-8202

The commenter asks about the justification for promoting HSR as a "green project" when it will take 70 years to recoup the GHG emissions created by construction activities.

To clarify, while construction of the Build Alternatives would emit greenhouse gases, as described under Impact AQ#12 and shown in Table 3.3-44 in Section 3.3, Air Quality and Global Climate Change, these greenhouse gas emissions would be almost fully offset after 4 to 6 months of operations (depending on the ridership scenario and Build Alternative). In other words, the Authority has determined it would take between 4 to 6 months of operation of the Palmdale to Burbank Project Section to offset construction-related GHG emissions, not 70 years. After a maximum of 6 months, the Build Alternatives would result in net annual emissions reductions and a GHG benefit.

As described in Section 1.1.3.1 in Chapter 1, Purpose and Need, in the Draft EIR/EIS, "The Legislature found that the HSR system, once completed and operational, 'will contribute significantly toward the goal of reducing emissions of greenhouse gases and other air pollutants' and provides 'the foundation for a large-scale transformation of California's transportation infrastructure by reducing millions of vehicles miles traveled by automobile and reducing the demand for air travel.'"

Submission 4489 (Tom Konjoyan, December 1, 2022)

Palmdale - Burbank - RECORD #4489 DETAIL

Status : Ready for Delimiting
Record Date : 12/2/2022
Interest As : Individual
First Name : Tom
Last Name : Konjoyan

Stakeholder Comments/Issues :

4489-8253

I want to submit my opposition to the E2 E2A proposed line. This line would damage the environment near my home and significantly impact our property values. I am in favor of the project in general by not this proposed line.

Response to Submission 4489 (Tom Konjoyan, December 1, 2022)

4489-8253

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-SOCIO-2: Property Values.

The commenter expresses opposition to the E2/E2A Build Alternatives but support for the overall project, and expressed concern regarding the impact the project may have on property values and damage to the environment.

Regarding the commenter's support of the overall project, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. With regard to the comment about property values, please refer to Standard Response PB-Response-SOCIO-2: Property Values. Regarding the commenter's opposition to the E2/E2A Build Alternatives, the SR14A Build Alternative is the Preferred Alternative for the project. For more information on the Preferred Alternative, please see Chapter 8, Preferred Alternative, of the EIR/EIS.

Submission 4491 (Kathleen Ford, December 1, 2022)

Palmdale - Burbank - RECORD #4491 DETAIL

Status : Unread
Record Date : 12/2/2022
Interest As : Individual
First Name : Kathleen
Last Name : Ford

Stakeholder Comments/Issues :

4491-8006

I am writing this letter to give my strong opinion that the high speed rail route follow the existing freeway with the refined SR14 route which would have less of an environmental impact. I am very strongly opposed to Routes E1, E1A, E2 and E2A. These routes would tunnel through the Angeles National Forest mountains; our dear mountains are home to many wildlife habitats and our essential water supply. Our local communities which would be impacted are Kagei Canyon, Lake View Terrace, Sunland-Tujunga, Shadow Hills, La Tuna Canyon and Sun Valley. Both construction and operation could damage our community character, and negatively impact our water resources, noise level, traffic flow, air quality, the health of humans and animals and our equestrian community. Please give my letter your deepest and most thoughtful consideration.

Thank you,
Kathleen Ford
10428 Tujunga Canyon Blvd.
Tujunga, CA 91042

Response to Submission 4491 (Kathleen Ford, December 1, 2022)

4491-8006

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-AQ-2: Health Risks and Impacts, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-1: Operational Noise and Impacts to Sensitive Receptors, PB-Response-PR-2: Impacts on Big Tujunga Wash – Recreational Uses, Equestrian Use, PB-Response-PUE-3: Water Demand and Usage, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter expresses support for the Refined SR14 Build Alternative because it would have fewer impacts to water resources, noise levels, traffic flow, and air quality when compared to the E1, E1A, E2, and E2A Build Alternatives. The Authority has identified the SR14A Build Alternative as the Preferred Alternative for the Palmdale to Burbank Project Section, with the Burbank Airport Station. The Authority identified the Preferred Alternative by balancing the adverse and beneficial impacts of the project on the human and natural environment. The Authority weighed a variety of issues, including natural resource and community impacts, the input of the communities along the route, the views of federal and state resource agencies, project costs, constructability, and other differentiators to identify what the Authority believes is the best Build Alternative to achieve the project's Purpose and Need. For more information regarding the SR14A Build Alternative, please refer to Chapter 8, Preferred Alternative and Station Sites, of the Draft EIR/EIS.

