

Submission 756 (A., July 30, 2020)

Burbank - Los Angeles - RECORD #756 DETAIL

Status : Action Pending
Record Date : 7/30/2020
Submission Date : 7/30/2020
Interest As : Individual
First Name : A.
Last Name : A.

Stakeholder Comments/Issues :

756-1147

Hi, I believe there should be high speed rail because the lack of it is inhuman. Why? It's because the technology is available and it is clearly helpful to so many people who use it around the world. This is because there is a lack of cars and traffic on the road, which is extremely dangerous in Southern California because of the exhaust and traffic violence. Don't know what traffic violence is? It's when innocent pedestrians are ran over and die, or when they are injured from cars hitting them. This is such a huge issue because pedestrians are more likely to be disabled, children, or from under-served communities, elderly, or minority backgrounds, or simply poor because they do not have a car and must walk. The amount of exhaust emitted from freeways and expressways in the Los Angeles basin is making people sick - there is high amounts of carcinogens in the air causing cancer and disproportionate amount of people with asthma who live near such transportation networks that do not serve them or anyone around them because of the health risk. Let's get California into modern times by providing a robust and humane transportation network and connect communities.

Response to Submission 756 (A., July 30, 2020)

756-1147

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 802 (Marie Akin, August 12, 2020)

Burbank - Los Angeles - RECORD #802 DETAIL

Status : Action Pending
Record Date : 8/12/2020
Submission Date : 8/12/2020
Interest As : Individual
First Name : Marie
Last Name : Akin

Stakeholder Comments/Issues :

802-1440

Don't build it. There is no commitment for funding the whole project, it will be a waste of money.

Response to Submission 802 (Marie Akin, August 12, 2020)

802-1440

Refer to Standard Responses BLA-Response-GENERAL-02: Funding and Project Costs, BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project since there is not commitment for funding the whole project. Refer to BLA-Response-GENERAL-03: General Opposition. In addition, refer to BLA-Response-GENERAL-02: Funding and Project Costs for more detail on project funding.

Submission 794 (Chase Alt, June 26, 2020)

Burbank - Los Angeles - RECORD #794 DETAIL

Status : Action Pending
Record Date : 6/26/2020
Submission Date : 6/26/2020
Interest As : Individual
First Name : Chase
Last Name : Alt

Stakeholder Comments/Issues :

Hello,

I hope you're staying safe and healthy!

794-1429

I'm very excited about HSR, I currently live in LA and feel that the section from LA to Burbank will be most useful to me as a Disneyland Annual Passholder. My big question is, will there be some sort of express bus or other monorail type transportation from the Anaheim station to Disneyland?

Between HSR and all the improvements Metro is making to the rail systems I can easily see myself not owning a car anymore in the near future. The biggest factor for me, will be if I can get to Disneyland without a car, in a way that is quicker than driving.

I live by the Wilshire/Vermont Metro Red line station and Right now on a Saturday it takes me 35 to 40 minutes to get to the parking structure at Disneyland via my own car. From what I've read going from LA Union Station to Anaheim station should take about 20 minutes on HSR and my commute to LA Union Station is under 10 minutes. So in total with waiting for trains it would be just slightly under my drive time without traffic.

If there were a way to know for certain that I could get to Disneyland around 10am and leave around 11pm after fireworks and have no issues going from my apartment to Disneyland (not just Anaheim station) and back again that late at night, I would stop driving forever!

I'm not sure what's involved with creating that magical express to Disneyland from HSR, but I think it could be game changer!

Thank you for all that you do! I'm looking forward to finally riding in the years to come!

- Chase

Sent from my iPhone 11 Pro

Response to Submission 794 (Chase Alt, June 26, 2020)

794-1429

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged. The commenter also asks if there will be an express bus or other monorail-type transportation from the Anaheim Station to Disneyland. The HSR Los Angeles to Anaheim Project Section does not include an express bus or other monorail type form of transportation from the Anaheim Regional Transportation Intermodal Center to Disneyland. However, the City of Anaheim does have the Anaheim Resort Transportation bus systems that provides buses to and from Disneyland and the Anaheim Regional Transportation Intermodal Center where the HSR Anaheim Station will be located.

Submission 810 (Jim Alwill, Nursery, August 16, 2020)

Burbank - Los Angeles - RECORD #810 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Jim
Last Name : Alwill

Stakeholder Comments/Issues :

810-1450

Can't wait to ride the new train.

Response to Submission 810 (Jim Alwill, Nursery, August 16, 2020)

810-1450

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 648 (Tommy Amano-Tompkins, June 19, 2020)

Burbank - Los Angeles - RECORD #648 DETAIL

Status : Action Pending
Record Date : 6/19/2020
Submission Date : 6/19/2020
Interest As : Individual
First Name : Tommy
Last Name : Amano-Tompkins

Stakeholder Comments/Issues :

To Whom It May Concern:

I live in the River Park development has been built beside the railroad tracks in Cypress Park, LA (we live on the corner of Arvia St. and River Road). In one flyer put out earlier this year by your agency, we were informed that 15 dwellings and/or places of business will be impacted by the proposed high speed line from Burbank Airport to Union Station.

648-718

Since we are no more that 50 yards from the tracks (along River Road, which forms one border of the River Park development), it is possible that any big construction to make way for the new high speed line could impact us. Since your agency has calculated that 15 addresses will be impacted, could you please share what those addresses are? It might seem a minor point to those with big plans for the future, but it concerns us if those plans are on a collision course with the homes we live in.

I can be reached anytime at the phone and/or email address below.

Thanks,
Tommy Amano-Tompkins
jht99@mac.com
415 730-5266

Response to Submission 648 (Tommy Amano-Tompkins, June 19, 2020)

648-718

The commenter states that the HSR project may impact her property, states that 15 addresses would be impacted, and requests these addresses to determine if the project would affect the commenter's property. As shown in Table 3.12-43, 12 residential units would be displaced by the HSR Build Alternative. As discussed under Impact SOCIO #3 in Section 3.12.6 of this Final EIR/EIS, the HSR Build Alternative in this project section is expected to result in 6 single-family residential displacements, 6 multifamily residential displacements, and 84 business displacements. No displacements are proposed at the intersection of River Edge Road and Arvia Street.

Refer to Appendix 3.12-D, Property Acquisitions and Easements, for a detailed map showing expected property acquisitions and easements required. Additionally, refer to Standard Response, BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain, for information on the property acquisition and relocation process.

As described throughout this Final EIR/EIS, communities and populations close to the project footprint, may experience impacts related to traffic, air quality and noise. As detailed throughout this Final EIR/EIS, the project incorporates standardized HSR 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. These features are considered part of the project and the EIR/EIS explains how they will work and describes their effectiveness. If significant impacts are determined to occur even with the implementation of IAMFs, feasible mitigation measures are identified and implemented as required under CEQA. The Authority, in coordination with the property owners, will implement IAMFs during project design, construction, and operation. As such, project impacts to any properties affected by the HSR project would be avoided, minimized, or mitigated as appropriate.

Submission 728 (Tommy Amano-Tompkins, July 28, 2020)

Burbank - Los Angeles - RECORD #728 DETAIL

Status : Action Pending
Record Date : 7/28/2020
Submission Date : 7/28/2020
Interest As : Individual
First Name : Tommy
Last Name : Amano-Tompkins

Stakeholder Comments/Issues :

To Whom It My Concern,

728-1019 | I live 94' from the metro link tracks in the RiverPark development in Cypress Park. I want to register a strong protest about moving the railroad tracks closer (you've proposed 30' closer) to our houses to make way for HSR. I own one of a number of homes whose quality of life will be severely impacted.

728-1020 | We would never have bought our place had we known this was a possibility. Moving the tracks in will make our houses impossible to live in or to sell. When we bought, we were told there would be a 40' wall of trees planted at the property line to insulate us from the noise. Metrolink vetoed that (but the swore there would be "no problem" and after several years planted 5' shrubs. You claim there's been testing etc that "prove" that noise and vibration will decrease for us if you move the tracks closer to our living rooms?! Am I cynical about the testing process? You bet I am.

728-1021 | at the property line to insulate us from the noise. Metrolink vetoed that (but the swore there would be "no problem" and after several years planted 5' shrubs. You claim there's been testing etc that "prove" that noise and vibration will decrease for us if you move the tracks closer to our living rooms?! Am I cynical about the testing process? You bet I am.

The only defense people have come up with is to hope the construction will never happen. I don't like that as a strategy to save our homes.

728-1022 | If you refuse to stop your project, I demand that you offer to buy our homes from us. Anyone asking why is invited over for dinner at our place to sample the "no harm done" BS that HSR has presented. Would anyone at HSR purchase a house that will sit 60-some feet from Metrolink tracks (and will experience the racket of HSR coming and going)? If there are any "yes" votes, I've got a bridge to sell you.

728-1023 | Please stop this project, and if you won't, please make us a market-rate offer to buy our homes. We have a wonderful mixed-race neighborhood full of families with children. Your callous plan to destroy what we've built is 100% racist, period. Would you rip through an all-white neighborhood? Of course not. We will shout your prejudice out to the world.

Sincerely,
Tommy Amano-Tompkins
2581 Arvia St. #41
Los Angeles, CA 90065
415 730-5266

Response to Submission 728 (Tommy Amano-Tompkins, July 28, 2020)

728-1019

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project. In addition, refer to responses to comments 728-1020 through 728-1023, contained in this chapter of this Final EIR/EIS, for responses to the more specific comments regarding the impacts of the HSR project.

728-1020

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-02: Impacts to Property Values.

The commenter states the HSR project including placing rail tracks closer to the commenter's home would make her property impossible to live in or to sell. Studies related to both conventional rail and HSR stations that have been conducted to date offer no clear consensus on findings due to the limited availability of existing literature. 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 detailed throughout this Final EIR/EIS, the project incorporates standardized HSR features to avoid and/or minimize effects. These features are referred to as IAMFs and will be implemented during project design, construction, and operation, as relevant to the HSR project section, to avoid or reduce project effects. These features are considered part of the project and the EIR/EIS explains how they will work and describes their effectiveness. Refer to Appendix 2-B for a complete list of the IAMFs. If significant impacts are determined to occur even with the implementation of IAMFs, feasible mitigation measures are identified and implemented as required under CEQA. The Authority, in coordination with the property owners, will implement IAMFs during project design, construction, and operation. As such, project impacts to any properties affected by the HSR project would be avoided, minimized, or mitigated as appropriate.

Response to Submission 728 (Tommy Amano-Tompkins, July 28, 2020) - Continued

728-1021

The commenter's concern regarding the lack of previously committed trees being planted has no direct correlation with the analysis and results within this Final EIR/EIS. Based on a review of this comment, it appears that there has been a misunderstanding during a conversation with the commenter regarding what testing has been completed for this effort. It is correct that some of the existing tracks will be moved closer to the existing residences. It is an accurate assumption that this adjustment has the potential to result in noise and vibration increases. However, it has been confirmed by the project engineer that the number of switches in the area close to the Taylor Yard residences is being reduced from three to two. The existing crossover provided for movements between tracks at higher speeds and the existing left-hand turnout allowed movements to a siding track at similar speeds. However, this siding track (Glendale Slide) has since been relocated north between SR 134 and Chevy Chase Boulevard on the east side of the corridor, so the Taylor Yard community would not be exposed to noise from this siding track. (refer to the updated plans provided in Volume 3 of this Final EIR/EIS). Additionally, based on the proposed design, the existing UPRR trains would no longer use turnouts in this area, so there would no longer be noise exposure from UPRR trains. These changes in track design along with the improved track bed and track underlayment will offset the increases in noise and vibration due to distance reduction. The discussion under Impact N&V #4 and Impact N&V #5 have been updated in Section 3.4.6 of this Final EIR/EIS to reflect the design changes described above.

728-1022

Refer to Standard Responses BLA-Response-GENERAL-03: General Opposition, BLA-Response-Section 3.4 N&V-01: Noise Impacts During Operation.

The comment states that the Authority should be required to buy the commenter's property. The commenter also expresses concern about noise from the HSR project and opposes the project.

In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of this Final EIR/EIS. This Final EIR/EIS proposes sound barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria consistent with the Authority's Noise and Vibration Mitigation Guidelines (Authority, December 2018). N&V-MM#3 requires that the Authority will to work with communities regarding the height and design of sound barriers using jointly developed performance criteria, prior to operation and when the vertical and horizontal locations have been finalized as part of the final design of the project infrastructure. In addition to the potential use of sound barriers, other forms of noise impact mitigation may include improvements to the structure itself to reduce the levels by at least 5 dBA. Such mitigation could include installing acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7 of this Final EIR/EIS. The Authority would refine mitigation for individual homes with residual severe noise impacts (i.e., severe impacts that remain after provisions of sound barriers) and address them on a case-by-case basis.

The Authority is not required to acquire property that is not required to construct the HSR project. The Authority would acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Act.

Property owners who believe they have suffered a loss may file a claim with the State of California Government Claims Board. More information may be obtained online at <https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim>

Response to Submission 728 (Tommy Amano-Tompkins, July 28, 2020) - Continued

728-1023

Refer to Standard Responses BLA-Response-Chapter 2 Alt-01: Alternatives, BLA-Response-GENERAL-03: General Opposition, BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain.

The commenter expresses opposition to the HSR project. In addition, refer to response to comments 728-1020 and 728-1022 contained in this Chapter of this Final EIR/EIS for more detail on the HSR Build Alternative's impacts to property.

Submission 847 (Joe Ancewicz, August 24, 2020)

Burbank - Los Angeles - RECORD #847 DETAIL

Status : Action Pending
Record Date : 8/24/2020
Submission Date : 8/24/2020
Interest As : Individual
First Name : Joe
Last Name : Ancewicz

Stakeholder Comments/Issues :

847-1510

Build it. This is an investment for future generations. Please get it done.

Response to Submission 847 (Joe Ancewicz, August 24, 2020)

847-1510

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 838 (Andrea Asher, August 19, 2020)

Burbank - Los Angeles - RECORD #838 DETAIL

Status : Action Pending
Record Date : 8/19/2020
Submission Date : 8/19/2020
Interest As : Individual
First Name : Andrea
Last Name : Asher

Stakeholder Comments/Issues :

838-1477

Hi this is Andrea Asher speaking. I just want to know how you can have your town hall meeting this evening at six or seven when it's in the middle of the democratic convention. My number is 818-763-3434. Thank you. Bye

Response to Submission 838 (Andrea Asher, August 19, 2020)

838-1477

The commenter expresses concern that the Authority is holding a town hall meeting in the middle of the Democratic National Convention. The Authority's outreach team left a message for the commenter on August 19, 2020, explaining that the Authority had to balance the schedule with quite a few conflicts and expressed their hope that the commenter could participate in the meeting.

Submission 868 (Evette Baiocco Callahan, sdcoe, August 30, 2020)

Burbank - Los Angeles - RECORD #868 DETAIL

Status : Action Pending
Record Date : 8/30/2020
Submission Date : 8/30/2020
Interest As : Individual
First Name : Evette
Last Name : Baiocco Callahan

Stakeholder Comments/Issues :

868-1584

I am very concerned about the rail on San Fernando road and would like to know how I can find out what property will be claimed for this project. Also, when will owners of properties that will be impacted be notified. Please contact me.

Response to Submission 868 (Evette Baiocco Callahan, sdcoe, August 30, 2020)

868-1584

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain.

The commenter expresses concern about the HSR Project's impact on their property and is seeking additional information on what property would be acquired and also questions when owners would be notified. The alignment would be located within the existing railroad corridor, and impacts along San Fernando Road would be associated with the undergrounding of utilities relocated from the railroad right-of-way. No acquisitions are proposed along San Fernando Road for the proposed utility relocations.

Additionally, refer to Appendix 3.12-D, Property Acquisitions and Easements, for a detailed map showing expected property acquisitions and easements required.

The Authority understands that the proposed construction of the HSR system would affect private property owners. In light of this fact, the Authority has committed to educate, inform, and work collaboratively with affected property owners. Please refer to the Authority's website for additional resources for affected property owners:
https://hsr.ca.gov/programs/private_property/

Property owners who believe they have suffered a loss may file a claim with the State of California Government Claims Board. More information may be obtained online at <https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim>

Submission 869 (Evette Baiocco Callahan, August 30, 2020)

Burbank - Los Angeles - RECORD #869 DETAIL

Status : Action Pending
Record Date : 8/30/2020
Submission Date : 8/30/2020
Interest As : Individual
First Name : Evette
Last Name : Baiocco Callahan

Stakeholder Comments/Issues :

- 869-1585 | I would like to know how business in the 5900 block of San Fernando Road may be impacted by this project---
how would a business owner find out if their property was going to be taken for this project? When would they
be notified? Who can we contact for additional information?
- 869-1586 | I am not in favor of this project due to the lack of funding and the projected finished date.
I look forward to hearing from you.

Sincerely,
Evette Baiocco Callahan

Response to Submission 869 (Evette Baiocco Callahan, August 30, 2020)

869-1585

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain.

The commenter is seeking information on how businesses in the 5900 block of San Fernando Road may be impacted by the project and how business owners would find out if their property is going to be acquired. The commercial property at 5900 San Fernando Road and the commercial properties on the same block adjacent to San Fernando Road between Palanconi Avenue and Alma Street are proposed full acquisitions under the HSR Build Alternative. The HSR Build Alternative would require the relocation of businesses on these properties.

Additionally, refer to Appendix 3.12-D, Property Acquisitions and Easements, for a detailed map showing expected property acquisitions and easements required.

The Authority understands that the proposed construction of the HSR system would affect private property owners. In light of this fact, the Authority has committed to educate, inform, and work collaboratively with affected property owners. Please refer to the Authority's website for additional resources for affected property owners:
https://hsr.ca.gov/programs/private_property/

Property owners who believe they have suffered a loss may file a claim with the State of California Government Claims Board. More information may be obtained online at <https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim>

869-1586

Refer to Standard Response BLA-Response-GENERAL-02: Funding and Project Costs, BLA-Response-GENERAL-03: General Opposition.