Submission 4493 (Margie Mannos, December 1, 2022)

Palmdale - Burbank - RECORD #4493 DETAIL

Status : Unread
Record Date : 12/2/2022
Interest As : Individual
First Name : Margie
Last Name : Mannos

Stakeholder Comments/Issues :

4493-8005

I am concerned that tunneling under the Angeles Forest jeopardizes critical groundwater sources in the mountains that provide drinking water to LA and water for wildlife. How will you remedy the risk of dewatering in the Angeles National Forest and spreading grounds? How will you mitigate the probable deforestation? How will you prevent the loss of habitat of our wildlife?
Sincerely Marjorie Mannos

Response to Submission 4493 (Margie Mannos, December 1, 2022)

4493-8005

Refer to Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife, PB-Response-HYD-1: Impacts on the Hansen Dam and Hansen Spreading Grounds, PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-PUE-3: Water Demand and Usage.

The commenter expresses concern related to groundwater sources, including drinking water due to tunneling; asks how the Authority would remedy the risks from dewatering; asks how the Authority would mitigate deforestation; and asks how the Authority would prevent the loss of habitat for wildlife. See Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, for a discussion of hydrogeologic impacts that would result from tunneling under the ANF. Regarding the comment about dewatering from tunneling and impacts on groundwater sources, including drinking water, the Authority understands that there are risks affecting groundwater with undergoing tunnel construction in the ANF. These risks and impacts are analyzed in detail in Section 3.8, Hydrology and Water Resources 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) and HWR#6 (Project Operation Effects on Water). These risks and impacts are addressed by the Authority's use of state-of-the-art design features and construction methods to avoid and minimize impacts on hydrologic resources, including through the use of tunnel boring machines (TBMs) with features to reduce or prevent inflows and grouting and tunnel-lining approaches that have proven effective at controlling water seepage. These measures are identified in HYD-IAMF#5 (TBM Design Features), HYD-IAMF#6 (Tunnel Lining Systems), and HYD-IAMF#7 (Grouting). To address potentially significant impacts to surface water resources and wells, the Authority will also implement an Adaptive Management and Monitoring Plan (AMMP) as required by mitigation measure HWR-MM#4. The AMMP includes monitoring protocols to establish baseline conditions for surface water resources and to allow for the detection of changes in groundwater conditions related to tunnel construction to ensure timely implementation of remedial measures. The AMMP includes provisions for augmenting water supplies for wells and actions to restore affected resources, if necessary. Regarding the comment about the Hansen Spreading Grounds, see Standard Response PB-Response-HYD-1: Impacts on Hansen Dam and

4493-8005

Hansen Spreading Grounds, for discussion of groundwater recharge impacts to the Hansen Spreading Grounds. For information about tunneling impacts to animals, see Section 3.7 of the Draft EIR/EIS for detailed discussion of the impacts from the Build Alternatives on wildlife. The methods for evaluating impacts to biological resources are provided in Section 3.7.4 of the Draft EIR/EIS, and the detailed analysis of the affected environment is provided in Section 3.7.5. Mitigation measures are provided in Section 3.7.7. For further details related to impacts and mitigation to wildlife and domestic animals, please see Standard Response PB-Response-BIO-2: Construction and Operations Impacts to Special-Status Plants and Wildlife.

Submission 4497 (Veronica Aiken, December 1, 2022)

Palmdale - Burbank - RECORD #4497 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : Veronica
Last Name : Aiken

Stakeholder Comments/Issues :

4497-8280 | My name is Veronica Aiken. 2810 Community Avenue La Crescenta, California. I am opposed to the high speed rail from Palmdale to Burbank. Thank you.