The commenter expresses their opposition to the HSR project due to lack of funding and the projected finish date

Submission 870 (Evette Baiocco Callahan, sdcoe, August 30, 2020)

Burbank - Los Angeles - RECORD #870 DETAIL

Status : Action Pending
Record Date : 8/30/2020
Submission Date : 8/30/2020
Interest As : Individual
First Name : Evette
Last Name : Baiocco Callahan

Stakeholder Comments/Issues :

870-1587

Very concerned about the impact this project will have on the residents who live in the 700 block of Kellogg.
Concern about the noise and traffic that will be diverted to this street. Has a traffic study been done?

thank you,
Evette

Response to Submission 870 (Evette Baiocco Callahan, sdcoe, August 30, 2020)

870-1587

The commenter expresses concern for noise and traffic near Kellogg Street. A traffic study was completed for the HSR Project as provided in the Transportation Technical Report (Authority, 2020). The results of this analysis are summarized in Section 3.2 of the Draft and Final EIR/EIS. As discussed in Section 3.2.4.2 of this Final EIR/EIS, maintenance of existing transit and pedestrian access will be provided as part of TR-IAMF#2, Construction Transportation Plan (CTP). TR-IAMF#2 would require the contractor to prepare a detailed CTP for minimizing the impact of construction and construction traffic on adjoining and nearby roadways while maintaining traffic flow during peak travel periods. School locations and safety will be incorporated into the CTP. The CTP will be adopted as part of the roadway construction plans for each project element, and these plans will be reviewed by local jurisdictions. The CTP will provide for Kellogg Avenue and the local neighborhood a plan for construction-related roadway closures for the grade separation and related intersection improvements centered on the intersection of Pelanconi Avenue-Flower Street/San Fernando Road. Impacts to the local neighborhood will be minimized through the establishment of detour routes that do not unnecessarily impact local roadways and optimal configuration of local traffic controls and intersections to support the detour route. After construction is complete, the local roadway network will be restored and any unavoidable local impacts will be removed. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 736 (Robinson Baker, July 30, 2020)

Burbank - Los Angeles - RECORD #736 DETAIL

Status : Action Pending
Record Date : 7/30/2020
Submission Date : 7/30/2020
Interest As : Individual
First Name : Robinson
Last Name : Baker

Regards,
 Robinson Baker

Stakeholder Comments/Issues :

To whom it may concern,

My name is Robinson Baker and I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

- 736-1062 | We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.
- 736-1063 | We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."
- 736-1064 | Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.
- 736-1065 | As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.
- 736-1066 | Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.
- 736-1067 | We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.
 We hope that you take our concerns seriously when making decisions about where the train tracks will be moved and how that affects our community.

Response to Submission 736 (Robinson Baker, July 30, 2020)

736-1062

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

736-1063

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

736-1064

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

736-1065

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

736-1066

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

736-1067

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 808 (Paul Baker, August 16, 2020)

Burbank - Los Angeles - RECORD #808 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Paul
Last Name : Baker

Stakeholder Comments/Issues :

Hi, friends.

I hope this finds you well.

808-1448

As we seek to find our way to true sustainability, high-speed rail is an important step in the right direction.

As the costs of the car and the airplane grow--costs to the Earth, to our economy, and to our society--the alternative of high-speed rail will become more and more important in continuing to connect us in ways that can be sustained.

Governments that can see ahead will be well advised to prepare for this future that is coming so fast.

Thank you for your attention to this matter. God bless.

Response to Submission 808 (Paul Baker, August 16, 2020)

808-1448

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 852 (Michael Banner, August 25, 2020)

Burbank - Los Angeles - RECORD #852 DETAIL

Status : Action Pending
Record Date : 8/25/2020
Submission Date : 8/25/2020
Interest As : Individual
First Name : Michael
Last Name : Banner

Stakeholder Comments/Issues :

852-1555 | This link is not operating. How do you join the webinar?

<https://meethrsocal-la-a.org/webinar>

https://hsr.ca.gov/communication/info_center/events.aspx

Sent from Mail for Windows 10

Response to Submission 852 (Michael Banner, August 25, 2020)

852-1555

The commenter requests direction on how to access the webinar. The Authority's outreach team provided details to the commenter on August 25, 2020 for the webinar and confirmed that he had access.

Submission 679 (Joshua Belinky, July 8, 2020)

Burbank - Los Angeles - RECORD #679 DETAIL

Status : Action Pending
Record Date : 7/8/2020
Submission Date : 7/8/2020
Interest As : Individual
First Name : Joshua
Last Name : Belinky

Stakeholder Comments/Issues :

679-699

This project will shift our heavy dependence on cars to shared/public transportation. This will significantly reduce our emissions and traffic, and it will prevent the need for future highway expansions. I support this project and this report does not raise any significant red flags for me as a citizen.

Response to Submission 679 (Joshua Belinky, July 8, 2020)

679-699

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 643 (Marianne Bender, June 18, 2020)

Burbank - Los Angeles - RECORD #643 DETAIL

Status : Action Pending
Record Date : 6/18/2020
Submission Date : 6/18/2020
Interest As : Individual
First Name : Marianne
Last Name : Bender

Stakeholder Comments/Issues :

643-717 | Please email me The Burbank to Los Angeles Project Section Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS)
Thank you.

[signature_940209798]

Response to Submission 643 (Marianne Bender, June 18, 2020)

643-717

The commenter requested an electronic copy of the Draft EIR/EIS. On June 18, 2020, the commenter was directed to the online version of the Draft EIR/EIS and was sent an electronic copy of the document via email. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 655 (Blisile Benjauthit, June 25, 2020)

Burbank - Los Angeles - RECORD #655 DETAIL

Status : Action Pending
Record Date : 6/25/2020
Submission Date : 6/25/2020
Interest As : Individual
First Name : Blisile
Last Name : Benjauthit

Stakeholder Comments/Issues :

655-672 | Please send me a copy of EIR/EIS. My name is Blisile Benjauthit B-E-N-J-A-U-T-H-I-T. My address is 5573 Vista Cañada Place, La Cañada, California 91011.

Response to Submission 655 (Blisile Benjauthit, June 25, 2020)

655-672

The commenter requested a copy of the Draft EIR/EIS. On June 26, 2020, the commenter was directed to the online version of the Draft EIR/EIS that is available on the Authority's website. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 774 (Lawrence Blanton, July 31, 2020)

Burbank - Los Angeles - RECORD #774 DETAIL

Status : Action Pending
Record Date : 7/31/2020
Submission Date : 7/31/2020
Interest As : Individual
First Name : Lawrence
Last Name : Blanton

Stakeholder Comments/Issues :

774-1244

Since approved by voters in 2008 the California High-Speed Rail has completely degenerated into a complete fraud on CA tax payers! Originally promoted as a \$33 billion high speed (220mph) train linking Los Angeles and San Francisco, the project is now estimated to cost \$80 billion, will not connect directly to Los Angeles and will not be high speed. It is time to end this boondoggle and use any remaining money to pay down California's massive \$54 billion debt.

Response to Submission 774 (Lawrence Blanton, July 31, 2020)

774-1244

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project. In addition, the commenter also states that the HSR project will not connect directly to Los Angeles and will not be high speed. As stated in Section 2.5.2.1 of this Final EIR/EIS, the HSR Build Alternative proposes new and upgraded track, maintenance facilities, grade separations, drainage improvements, communications towers, security fencing, passenger train stations, and other necessary facilities to introduce HSR service into the Los Angeles–San Diego–San Luis Obispo Rail Corridor (LOSSAN Corridor) from near Hollywood Burbank Airport to Los Angeles Union Station. Therefore, the HSR project does provide a direct connection to Los Angeles and would also improve service for all passenger rail operating in the shared rail corridor. Due to the dense urban environment of the Burbank to Los Angeles corridor, the HSR Build Alternative would not be able to operate at the same speeds as it would throughout most of the state. However, the overall HSR project would operate at high speed in compliance with the provisions of Proposition 1A.

Submission 899 (Samuel Blum, August 31, 2020)

Burbank - Los Angeles - RECORD #899 DETAIL

Status : Action Pending
Record Date : 9/3/2020
Submission Date : 8/31/2020
Interest As : Individual
First Name : Samuel
Last Name : Blum

899-1783

Stakeholder Comments/Issues :

Good afternoon,

I understand that the comment period is ending for the Burbank / Los Angeles route of the future HSR. What I wanted to offer was a suggestion to consider for potential segments of the route that will see the rail line travel along the Los Angeles River and Burbank Channel.

Both of these water routes are mostly encased in concrete, and they are spaces that are underutilized, which makes it logical that the HSR is looking to route through such areas for minimal disruption. While I looked through some of the detailed schematic renderings of this segment of the project, I am no engineer.

899-1781

In parts of the route that would traverse waterways, I do hope that public use might be a consideration. By that I mean instances where a train may run below street grade with the rail line potentially capped in order to create new public space/parks along the River or Channel.

Again I'll take another opportunity to mention that I am no engineer. What I can suggest is to look at other examples of river-aligning rail lines. For instance, Paris' RER C line along the Seine River. The RER C line is "hidden" below street grade, and capped in some parts with park space along the river. It's a tremendous public space that could serve as great inspiration for the route between Burbank and Los Angeles, where possible, providing great scenic spaces and new access for strolls, jogs and lounging -- desperately needed in our urbanized areas.

899-1782

Also a quick comment about the Burbank station: I have no strong opinion about whether a station location better serves the region at BUR airport versus elsewhere, such as downtown Burbank. However with the recently-released plans that show BUR essentially being rebuilt (hopefully resulting in increased air traffic), making that location a HSR stop does seem logical.

Hopefully the HSR station will be located with easy access to the main/new BUR terminal (as well as Metrolink lines). Additionally I would hope that there may be a way to nudge Los Angeles Metro to extend the B (formerly Red) Line to terminate at BUR, ideally within close proximity to the HSR station, creating a de facto regional rail hub location.

—
 Lastly, while not directly related to the Burbank to Los Angeles route, I recently became aware of an alternative route proposal for Bakersfield to Burbank. The proposal highlights routing through the Tejon Pass <http://www.tillier.net/stuff/hsr/truth_about_tejon.pdf>, and seems to provide a compelling and logical argument as to why the route, which bypasses Palmdale, would be preferable quicker and significantly more cost-effective.

—
 Thank you and I look forward to the continued development of the HSR project.

* *

Samuel Blum

Response to Submission 899 (Samuel Blum, August 31, 2020)

899-1781

The commenter requests that, in instances where the HSR Build Alternative traverses waterways, that public use would be considered by potentially capping the alignment and providing additional park space. As discussed in Chapter 2, the HSR alignment evaluated in this Final EIR/EIS has been refined over a number of years through the Tier 1 and Tier 2 analyses. The Authority aims to provide an alternative that balances cost, reduces impacts on the environment, and provides a benefit to the community. The Authority stands ready to work with local partners to not preclude improvements by others to enhance park space in waterway areas. However, to depress and/or cap the railroad corridor to provide additional open space is not an objective of the HSR Project, is not needed to minimize impacts, and is not included in the design.

899-1782

The commenter states that the Burbank Airport Station seems like a logical location for an HSR station. The selection of the Burbank Airport Station is a result of several alternatives and supplemental alternatives analysis reports. The 2014 Supplemental Alternatives Analysis conducted for the Palmdale to Los Angeles Project Section determined that the Burbank Airport Station was the most appropriate station option to advance for the Burbank to Los Angeles subsection because it would align with project objectives, local and stakeholder input, the potential for future HSR expansion and third-party public-private partnership investments, the potential for intermodal connectivity, and the potential for the station to become a regional transportation hub.

899-1783

The commenter asks if the Los Angeles County Metropolitan Transportation Authority (Metro) can extend the B Line to terminate at Hollywood Burbank Airport, ideally within close proximity to the Burbank Airport Station. The Authority cannot make decisions for Metro regarding extension of its transit services. However, Section 1.2.3 of this Final EIR/EIS outlines project objectives that have been defined under CEQA. These include (but are not limited to) maximizing intermodal transportation opportunities by locating stations to connect with local transit systems, airports, and highways, and incorporating the HSR project section into the intermodal transportation hubs at Burbank and Los Angeles, thereby providing interfaces with airports, mass transit, and highways, resulting in local and regional transit and transportation hubs. The Authority will continue to coordinate with Metro as the project progresses.

Submission 674 (Tommaso Boggia, July 7, 2020)

Burbank - Los Angeles - RECORD #674 DETAIL

Status : Action Pending
Record Date : 7/7/2020
Submission Date : 7/7/2020
Interest As : Individual
First Name : Tommaso
Last Name : Boggia

Stakeholder Comments/Issues :

674-693

Can you provide more information about the environmental accounting of 3000 surface parking spots and how that fits in line with our states climate goals?

What is the opportunity cost of taking up all that space for storing cars vs medium-density transit-oriented development? We are in the midst of both a housing and a climate crisis, using so much land to store 3000 personal vehicles doesn't seem like a forward thinking approach.

If you build parking, people will drive there!

Response to Submission 674 (Tommaso Boggia, July 7, 2020)

674-693

This comment requests additional information regarding the impacts of parking and the alternative of providing additional housing, as it relates to the climate crisis. The parking associated with the project was factored into the overall statewide operational emission calculations and analysis, including the analysis of greenhouse gases (GHG). Statewide no project and statewide with project GHG emissions are shown in Table 3.3-31 and Table 3.3-32, respectively, of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The results of the analysis indicate the project would result in a reduction of GHGs ranging from 1.0 to 1.6 million metric tons annually. As stated in Section 1.2.4, the Burbank to Los Angeles Project Section is an essential component of the statewide high-speed rail (HSR) system as it will provide access to a new transportation mode and contribute to increased mobility throughout California. The capacity of California's intercity transportation system, including within the greater Los Angeles area, is insufficient to meet existing and future travel demands. The current and projected system congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times. Refer to Section 1.2.4 for more detail on the need for the HSR Project. Additionally, as described under the Impact AQ #10 discussion, the HSR system is identified in the California Air Resources Board's (CARB) 2017 Scoping Plan as part of a sustainable statewide transportation system necessary to achieve the state's climate goals, and it is fully consistent with that plan.

The amount of parking analyzed in the EIR/EIS was determined using the 2040 high ridership forecast, as discussed in Section 2.6.3 of this Final EIR/EIS, and, as such, is intended to reflect the maximum potential environmental impact. Parking facility size was informed by multiple factors, including ridership demand, station area development opportunities, and availability of alternative multimodal access improvements. The use of the high ridership forecast in developing parking supply provides flexibility to change or reduce the amount of station parking needed as these factors become more defined over time. As also discussed in Section 2.6.3 of this Final EIR/EIS, research does suggest that the percentage of transit passengers arriving and departing stations by car (and therefore requiring parking accommodations) decreases as land use development and population density around the stations increase. The Authority is working with and will continue to work with regional planners to encourage high-density development in proximity to HSR stations, which will allow the Authority to attain its goals of supporting system ridership and reducing parking demand. However, local land use decisions and market conditions dictate the actual land use development that will occur. Further, as the

674-693

HSR project proceeds, a multimodal access plan will be developed in coordination with local agencies prior to the design and construction of parking facilities at each HSR station, which will inform the final location, amount, and phasing of parking at each station.

No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 880 (Susan Bolan, September 1, 2020)

Burbank - Los Angeles - RECORD #880 DETAIL

Status : Action Pending
Record Date : 9/1/2020
Submission Date : 9/1/2020
Interest As : Individual
First Name : Susan
Last Name : Bolan

Stakeholder Comments/Issues :

880-1633 | As a resident of La Crescenta/Glendale, I am embarrassed to admit that I have not been following this project because I had heard that it had been defunded. Sadly, this is not the truth and the EIR was conducted. While dealing with the crises of pandemic and civil unrest, this project pushed forward and I never saw any of the public comment events. As a community advocate, I can appreciate the huge effort that went into this EIR/EIS and the thoroughness of the documentation. I wish I had time to review it cover to cover. Truly. However, I will only say this: Where is the cost benefit analysis? Can you justify the smallest level of benefit of this project to the HUGE COST and MASSIVE DISRUPTION to the suburbs of Los Angeles? This project will forever change the footprint of Burbank, our small airport and the local streets and hills, for very little ridership. It makes me sad that this project is the solution to a non-existent problem, one that my children and grandchildren will never fully pay for. I adamantly oppose this segment.

880-1634 |

880-1635 |

Response to Submission 880 (Susan Bolan, September 1, 2020)

880-1633

The commenter indicates that they did not realize the project was still moving forward. The Authority's Draft 2020 Business Plan, available on the Authority's website, details the activities the Authority is undertaking to advance the High-Speed Rail program in California. As Governor Gavin Newsom stated in his January 2019 State of the State address, the Authority is working to complete design and construction of the initial operating segment in the Central Valley, as well as to complete the environmental review process for the remainder of the Phase 1 system from San Francisco to Los Angeles/Anaheim. Environmentally clearing the entire Phase 1 system will enable the Authority to advance design and conduct important pre-construction activities, as well as to further refine cost estimates and pursue funding to close the gaps between the Central Valley, the Bay Area, and the Los Angeles Basin. Furthermore, the published Draft EIR/EIS for the Burbank to Los Angeles Project Section and all of the published environmental documents for other project sections are all uploaded to the Authority's website.

880-1634

The commenter requests a cost-benefit analysis. A cost-benefit analysis is not required under CEQA or NEPA. As stated discussed in Section 2.6 of this Final EIR/EIS, based on the Valley to Valley implementation scenario from the Authority's 2016 Business Plan, it is anticipated that approximately 9.3 million people would use HSR in Phase 1 and 42.8 million in Phase 2 would use HSR. Although a cost-benefit analysis was not prepared for the HSR project, as stated in Section 1.2.4 of this Final EIR/EIS, the Burbank to Los Angeles 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. Additionally, the capacity of California's intercity transportation system, including within the greater Los Angeles area, is insufficient to meet existing and future travel demands. Transit (such as Metrolink) comprises 7.2 percent of all work trips within Los Angeles County, which compares favorably with the statewide mode share of 5.2 percent and the national mode share of 5 percent (SCAG 2016f). As population and employment continue to increase within Southern California, there is a great need to provide a variety of options for regional and statewide travel. HSR service in the Burbank to Los Angeles Project Section would reduce stress on the existing transportation systems by reallocating some of the regional demand from the highways and airports to HSR. Refer to Section 1.2.4 of this Final EIR/EIS for more detail on the need for the HSR project. No revisions to this Final EIR/EIS have been made in response to this comment

880-1635

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project.