Response to Submission 4497 (Veronica Aiken, December 1, 2022)

4497-8280

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. 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 4498 (Sabrina Sanchez, December 1, 2022)

Palmdale - Burbank - RECORD #4498 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : Sabrina
Last Name : Sanchez

Stakeholder Comments/Issues :

Mi nombre es Sabrina Sanchez. Mi numero de teléfono es área [REDACTED]. Um, mi pregunta es, yo quisiera saber si la construcción de este de esta cosa del tren, ah puede impactar en, digamos, la casa donde yo vivo. Mi dirección es 8612 Robert Avenue, San Valley, California 91352. O sea, esto es lo único que si me gustaría saber si hay algún impacto o vaya a pasar la construcción cerca de mi casa y afecte a mi casa. Gracias. Espero su llamada

4498-9000

My name is Sabrina Sanchez. My phone number is area [REDACTED]. Um, my question is, I would like to know if the construction of this of this train thing can impact on, let's say, the house where I live. My address is 8612 Robert Avenue, San Valley, California 91352. I mean, this is the only thing that I would like to know if there's any impact or is the construction going to happen near my house and affect my house. Thank you. I look forward to your call

Response to Submission 4498 (Sabrina Sanchez, December 1, 2022)

4498-9000

The commenter asks how the tunnel will impact homes located directly above the tunnel. As discussed in Chapter 2, Alternatives, of this Final EIR/EIS, a major reason for tunneling along major portions the project corridor was to reduce impacts to existing land uses, particularly through and near Acton and Santa Clarita. Properties located above the HSR Build Alternative tunnels would not experience nuisance effects associated with the HSR because of the depth of the tunnels underneath their homes.

Submission 4499 (Anne Bradly, December 1, 2022)

Palmdale - Burbank - RECORD #4499 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : Anne
Last Name : Bradly

Stakeholder Comments/Issues :

4499-9001

The name is Anne Bradly and I wanted to record a comment about the high speed rail project from Palmdale to Burbank. I think you should scrap it. I think there should be, it should stop before that. And the reasons are the

4499-9002

following. It's going to deplete the water supply to Los Angeles by 15 to 20%. Who is going to pay for that? I assume the citizens of Los Angeles with less water than they already don't have a great deal. The second comment is that the San Gabriel Mountains, they're fairly young and vulnerable and they're already in danger of earthquakes. There are several fault lines there. The heavy construction could have a very bad effect on that. And who is going to pay for the roads to and from the repair of for the heavy traffic that uses these roads during construction? Another comment about the water is that it will continue to use water even after it is completed. And I assume that Los Angeles will pay for that, too. And then the last thing is air quality. To leave...there is will be the possibility of valley sickness. It will be likely and there'll be a lot of fugitive dust. For the mitigation of that you're leaving it, going to leave it up to the contractors. And I think I know how that's going to go. That will not be a high priority for them, and that's to say nothing of wildlife habitats. So I am very much against this project. Thank you. Goodbye.

Response to Submission 4499 (Anne Bradly, December 1, 2022)

4499-9001

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition to the HSR Palmdale to Burbank Project Section. 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.

4499-9002

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-PUE-3: Water Demand and Usage.

The commenter states that the HSR Palmdale to Burbank Section will deplete the water supply to Los Angeles by 15 to 20 percent; raises concerns about seismicity; raises concerns about road repairs from heavy traffic use during construction; identifies that water will be used after the project has been completed; and raises concerns related to valley sickness (the Authority assumes the commenter means valley fever). Regarding the comment about depleting water sources, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage, which discusses water availability for this project. Regarding the concerns about seismicity, please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events. Regarding the issue of road repair from construction period activities, the Authority's commitment to the protection of public roadways during construction is demonstrated through implementation of TR-IAMF#1 (Protection of Public Roadways during Construction). This IAMF describes the Authority's commitment to returning public roadways to the equivalent of their original pre-HSR construction structural condition or better. Prior to construction, the Contractor shall provide a photographic survey documenting the condition of the public roadways along truck routes providing access to the proposed project site. The photographic survey shall be submitted for approval to the agency responsible for road maintenance and the Authority and the Contractor shall be responsible for the repair of structural damage to public roadways caused by HSR construction or construction access, returning damaged sections to the equivalent of their original pre-HSR construction structural condition or better. Regarding water use after project construction, an analysis of project water use can be found in Impact PUE#8 in the Draft EIR/EIS. Regarding valley fever, the topic of valley fever is addressed in Draft EIR/EIS chapter 3.11, Safety and Security. Construction activities that could result in exposure to the fungus that leads to valley fever would effectively be minimized through development and implementation of the Authority's commitment to develop a fugitive dust control plan (AQ-IAMF#1) and an SSMP (SS-IAMF#2) as part of the California HSR System. Through effective coordination, planning, and implementation of control and prevention measures, impacts related to potential exposure of the public or construction workers to the fungus that leads to valley fever would be minimized.

Submission 4500 (N/A Unknown, December 1, 2022)

Palmdale - Burbank - RECORD #4500 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : N/A
Last Name : N/A

Stakeholder Comments/Issues :

4500-9007

I do not support. The high speed rail going into Sunland, California. Actually, I don't support it at all, and...

Response to Submission 4500 (N/A Unknown, December 1, 2022)

4500-9007

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed opposition to the HSR Palmdale to Burbank Project Section, including it going through Sunland, California. As a matter of clarification, the E2 Build Alternative alignment travels closest to Sunland as it goes through Shadow Hills. Build Alternatives E2A, E1, E1A, Refined SR14, and SR14A do not travel near Sunland. SR14A, which is the Authority's Preferred Alternative, does not travel near Sunland. 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 4501 (Kay Gadence, December 1, 2022)

Palmdale - Burbank - RECORD #4501 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : Kay
Last Name : Gadence

Stakeholder Comments/Issues :

4501-9016

Hello. This is Kay Gadence in Tujunga, California. I'm wondering where the water will come from. Will you be using all the water in our area? Because there's going to need a lot of water to cover things. And what about the National Forest? Will you damage some of the trees or eliminate some of the trees that are so old and so, so much part of our country? So please, please reconsider this. We don't need a metrolink. People are getting getting there already. Bye-bye.

Response to Submission 4501 (Kay Gadence, December 1, 2022)

4501-9016

Refer to Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest, PB-Response-PUE-3: Water Demand and Usage.

The commenter inquired about the sources of water for the project and about potential losses of trees within the Angeles National Forest. For additional discussion of potential impacts to water sources, please refer to Standard Response PB-Response-PUE-3: Water Demand and Usage which explains the various sources of water for the project. Also see Standard Response PB-Response-HYD-2: Hydrogeologic Impacts in the Angeles National Forest/Tunneling Impacts in the Angeles National Forest which discusses measures that would be utilized to avoid and minimize the effects of tunneling on water resources and habitat within the ANF. For additional discussion on the potential impact on trees in the Angeles National Forest, please refer to Section 3.7, Biological and Aquatic Resources, which discusses the proposed project's potential construction and operation impact on protected trees as well as the proposed impact avoidance and minimization features (IAMFs) as well as the mitigation measures proposed to reduce the potential impacts of the project.

Submission 4502 (Jocey Zarate, December 1, 2022)

Palmdale - Burbank - RECORD #4502 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : Jocey
Last Name : Zarate

Stakeholder Comments/Issues :

4502-8149

Good morning. My name is Jocey Zarate and I oppose the high speed rail in my community. The Palmdale, Palmdale to Burbank. Uh, if you have any questions, please call me at 8184482791. Thank you.

Response to Submission 4502 (Jocey Zarate, December 1, 2022)

4502-8149

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section in their community. 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 4503 (Sylvia Unknown, December 1, 2022)

Palmdale - Burbank - RECORD #4503 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : Sylvia
Last Name : N/A

Stakeholder Comments/Issues :

4503-8151

This is Sylvia I live in La Crescenta, and I'm against the high speed train going through Burbank. Um, yeah, so I'm against that to go through the San Gabriel Mountains. Okay. Thank you.

Response to Submission 4503 (Sylvia Unknown, December 1, 2022)

4503-8151

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section, including the proposed routing through Burbank and the San Gabriel Mountains. 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 4504 (N/A Unknown, December 1, 2022)

Palmdale - Burbank - RECORD #4504 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : N/A
Last Name : N/A

Stakeholder Comments/Issues :

4504-8153 | I'm against the high speed rail through Burbank, Palmdale to Burbank. So I live in LaCresenta/Glendale, and I'm against this project, so please take my vote. Against. Yes, against. Yeah. Thank you. Bye.