Submission 615 (Douglas Borsom, May 31, 2020)

Burbank - Los Angeles - RECORD #615 DETAIL

Status : Action Pending
Record Date : 5/31/2020
Submission Date : 5/31/2020
Interest As : Individual
First Name : Douglas
Last Name : Borsom

Stakeholder Comments/Issues :

615-635 | The "No Project Alternative" projection is dishonest. It ignores the impact of rise of autonomous electric vehicles, which will result in cleaner air and a much greater commuter capacity on existing highways. Railroads are the past, a 200-year-old technology whose time has come and gone when it comes to moving people. Autonomous EVs will entirely transform human transportation within the LA Basin and around the state. You can waste huge sums of money and build HSR, but by the time it is fully functional, it will be a technological dinosaur that few will use for commuting.

Response to Submission 615 (Douglas Borsom, May 31, 2020)

615-635

Refer to Standard Response BLA-Response-Chapter 2 Alt-01: Alternatives.

The commenter expresses opposition to the analysis of the No Project Alternative and requests consideration of the potential impact of autonomous electric vehicles. The commenter's opinion of the HSR Project is acknowledged. The No Project Alternative is consistent with the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which projects future changes in transportation. Please refer to BLA-Response-Chapter 2 Alt-01: Alternatives for more information about the range of alternatives. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 716 (Maziyar Boustani, July 27, 2020)

Burbank - Los Angeles - RECORD #716 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Maziyar
Last Name : Boustani

Best regards,

Mazi Boustani

Stakeholder Comments/Issues :

To Whom It May Concern:

I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

- 716-890 | We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.
- 716-891 | We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."
- 716-892 | Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.
- 716-893 | As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.
- 716-894 | Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.
- 716-895 | We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Response to Submission 716 (Maziyar Boustani, July 27, 2020)

716-890

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

716-891

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

716-892

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

716-893

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

716-894

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

716-895

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community

Submission 792 (Gil Brenner, August 6, 2020)

Burbank - Los Angeles - RECORD #792 DETAIL

Status : Action Pending
Record Date : 8/6/2020
Submission Date : 8/6/2020
Interest As : Individual
First Name : Gil
Last Name : Brenner

Stakeholder Comments/Issues :

792-1418

Stop throwing good money after bad!

Stop the high speed rail project NOW.

Response to Submission 792 (Gil Brenner, August 6, 2020)

792-1418

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project.

Submission 878 (Joseph Brown, RCCLC, August 31, 2020)

Burbank - Los Angeles - RECORD #878 DETAIL

Status : Action Pending
Record Date : 8/31/2020
Submission Date : 8/31/2020
Interest As : Individual
First Name : Joseph
Last Name : Brown

Stakeholder Comments/Issues :

878-1627

I support the planned route. Extensive public outreach has been done. Although there will be some impact to residential and commercial properties, the benefits far outweigh the impacts.

Response to Submission 878 (Joseph Brown, RCCLC, August 31, 2020)

878-1627

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 824 (William Burdett, August 17, 2020)

Burbank - Los Angeles - RECORD #824 DETAIL

Status : Action Pending
Record Date : 8/17/2020
Submission Date : 8/17/2020
Interest As : Individual
First Name : William
Last Name : Burdett

Stakeholder Comments/Issues :

824-1463

While I do not live in California, I have visited LA and San Francisco multiple times for work and play (my sister lives in LA) and have experienced both the automobile traffic and smog for which they are notorious (especially LA). It is difficult for me to conceive of a scenario in which any short-term negative impacts of completing the Burbank-LA segment of the planned high speed rail line would outweigh its benefits. This is a huge opportunity to not only benefit both California residents and visitors for generations, but again lead the way for the rest of the country in bringing our transportation infrastructure into the 21st century.

Response to Submission 824 (William Burdett, August 17, 2020)

824-1463

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 831 (Roger Christensen, August 17, 2020)

Burbank - Los Angeles - RECORD #831 DETAIL

Status : Action Pending
Record Date : 8/17/2020
Submission Date : 8/17/2020
Interest As : Individual
First Name : Roger
Last Name : Christensen

Stakeholder Comments/Issues :

Greetings

I am a 30 year Los Angeles resident and a current Fresno resident where I have seen much HSR construction. For many years I chaired the Citizen Advisory Committee of Metro.

831-1470

I wish to express my enthusiastic support for this perhaps most crucial segment of HSR in California. This includes my support for the Main St grade separation project. The arrival of High Speed Rail to Union Station will spark an explosion of benefits to the entire State in terms of ridership, mobility, and the environment.

Best wishes
Roger Christensen

rog4rail@aol.com
6300 N Palm 142
Fresno Ca 93704
(818) 406-7473

Sent from my iPad

Response to Submission 831 (Roger Christensen, August 17, 2020)

831-1470

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 877 (Jill D'Agnenica, August 31, 2020)

Burbank - Los Angeles - RECORD #877 DETAIL

Status : Action Pending
 Record Date : 8/31/2020
 Submission Date : 8/31/2020
 Interest As : Individual
 First Name : Jill
 Last Name : D'Agnenica
 Attachments : HSRACommentssm.pdf (209 kb)

Stakeholder Comments/Issues :

I have attached a pdf with comments and concerns.
 Thank you,
 Jill D'Agnenica

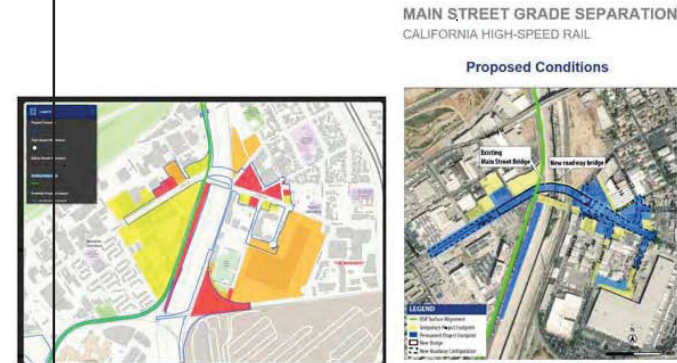
To Members of the High Speed Rail Authority:

Re: the Burbank to Los Angeles Corridor, N. Main Street Grade Separation

We attended the public information meeting on Tuesday, August 25 on the proposed grade separation on N. Main Street in Lincoln Heights. We have been residents at The Brewery Artists Colony in Lincoln Heights since 1991 and would like to voice some of our concerns about the proposed grade separation.

877-1624

Our immediate concerns regard the demolitions indicated on the maps we have seen in various proposals. The map on the left indicates that virtually every business and home on both sides of Main Street will be cleared to make way for the grade separation. The map on the right shows less demolition south of Main Street, but still indicates the loss of every building on the north side of Main Street.



Is this map still relevant?

This is the map presented on the 25th

1.

It was offered in the meeting that the building/land/home owners would be given a fair rate for the purchase of their property, however we would like to bring to your attention that 76% of Lincoln Heights residents are renters, not owners. In the case of a home being purchased it is very likely that the actual residents of the home will not be the ones being compensated or given a voice in the matter. The homeowner will be compensated but long-term residents will be displaced with no recourse.

Submission 877 (Jill D'Agnew, August 31, 2020) - Continued

877-1624 | But the issue with displacing long-term renters goes beyond monetary compensation to the greater issue of neighborhood disruption and destruction—specifically a historically lower-income, working class neighborhood. Even if no houses are demolished, we are worried about the adverse impact of construction and re-routing of streets on the neighborhood.

2.

877-1625 | We have another very specific concern about Lanza Bros. Market at 1803 N. Main Street. It appears that Lanza Bros. is one of the businesses slated to be demolished. Lanza Bros. is an historic business that has been operating since 1926 when it was opened by John Lanza, an Italian immigrant to the neighborhood, which was at the time considered our city's Little Italy. (Our extended family members lived on Mozart Street at the time.)

Lanza Bros., (now owned by John Kim, a Korean immigrant,) continues to be a thriving business, frequented by residents and workers in our neighborhood. A huge part of our community would be destroyed by the loss of this much beloved establishment.

3.

877-1626 | We also have questions about how San Antonio Winery seems to be saved from interruption while other surrounding businesses have not. We are hoping that new plans can be created that offer the same type of consideration granted to San Antonio Winery to the businesses and neighborhood north of Main Street.

Thank you for considering our concerns.

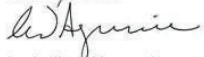
Regards,



Jill D'Agnew



Michael Child



Isabella D'Agnew

Response to Submission 877 (Jill D'Agnew, August 31, 2020)

877-1624

Refer to Standard Responses BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities, BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The commenter states that maps depicting the Main Street grade separation seem to be inconsistent with the acquisitions shown. The map provided in the comment showing the proposed conditions of the Main Street grade separation shows different types of property impacts, which include full and partial acquisitions, as well as temporary construction easement areas. Only areas depicted in red were proposed to be full acquisitions in the Draft EIR/EIS.