Response to Submission 4504 (N/A Unknown, December 1, 2022)

4504-8153

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. 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 4505 (Mary Ann Craining, December 1, 2022)

Palmdale - Burbank - RECORD #4505 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : Mary Ann
Last Name : Craining

Stakeholder Comments/Issues :

4505-9017

I'm calling to basically ask what exactly is going to be happening to the water, into our traffic and everything else on this high speed rail train tunnel? I would like to vote against it if possible. My name is Mary Ann Craining. I'm at 8182498237. My address is 4243 Wiley Lane in Glendale, California, 91214. Thank you.

Response to Submission 4505 (Mary Ann Craining, December 1, 2022)

4505-9017

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-HYD-3: Impacts of Tunnels on Wells Outside the ANF, PB-Response-PUE-3: Water Demand and Usage, PB-Response-TRA-1: Temporary Traffic Associated with Construction.

The commenter inquired how the tunnels would impact water, as well as project-related traffic impacts. The commenter also stated their opposition to the project.

Please refer to Standard Responses PB-Response-PUE-3: Water Demand and Usage and PB-Response-HYD-3: Impacts of Tunnels on Wells Outside of Angeles National Forest, which discuss potential impacts on water resources from project tunneling activities.

For a discussion of traffic impacts, refer to Standard Response PB-Response-TRA-1: Temporary Traffic Associated with Construction.

Additionally, please refer to Standard Response PB-Response-GEN-4. The commenter's opposition is acknowledged.

Submission 4508 (N/A, December 1, 2022)

Palmdale - Burbank - RECORD #4508 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : N/A
Last Name : N/A

Stakeholder Comments/Issues :

4508-8992 | I would like this to be an anonymous comment regarding the rail section and to address concerns about the potential for structural shaking or noise to the communities that are above the tunneling section. The second comment is to get reassurance that the tunnel will always be 80 foot below. That seems like that's a long way down and that it would address some of the shaking and noise concerns that there were any. Third comment is whether tunneling would lead to any type of earthquake activity. Fourth comment is the ability to access and I guess save anyone that gets stuck in the tunnel. Like, where will that be? The fifth comment, I know all three routes, two of them are under the mountain going to community. And a question was, why didn't the consideration of rerouting so that it didn't go under any communities at all? The six comment is about getting more information about I know this is new, but, the safety, the cost and whether or not there are new technology involved with electric transport, self-driving cars, whether this will make this project moot. I know there's a bridge to nowhere in the San Gabriel Valley and it would be horrible if something similar were to happen, after spending a lot of money. And then the last comment is to address the the potential for, you know, anybody getting hurt while constructing the project, how is that going to be addressed. Thank you. Bye bye.

4508-8993 |

Response to Submission 4508 (N/A, December 1, 2022)

4508-8992

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans.

The commenter is concerned about the potential effects of noise and vibration from the tunnels on communities, depth of the proposed tunnel, induced earthquake activity, access to tunnels, and alternate routes.

Regarding the comment about noise and vibration from the tunnels, please refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses.

Regarding the comment about the depths of the proposed tunnel, as shown in Volume 3: Alignment Plans (PEPD Record SetREV02 Tunnel Plans), tunnel depths would range but would be generally 70 feet or deeper in the San Fernando Valley portion of the project area. The tunnels would be shallower as they approach a tunnel portal area.

Regarding the comment about tunneling leading to earthquake activity, this issue is addressed in Section 3.9, Impacts GSSP#7 and GSSP#16, of the Draft EIR/ES. Although excavation and tunneling activities associated with HSR construction would occur in a seismically active region, these construction activities would not be capable of triggering tectonic displacement that would result in an earthquake. Earthquakes in California originate through the release of stress deep in the earth (approximately 6 to 15 kilometers below ground). Tunnel construction activities will be less than 1 kilometer below ground surface and take place in too small of an area to influence or trigger an earthquake. For additional information about the technical evaluation that the Authority conducted and the IAMFs that will be implemented, please refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events.

Regarding the comment about access to tunnels, see Standard Response PB-Response-S&S-3: Effects on Local and Regional Evacuation Plans.

Regarding the comment about alternate routes, see Standard Response PB-Response-

4508-8992

ALT-1: Alternatives Selection and Evaluation Process.

4508-8993

Refer to Standard Response PB-Response-GEN-2: Project Costs and Funding, PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-S&S-2: Accidents and Explosions.