In response to public comments on the Draft EIR/EIS, design changes were made to the Main Street Grade Separation to reduce impacts to the community to the extent feasible, including reducing the number of properties that would need to be fully or partially acquired. Additionally, refer to Appendix 3.12-D, Property Acquisitions and Easements, of this Final EIR/EIS for an updated detailed map showing expected property acquisitions and easements required.

The commenter also states that the majority of Lincoln Heights residents are renters, not owners; and in the case of a home being purchased, it is likely that the actual residents of the home would not be the ones being compensated or given a voice in the matter.

IAMF SOCIO-IAMF#2, Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act, requires the Authority to provide fair and equitable treatment of all persons affected by relocation and real property acquisition pursuant to the Uniform Act. The Uniform Act provides benefits to displaced individuals to assist them financially and with advisory services related to finding replacement residential and business properties. Benefits are available to both owner occupants and tenants of residential and business properties.

The commenter also expresses concern about adverse impact of construction and rerouting of streets on the neighborhood. Implementation of TR-IAMF#2, which requires the preparation of a construction transportation plan, would minimize access disruptions on residents, businesses, customers, delivery vehicles, and buses by limiting any road

877-1624

closures to the hours that are least disruptive to access for the adjacent land uses. Additionally, the design of the Main Street grade separation was also revised to address the concerns raised by stakeholders and the public related to access to local businesses and truck traffic. The revised design would maintain the connection between Lamar Street and Main Street, similar to the existing circulation network for trucks. Further, the revised design would include a connection between Albion Street and Gibbons Street, but it would restrict truck traffic. Therefore, no increase in truck trips or impacts related to truck access on Albion Street or the surrounding neighborhood and Albion Riverside Park would occur as a result of the roadway reconfigurations associated with this grade separation.

877-1625

The commenter expresses concern about the potential displacement of Lanza Bros. Market at 180 N Main Street.

The HSR Project does not propose the displacement of Lanza Bros. Market.

Response to Submission 877 (Jill D'Agnew, August 31, 2020) - Continued

877-1626

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The commenter states that the San Antonio Winery seems to be saved from interruption while other surrounding businesses were not and requests the same consideration granted to other businesses north of Main Street.

In response to public comments on the Draft EIR/EIS, design changes were made to the Main Street Grade Separation to reduce impacts to the community to the extent feasible. These changes have resulted in reduced displacement impacts. Refer to Appendix 3.12-D, Potential Property Acquisitions and Easements, to review the changes to displacements.

Additionally, as detailed throughout this Final EIR/EIS, the project incorporates standardized HSR 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. These features are considered part of the project and the EIR/EIS explains how they will work and describes their effectiveness. If significant impacts are determined to occur even with the implementation of IAMFs, feasible mitigation measures are identified and will be implemented as required under CEQA. The Authority will implement IAMFs during project design, construction, and operation. As such, project impacts to any properties affected by the HSR Project would be avoided, minimized, or mitigated as appropriate.

Impacts are avoided, minimized, or mitigated to the extent possible for all properties; the Authority does not give preferential treatment to any individual businesses.

Submission 798 (James DelloRusso, August 8, 2020)

Burbank - Los Angeles - RECORD #798 DETAIL

Status : Action Pending
Record Date : 8/8/2020
Submission Date : 8/8/2020
Interest As : Individual
First Name : James
Last Name : DelloRusso

Stakeholder Comments/Issues :

798-1436

CANCEL THE HSR! This project has continued to balloon out of sight! It has been a poorly conceived, poorly managed and poorly orchestrated debacle on the public.
This project is a BOONDOGGLE, and is especially contemptible given the dire situation the state is in now with Covid and unemployment.
CANCEL!

Response to Submission 798 (James DelloRusso, August 8, 2020)

798-1436

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project.

Submission 676 (Samuel Deutsch, July 7, 2020)

Burbank - Los Angeles - RECORD #676 DETAIL

Status : Action Pending
Record Date : 7/7/2020
Submission Date : 7/7/2020
Interest As : Individual
First Name : Samuel
Last Name : Deutsch

Stakeholder Comments/Issues :

676-695 | I am disappointed to see how much parking is included at the Burbank station.

If we want to move towards a more sustainable, low-carbon future, we can't view HSR stations as a place to drive to and park at. Instead, they should be a part of sustainable, dense, walkable areas and integrated with existing LA transit infrastructure.

676-696 | I think building dense, mixed-use apartments with affordable and market-rate homes would be a much better use of this land than a massive, sprawling parking complex ironically serving as a monument to car culture and environmental destruction.

Response to Submission 676 (Samuel Deutsch, July 7, 2020)

676-695

The commenter expressed disappointment regarding the amount of parking included at the Burbank Airport Station and the station should be part of a sustainable, dense, walkable area and integrated with existing Los Angeles transit infrastructure. As stated in Section 1.2.4.1 of this Final EIR/EIS, air travel demand has been growing; federal, state, and regional transportation plans forecast continued growth in air travel over the coming decades. In 2015, Hollywood Burbank Airport had more than 1.9 million enplanements (defined as a passenger boarding), which was an increase of more than 2 percent from the previous steadily in California and nationwide year and access to both the Hollywood Burbank Airport and LAX is a challenge in the Burbank to Los Angeles Project Section. Despite regional efforts and accessibility improvements such as LAX/FlyAway airport shuttles, access to the region's airports will continue to be a challenge. HSR would fulfill the need for a more easily accessible regional transportation option. Additionally, HSR would address the issue of limited airport capacity and growing demand for air travel. As stated in Section 2.6.3 of this Final EIR/EIS, in light of the uncertainty regarding the need for station-area parking, this EIR/EIS conservatively identifies parking facilities based on the maximum forecast for parking demand at each station and the local conditions affecting access planning. This approach results in providing the upper range of actual needs and the maximum potential environmental impacts of that range. The Authority has committed to developing a multi-modal access plan prior to design and construction at LAUS. This plan will be done in coordination with Metro and will include a parking strategy that will inform the final location, amount, and phasing of parking.

676-696

The commenter expresses the opinion that building dense, mixed-use apartments with affordable and market-rate homes would be a better use of the land used for the HSR project. Refer to response to comment 676-695 regarding parking at the Burbank Airport Station.

Submission 812 (Wulf Dicke, August 16, 2020)

Burbank - Los Angeles - RECORD #812 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Wulf
Last Name : Dicke

Stakeholder Comments/Issues :

812-1453

I am very much in favor of this transformational project which brings a much needed alternative to travel to California. This project will revitalize the economy and protect the environment of years and decades to come.

Thanks for the very important work you are doing.

Kind regards,

Wulf Dicke

Response to Submission 812 (Wulf Dicke, August 16, 2020)

812-1453

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 832 (PRISCILLA DIOQUINO, August 17, 2020)

Burbank - Los Angeles - RECORD #832 DETAIL

Status : Action Pending
Record Date : 8/17/2020
Submission Date : 8/17/2020
Interest As : Individual
First Name : PRISCILLA
Last Name : DIOQUINO

Stakeholder Comments/Issues :

832-1471

I'm in support of this high speed rail project between burbank and los angeles. Public transit in the state needs to be built up fast to keep up with immigration trends, quality of life, and reducing our carbon footprint.

Response to Submission 832 (PRISCILLA DIOQUINO, August 17, 2020)

832-1471

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 701 (Ceci Dominguez, July 23, 2020)

Burbank - Los Angeles - RECORD #701 DETAIL

Status : Action Pending
Record Date : 7/23/2020
Submission Date : 7/23/2020
Interest As : Individual
First Name : Ceci
Last Name : Dominguez

Stakeholder Comments/Issues :

Nice!

On Wed, Jul 22, 2020 at 5:45 PM Christine Mills <
christinelouisemills@gmail.com> wrote:

701-802 | > I am hoping you can direct me to more detailed information about how the
| > Burbank-Union Station section of the High-Speed Rail project will be
| > implemented along the Metrolink Central Maintenance Facility on the LA
| > River. Our community organizations have long been battling excessive noise
| > and air pollution from this facility, and I'd like to see exactly how the
| > additional HSR tracks will impact the facility and thus the area.

701-803 | > As a longtime train commuter, I am so excited about this project and hope
| > that it can mitigate existing diesel pollution problems we experience in
| > Los Angeles.
| > Yours,
| > Christine
| >
| > --
| > *Christine Louise Mills*
| > Transit Committee Chair, EAPD
| > Editor (AVID, Premiere)
| > www.larcee.org
| > 323.302.2257
| >
| >
| >

Response to Submission 701 (Ceci Dominguez, July 23, 2020)

701-802

The commenter requests more detailed information about how the HSR Build Alternative would be implemented along the Metrolink Central Maintenance Facility (CMF) as the community has been battling excessive noise and air pollution from the CMF. Metro is currently studying the noise and vibration levels from the CMF in an independent study and is implementing the CMF Action Plan to further reduce noise and emissions in the community.