The commenter requested further information on project benefits, project costs, and public safety effects during project construction. Operational benefits of the California HSR System, such as the alleviation of local and regional traffic congestion, increased capacity of the regional and statewide transportation corridor, the diversion of trips from intrastate travel by road and air, reduction in air quality emissions and greenhouse gas emissions from the diversion of vehicle trips to rail trips, and employment and economic benefits, would accrue even when accounting for newly emerging transportation innovations (as described in Section S.4.4 of the Summary Chapter, and evaluated in Section 3.2, Transportation; Section 3.3, Air Quality and Greenhouse Gas Emissions; Section 3.12, Socioeconomics and Communities; and Section 3.18, Regional Growth, of this Final EIR/EIS). The Palmdale to Burbank Project Section represents a portion of the overall California High-Speed Rail System, of which construction has begun in the Central Valley. Exposure to construction site hazards is described and evaluated in Impact S&S#6, in Section 3.11, Safety and Security, of this Final EIR/EIS. For additional information regarding the safety of construction and maintenance workers, please refer to Standard Response PB-S&S-2: Accidents and Explosions which provides an overview of the safety precautions included to minimize the risk to construction workers. Also, to address the comment regarding project costs, please refer to Standard Response PB-Response-GEN-2: Project Costs and Funding. Please refer to Appendix 2-E, Impact Avoidance and Minimization Features, in Volume II of this Final EIR/EIS, for detailed descriptions of IAMFs that will be implemented as part of the project design.

Submission 4509 (Segio Placentia, December 1, 2022)

Palmdale - Burbank - RECORD #4509 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : Segio
Last Name : Placentia

Stakeholder Comments/Issues :

4509-9018

My name is Sergio Placentia and my phone number is [REDACTED] I'm calling to express my concern about the railroad that's being constructed over the population of Pacoima, and I believe that it is unfair and dehumanizing to have that property be constructed over and have houses be displaced, people be displaced and community members to be displaced. It's not right that people should be deprived of a station at the location as well. It seems that they're only using that area to construct over and I it's not right and it's unfair. So. Please call me and whatever.

Response to Submission 4509 (Segio Placentia, December 1, 2022)

4509-9018

Refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter expressed concern regarding the project being built in Pacoima and the potential for the displacement of houses and people in the community. The commenter also states that it is not right that people will be deprived of a station at the location (assuming the Pacoima area). Please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, for a discussion regarding the property acquisition process and measures to compensate and assist affected property owners. Also, refer to Standard Response PB-Response-ALT-1: Alternatives Selection and Evaluation Process, which discusses the alternative development process and station location selection. 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 4510 (Leo Mata, December 1, 2022)

Palmdale - Burbank - RECORD #4510 DETAIL

Status : Action Pending
Record Date : 12/5/2022
Interest As : Individual
First Name : Leo
Last Name : Mata

Stakeholder Comments/Issues :

4510-9019

Hi. My name is Leo Mata. I live in Sylmar, California. I just wanted to voice my, uh, vote for a no project alternative for the high speed rail. Um, what would you guys be doing about the Uh earthquakes and stuff, the, uh, fault lines and stuff. How would you make sure that those were not affected? Um, also, how will you alleviate some of the congestion and traffic jams that will be caused by the construction, especially in the area where I am going to be in, in Sylmar and, uh, near the San Fernando and Sheldon. Um, all those areas are going to be affected. How is that going to help people to that need to get to work and stuff so. I'm voting no project alternative. Thank you. Bye.

Response to Submission 4510 (Leo Mata, December 1, 2022)

4510-9019

Refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events, PB-Response-TRA-3: Construction Traffic/Truck Impacts in the San Fernando Valley.

The commenter expressed support for the No Project Alternative. The commenter inquired about what is going to be done about earthquakes and faults. It is assumed the commenter is referring to impacts related to earthquakes and faults. Also, the commenter asked about how some of the congestion and traffic jams will be alleviated during project construction, especially in the Sylmar area. The commenter's support for the No Project Alternative is acknowledged. Please refer to Chapter 3.9, Geology, Soils, Seismicity, and Paleontological Resources, which discusses the project's potential impacts related to earthquakes and faults within the Palmdale to Burbank Project Section and refer to Standard Response PB-Response-GSSP-1: Risk and Impacts Associated with Seismic Events. Please refer to Chapter 3.2, Transportation, which discusses traffic conditions during project construction and discusses measures to minimize construction traffic impacts. Also, refer to Standard Response PB-Response-TRA-3: Construction Traffic/Truck Impacts in the San Fernando Valley.