The noise analysis conducted for the HSR Build Alternative is based on daily noise levels for residential uses and peak-hour noise levels for nonresidential sensitive uses. The assessment of potential sound barriers was completed consistent with the Authority's Noise Mitigation Guidelines (Appendix 3.4-B). These guidelines establish specific criteria for a barrier to be considered for construction, one of which is the cost of the barrier relative to the number of benefited receptors. This methodology is also consistent with Caltrans' methodology for determining reasonable barriers to build related to cost. For locations where a sound barrier would not be built, additional methods of mitigation, as described in detail in Mitigation Measure N&V-MM#3 (Section 3.4.7 of this Final EIR/EIS), will be implemented to reduce severe impacts. The proposed barriers considered within this Final EIR/EIS are consistent with the Authority's Noise Mitigation Guidelines (Appendix 3.4-A of this Final EIR/EIS). The level of mitigation analysis completed in this Final EIR/EIS is appropriate for the current level of design and stage of project progress. Additional mitigation beyond sound barriers would be assessed during final project design.

701-803

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 627 (Jordan Fanaris, June 5, 2020)

Burbank - Los Angeles - RECORD #627 DETAIL

Status : Action Pending
Record Date : 6/5/2020
Submission Date : 6/5/2020
Interest As : Individual
First Name : Jordan
Last Name : Fanaris

Stakeholder Comments/Issues :

627-644 | I am wholly in support of the project as it will provide for a fast, sustainable alternative to car transit for commuters in the east valley

Response to Submission 627 (Jordan Fanaris, June 5, 2020)

627-644

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 629 (Terra Flores, June 8, 2020)

Burbank - Los Angeles - RECORD #629 DETAIL

Status : Action Pending
Record Date : 6/8/2020
Submission Date : 6/8/2020
Interest As : Individual
First Name : Terra
Last Name : Flores

Thank you for considering these quality of life, structural building, and property value issues.

Terra Flores
 Burbank Resident

Stakeholder Comments/Issues :

Dear California High-Speed Rail Authority and Burbank-LA Project Section:

629-646 | I am highly concerned with the impact the proposed high-speed rail will bring to our neighborhood in the Burbank stretch from the I-5 Freeway to the Burbank Airport.

629-647 | With the newly proposed route being alongside residential areas in the Burbank section, I feel that the noise and vibrations will significantly increase in our neighborhood. Additionally, I feel that the train would further degrade our property value, even with the currently proposed below-grade positioning.

629-648 | **CURRENT CONDITION:** We already have tremendous noise and vibration by the commuter and freight trains. Because Burbank has not completed the quiet zone at Vanowen and Buena Vista St., the horn sounds day and night -- disrupting daily life. Additionally, our homes shake like a low-grade earthquake with every passing train, and even more shaking occurs with the heavy freight trains -- these vibrations not only have community health implications but also structurally impact the surrounding businesses and homes over time.

SERIOUS NOISE AND VIBRATIONS: My understanding is that the proposed bullet train railway would drop below grade along the stretch from the freeway to the airport. However, from what I have read I feel that even with the below-grade work, there will still be more high-decibel noise with even greater potential health and hearing loss implications for residents, along with more frequency of noise. And also there appears to be no mitigation of vibrations.

629-649 | **REQUEST:** I kindly ask that the Authority move the entirety of the bullet train underground, not just below grade, in the Burbank stretch from the freeway to the airport; this is to completely reduce and eliminate the noise. This would improve safety. And I also request that vibration mitigation also be put into place with that underground tunnel work so that the health of the surrounding community, and our homes and business structures, are not compromised.

Response to Submission 629 (Terra Flores, June 8, 2020)

629-646

Consistent with the Federal Railroad Administration's (FRA) High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA 2012), the noise impacts at sensitive uses determined in Section 3.4, Noise and Vibration, of this Environmental Impact Report/Environmental Impact Statement (EIR/EIS) are based on daily noise levels for residential uses. As presented on Sheet 1 of Figure 3.4-7, for the section of the proposed alignment between the Burbank Station and Interstate (I) 5, there will be moderate impacts to five residences and severe impacts to three residences. While the low number of severely impacted receptors does qualify for barrier consideration, consistent with the California High-Speed Rail Authority's (Authority) Noise Mitigation Guidelines (Appendix 3.4-A), additional methods of mitigation, as described in detail in Mitigation Measure N&V-MM#3, will be implemented to reduce severe impacts.

Vibration from high-speed rail (HSR) trains is minimal, especially at the speeds at which the trains will operate in this project section. The vibration generated by HSR trains will be less than that generated by the existing diesel trains operating in the rail corridor. No changes have been made to the Final EIR/EIS in response to this comment.

629-647

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-02: Impacts to Property Values.

The commenter states that the HSR project would degrade property value. Properties near the below grade alignment would experience fewer nuisance effects (e.g., noise and visual effects) resulting from operation of HSR trains.

629-648

The commenter expresses concerns about the existing horn noise at the intersection of the existing train tracks and Buena Vista Street. While those impacts are not being directly studied as part of this analysis, the overall noise level is accounted for in the determination of existing noise level conditions. While there is not a specific determination related to potential health or hearing loss effects, the noise curves established in the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA 2012) are based on reports completed by the U.S. Environmental Protection Agency (USEPA), which identifies acceptable noise levels and increases in noise with public health and welfare as the principal factor.

The commenter also expressed concerns about vibration impacts on community health and surrounding structures. As discussed under Impact N&V #5 in Section 3.4.6.3 of this Final EIR/EIS, vibration from HSR trains would be minimal, especially at the speeds at which the trains will operate in this project section. The vibration generated by HSR trains will be less than that generated by existing freight and passenger trains.

The vibration levels generated by all types of trains are well below the thresholds of damage for even the most sensitive buildings, as shown on Figure 3.4-4.

At locations where impacts have been identified, mitigation measures would be implemented as described in Section 3.4.7 of this Final EIR/EIS.

No changes have been made to the Final EIR/EIS in response to this comment.

Response to Submission 629 (Terra Flores, June 8, 2020) - Continued

629-649

Refer to Standard Response BLA-Response-Chapter 2 Alt-01: Alternatives.

The commenter requests that the Authority move the entirety of the HSR Build Alternative underground, not just below-grade, to reduce and eliminate effects from noise and vibration. Refer to BLA-Response-Chapter 2 Alt-01: Alternatives regarding alternatives previously considered for the Burbank to Los Angeles Project Section.

Regarding the commenter's concern about vibration, consistent with the FRA's *High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual* (Federal Railroad Administration [FRA] 2012), the noise and vibration impacts on sensitive uses were determined in Section 3.4, Noise and Vibration, and where necessary, mitigation measurements were implemented. It should be noted that the vibration associated with operation of the high-speed rail (HSR) Build Alternative are expected to be less than the existing train operations experienced at nearby uses. Figures 3.4-7 through 3.4-9 of this Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) specifically identified the location of noise, ground-borne noise, and vibration effects experienced throughout the project corridor. For those locations that are affected, specific mitigation measures have been determined. With the implementation of mitigation measures N&V-MM#3 through N&V-MM#6, impacts on the sensitive receptors identified will be reduced to less than significant.

Submission 704 (Daniel Flores, July 24, 2020)

Burbank - Los Angeles - RECORD #704 DETAIL

Status : No Action Required
Record Date : 7/24/2020
Submission Date : 7/24/2020
Interest As : Individual
First Name : Daniel
Last Name : Flores

Stakeholder Comments/Issues :

704-833

I was opposed to the California high speed rail project from the the very beginning due to its cost, practical usefulness, and as a waste of tax dollars. Our tax dollars would have been invested in repairing our highways, bridges, and public streets. As we can see now, we are on the hook to construct this useless high speed rail that very few people will ever use. The only winners here are friends of public officials who lined their pockets with our tax dollars.

Response to Submission 704 (Daniel Flores, July 24, 2020)

704-833

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project.

Submission 772 (Terry Forsyth, July 31, 2020)

Burbank - Los Angeles - RECORD #772 DETAIL

Status : Action Pending
Record Date : 7/31/2020
Submission Date : 7/31/2020
Interest As : Individual
First Name : Terry
Last Name : Forsyth

Stakeholder Comments/Issues :

772-1242

Curious the plan. I've not seriously looked at these plans with not really aware of the region concerned. I was raised in Anaheim and Orange in the 60s.

Response to Submission 772 (Terry Forsyth, July 31, 2020)

772-1242

The stakeholder's comment is noted.

Submission 685 (Andrew Fox, NA, July 12, 2020)

Burbank - Los Angeles - RECORD #685 DETAIL

Status : Action Pending
Record Date : 7/12/2020
Submission Date : 7/12/2020
Interest As : Individual
First Name : Andrew
Last Name : Fox

Stakeholder Comments/Issues :

685-708

Build housing or commercial buildings around the Burbank station, not surface parking lots. Those apartment buildings/commercial buildings can then add underground parking to fulfill HSR station needs. By building surface parking lots, you are exacerbating our over-reliance on cars and the associated pollution.