Submission 4511 (Bernadine Matejka, December 1, 2022)

Palmdale - Burbank - RECORD #4511 DETAIL

Status : Ready for Delimiting
Record Date : 12/5/2022
Interest As : Individual
First Name : Bernadine
Last Name : Matejka

Stakeholder Comments/Issues :

4511-8301

Yes. I just wanted to say that I strictly vehemently oppose this. This is a horrible idea. The Shadow Hills area essentially is nothing but horse property, and you cannot guarantee these horse owners what this vibration under their feet is going to do to these animals. Also, there's no reason that this should be in this in this position and in this area at all. So if you have any questions, my name is Bernadine Matejka. My cell phone number is [REDACTED]. And, I love the fact that we're leaving a message for nobody because nobody's got the guts to put their name on this...deal. So this is just another way of screwing the small people. Thank you. Goodbye.

Response to Submission 4511 (Bernadine Matejka, December 1, 2022)

4511-8301

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support, PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section and expresses concerns related to vibration impacts to horse owners in Shadow Hills. The commenter also states that their comment will not be addressed. As a matter of clarification, the commenter identifies that they live in Shadow Hills, which is located near the E2 and E2A Build Alternatives. The Authority's Preferred Alternative is the SR14A Build Alternative. The SR14A Build Alternative would not cross Shadow Hills. Regarding the comment about opposition, please refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. Regarding the comment about potential impacts from vibration on horses, please refer to Standard Response PB-Response-N&V-3: Noise Impacts on Domestic Animals/Wildlife. There are no criteria for vibration effects on horses or other animals in an outdoor setting, as is the case for humans. As such, vibration is not assessed in these situations. Additionally, the E2 and E2A Build Alternative alignments would be in tunnel near Shadow Hills, and as described in Impact N&V#8, train operations would not produce perceptible vibration impacts aboveground. Regarding the commenter's concern that their comment will not be addressed, as required under NEPA and CEQA regulations, all substantive comments received on the Draft EIR/EIS must be considered and responded to by the Authority. The Authority has reviewed the commenter's concerns and provided a response to these concerns in this response to comment.

Submission 4515 (Yolanda Bramasco, December 6, 2022)

Palmdale - Burbank - RECORD #4515 DETAIL

Status : Unread
Record Date : 12/6/2022
Interest As : Individual
First Name : Yolanda
Last Name : Bramasco

Stakeholder Comments/Issues :

4515-9020

I would not like this to proceed in my area. Please go to another city and make this mess up there. We do not need the added people, traffic, and construction.

Response to Submission 4515 (Yolanda Bramasco, December 6, 2022)

4515-9020

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section. Please refer to PB-Response-GEN-4: General Opinions, Opposition or Support. The commenter's opposition to the HSR project is acknowledged. This comment does not address the sufficiency of the draft EIR/EIS nor does it suggest edits to the document. As a result, no change has been made to the document in response to this comment.

Submission 4524 (Gabriel Unknown, November 7, 2022)

Palmdale - Burbank - RECORD #4524 DETAIL

Status : Action Pending
Record Date : 12/7/2022
Interest As : Individual
First Name : Gabriel
Last Name : Unknown
Attachments : 2022-1107 Gabriel.pdf (88 kb)

Stakeholder Comments/Issues :

To whom it may concern,

4524-9022

I am a supporter of CAHSR. I was wondering what plans there are to connect the Brightline West project to the CAHSR project. Will it be in Palmdale or Apple Valley, or elsewhere? I eagerly await the projects completion, especially the Bakersfield to Merced route!

Gabriel

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90071\$1560 C017



Submission 4524 (Gabriel Unknown, November 7, 2022) - Continued

To whom it may concern,

I am a supporter of CAHSR. I was wondering what plans there are to connect the Brightline West project to the CAHSR project. Will it be in Palmdale or Apple Valley, or elsewhere? I eagerly await the projects completion, especially the Bakersfield to Mexico route,

Gabriel

Response to Submission 4524 (Gabriel Unknown, November 7, 2022)

4524-9022

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expressed support for the California HSR System. The commenter inquired about a possible connection to the Brightline West Project. For information about the Brightline West Project see Chapter 1, Purpose and Need, Section 1.4.1, Brightline West Project, of the Final EIR/EIS. Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support. 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 4531 (Keanna Andrade, December 1, 2022)

Palmdale - Burbank - RECORD #4531 DETAIL

Status : No Action Required
Record Date : 12/1/2022
Interest As : Individual
First Name : Keanna
Last Name : Andrade

Stakeholder Comments/Issues :

4531-10677

I am expressing concern for the Palmdale to Burbank High Speed Rail. This HSR can and will displace many citizens, houses and businesses in the locations in which the train will pass. It is unfair to displace community members, it is unfair for those residing in these places to be displaced and for the HSR to negatively affect them and their livelihoods/wellbeing. Please reconsider where the HSR will pass through.

Response to Submission 4531 (Keanna Andrade, December 1, 2022)

4531-10677

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter expressed concern regarding the displacement of citizens, houses, and businesses. Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations, which discusses the impacts as a result of parcel acquisition and displacement and how the Authority will work to avoid, minimize, and compensate for those impacts.

Submission 4532 (Christine Kelly, December 27, 2022)

Palmdale - Burbank - RECORD #4532 DETAIL

Status : Ready for Delimiting
Record Date : 12/28/2022
Interest As : Individual
First Name : Christine
Last Name : Kelly

Stakeholder Comments/Issues :

4532-10679

Hi. My name is Christine Kelly and my number is 8186354442. What I'm trying to do is to find out what is the next step after the comment deadline was December 1st. What is the next event that is happening with the high speed rail? Um, I don't see anything on the website that educates me as to the next process step because I know that one of the options that we were allowed to comment on was the option of no action or no work being done. So I wanted to find out when will we know what the next step is based on all the comments collected by the public and the report that came in, when will we know that? So anyway, again, numbers 8186354442. And my name is Chris Kelley and I'm looking for information on the next steps based on the information that has been collected. Thank you very.

Response to Submission 4532 (Christine Kelly, December 27, 2022)

4532-10679

Refer to Standard Response PB-Response-GEN-1: Frequently Asked Questions.

The commenter inquired what the next project milestones are and requested additional information regarding how comments on the Draft EIR/EIS will be addressed. The Final EIR/EIS addresses the comments received during the public comment period for the Draft EIR/EIS. After the Final EIR is published, the Authority will schedule a date to approve the project and certify the environmental document. The schedule for construction of the project will be determined after funding is allocated.

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 4536 (Gail West, January 3, 2023)

Palmdale - Burbank - RECORD #4536 DETAIL

Status : No Action Required
Record Date : 1/3/2023
Interest As : Individual
First Name : Gail
Last Name : West

Stakeholder Comments/Issues :

4536-10671

Hello. My name is Gail West and on my behalf as well as Dan West. We really are very upset about this possible project. It seems completely unnecessary. It's not that far to drive from Palmdale to Burbank, and this train would be a fiasco for our neighborhood and for our environmental system. So I'm hoping you will take my comments to heart and we do not want or approve of this project. Thank you very much.

Response to Submission 4536 (Gail West, January 3, 2023)

4536-10671

Refer to Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

The commenter expresses opposition to the HSR Palmdale to Burbank Project Section.
See Standard Response PB-Response-GEN-4: General Opinions, Opposition or Support.

Submission 4537 (Rinna de Guzman, January 4, 2023)

Palmdale - Burbank - RECORD #4537 DETAIL

Status : No Action Required
Record Date : 1/4/2023
Interest As : Individual
First Name : Rinna
Last Name : de Guzman

Stakeholder Comments/Issues :

4537-10670 | I'm concerned with how this plan affects my community adversely.

Response to Submission 4537 (Rinna de Guzman, January 4, 2023)

4537-10670

The commenter expresses concern about the HSR Palmdale to Burbank Project Section's impact on their community. For detailed analysis on the project's environmental impacts, please refer to Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures, of the Draft EIR/EIS. Specifically, Section 3.12, Socioeconomics and Communities, analyzes impacts to socioeconomics and communities. Chapter 5, Environmental Justice, analyzes environmental justice impacts.

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