Response to Submission 685 (Andrew Fox, NA, July 12, 2020)

685-708

The commenter requests residential or commercial development rather than surface parking lots be constructed around the Burbank Station. As discussed in Section 2.3.3 of this Final EIR/EIS, based on a constraints analysis undertaken in consultation with station cities, this EIR/EIS identifies locations for parking facilities needed to satisfy the maximum forecast constrained demand. Station access facilities are anticipated to be developed over time in phases while also prioritizing access to the HSR system through modes such as transit, which could lead to lower parking demand. Furthermore, as described in Section 2.6.3 this approach results in providing the upper range of actual needs and the maximum potential environmental impacts of that range. The Authority, in consultation with local communities, will have the flexibility to make decisions regarding which parking facilities will be built initially and how additional parking can be phased in or adjusted depending on how HSR system ridership increases over time. For example, some parking facilities could be built at project opening and subsequently augmented or replaced in whole or in part based on future system ridership, station-area development, and parking management strategies. A multimodal access plan will be developed prior to the design and construction of parking facilities at each HSR station. These plans will be prepared in coordination with local agencies and will include a strategy that addresses and informs the final location, amount, and phasing of parking at each station.

As discussed in Section 3.13.6.3 of this Final EIR/EIS, operation of the Burbank Airport Station and LAUS would result in increased parking demand near the stations. All of the land to be acquired for the Burbank Airport Station including the parking lots is mostly planned for industrial use, which is more compatible with the noise and air quality impacts and Safety Zone that surround the airport. No residential uses, existing or planned, would be converted to parking lots, which would be built in phases as needed. At LAUS, HSR passengers would use the existing pick-up/drop-off and transit plaza facilities. Planned parking would be shared facilities with other operators and would be constructed in phases as needed. Therefore, the proposed parking would not affect land designated for residential uses near the stations. Furthermore, LU-IAMF#1 would require the Authority to prepare a memorandum for Burbank Airport Station and LAUS describing how the Authority's station-area development guidelines would be applied to help achieve the anticipated benefits of station-area development, including transit-oriented development (TOD). LU-IAMF#2 would require the Authority to prepare a

685-708

memorandum for the Burbank Airport Station and LAUS describing the local agency coordination and station-area planning conducted to prepare the station area for HSR operations. LU-IAMF#2 would increase benefits and reduce potential land use impacts through coordination with local agencies to prepare the station area for HSR operations. In partnership with the Authority, local agencies would plan for and encourage multimodal hubs and advance TOD strategies to support station areas that are mixed-use, are pedestrian-accessible, and have HSR-supportive development.

Submission 699 (Robert Frampton, July 22, 2020)

Burbank - Los Angeles - RECORD #699 DETAIL

Status : Action Pending
Record Date : 7/22/2020
Submission Date : 7/22/2020
Interest As : Individual
First Name : Robert
Last Name : Frampton
Attachments : CHSR_Burbank-to-LAUS EIR-1.docx.pdf (138 kb)

Stakeholder Comments/Issues :

To: California High Speed Rail Authority

Comments on Draft EIR for CHSR segment between Burbank and LAUS from Robert V. Frampton, 1291 North Michigan Avenue, Pasadena CA 91104 Cell 626-429-757, email rvframpton@hotmail.com

Please acknowledge receipt of these Comments.

https://hsr.ca.gov/programs/environmental/eis_eir/draft_burbank_los_angeles.aspx

https://hsr.ca.gov/docs/programs/burbank_los_angeles/BLA_Ch01_PurposeNeed_DEIREIS.pdf

Comments on the CHSR Draft EIR for the Burbank to LAUS section. Submitted by Robert V. Frampton, 1291 N. Michigan Avenue, Pasadena CA 91104 Cell 626-429-9757, email rvframpton@hotmail.com

699-787

1. Table 1-6, Travel Growth of Highways omits the I-710 freeway, which is congested with truck traffic to/from the Ports of LA and Long Beach.

699-788

2. pg. 1-22, Freight Movement Growth. The discussion does not mention the Alameda Corridor, nor how greater utilization of the Alameda Corridor could mitigate traffic congestion on the 710 freeway.

699-789

3. Pg 1-23, for the Pacific Surfliner and Coast Starlight, the text does not mention the Glendale Amtrak station where these two lines have stops.

699-790

4. Pg 1-24, the text neglects to mention rail improvements made under SCORE from SB-1 funding.

699-791

5. Pg 1-18, Figure 1-6 does not show the Palmdale Airport. Granted, this airport is currently inactive. But it is fully functional, and could be brought into service if air traffic warranted it. The Palmdale Airport was transferred from LA World Airports to the City of Palmdale in 2013. There are ongoing studies on the benefits and feasibility of re-opening the airport. See https://www.avpress.com/news/palmdale-explores-return-of-service-to-airport/article_c0ffc290-bbf9-11e9-8a1a-7fd9889b4667.html

699-792

6. pg 1-35, paragraph 1.3.6. This paragraph is not up-to-date. It mentions the final report of October 2019, but does not mention the SB-1 grant of \$107 million in April 2020 for engineering studies for improvements on the Burbank-to-Palmdale metrolink line, including double-tracking. Award for Metrolink Antelope Valley Line Capital Improvements: \$107M from TIRCP for total project cost of \$220M.

The 4 infrastructure projects included allow Metro to initiate regular 60-minute, bi-directional service, followed by introduction of regular 30-minute bi-directional service from Los Angeles Union Station to Santa Clarita, in deployment waves that accelerate delivery of new service as planned under the Southern California Optimized Rail Expansion (SCORE) program.

The 4 infrastructure projects include:

1. Balboa Double Track Extension
2. Lancaster Terminal Improvements
3. Canyon Siding Extension
4. Brighton-McGinley Double Track

This award builds on the investment in Phase 1 of the Southern California Optimized Rail Expansion (SCORE) Program awarded in 2018 and expands those benefits. See <https://calsta.ca.gov/-/media/calsta-media/documents/2020-tircp-detailed-project-award-summary.pdf>.

699-793

7. Pg 1-37, Section 1.4.1, Hollywood Burbank Airport. Grammatical: One sentence mixes indicative and subjunctive moods in the same sentence. Change "will" to "would" in two places to make the sentence consistent, in the subjunctive mood.

699-794

8. pg 1-40, section 1.4.10. Replace this sentence, "Funding is secure for the Glendora to Pomona phase, which is anticipated to begin major construction in 2020 and be completed in 2025." with this sentence, "Funding is secure for the Glendora to Pomona phase, which began major construction in June, 2020, and is to be completed in 2025."

699-795

9. Sec. 1.4.11, pg 1-40, Text refers to Figure 8, which rather should be Figure 9.

Submission 699 (Robert Frampton, July 22, 2020) - Continued

- 699-796 | 10. Section 1.4.12. pg 1-40. Note that this grade separation project in Glendale received a CRISI Grant, awarded by USDOT in March, 2020. See <https://www.dailynews.com/2020/03/17/metrolink-gets-10-7-million-grant-for-improvements-in-burbank-glendale/>
- 699-797 | 11. Section 1.4 does not include the Orange Line (G Line) or the proposed Orange Line Burbank Extension, which is proposed to link to Burbank Airport. Including the Orange line would require a new 1.4 paragraph number. See [https://en.wikipedia.org/wiki/Orange_Line_\(Los_Angeles_Metro\)](https://en.wikipedia.org/wiki/Orange_Line_(Los_Angeles_Metro)).
- 699-798 | 12. Table 3.10-A-1. Column 5 is for "distance and direction of site". It is unclear: distance and direction from where? What is the baseline marker? Is it the Burbank Airport HSR Station? If so, this should be stated in an introductory paragraph. In fact, an introductory paragraph would be very useful to give context and explanation of this Table.
- 699-799 | 13. Table 3.10-A-1. Column 6. This column has many references to: "the facility was evaluated by the LARWQCB in relation to". Is it possible to add a LARWQCB Facility Report number, so that the serious environmental sleuth could follow-up to consult the details provided by the report? And the general LARWQCB investigative criteria and methodology should be stated in the introductory paragraph to the Table; or at least a reference to a LARWQCB manual should be given. There is a lot of information contained in this Table, which is in general obtuse.

Response to Submission 699 (Robert Frampton, July 22, 2020)

699-787

The commenter notes that the I-710 freeway is omitted from Table 1-6 in Chapter 1. Revisions to this Final EIR/EIS have been made in response to this comment. Table 1-6 was revised to include I-710.

699-788

The commenter notes that the Alameda Corridor is omitted from the Chapter 1 discussion of freight movement growth. Revisions to this Final EIR/EIS have been made in response to this comment. Section 1.2.4.1 was revised to include the Alameda Corridor.

699-789

The commenter notes that the Glendale Transportation Center is omitted from the Chapter 1 discussion of the Pacific Surfliner and Coast Starlight Amtrak routes. The commenter is correct that the Pacific Surfliner stops at the Glendale Transportation Center. However, the Coast Starlight does not currently stop there. Revisions to this Final EIR/EIS have been made in response to this comment. Section 1.2.4.1 was revised to include the Glendale Transportation Center in discussion of the Pacific Surfliner Amtrak route.

699-790

The commenter notes that the SCRRA Southern California Optimized Rail Expansion (SCORE) program was not included in Chapter 1. Section 1.3 has been revised to include the SCORE program.

699-791

The commenter notes that the Palmdale Airport is not included in Figure 1-6. As discussed in Section 1.2.4.1, only airports with at least 2,500 passenger boardings each calendar year and scheduled passenger service are included in Figure 1-6. No revisions to this Final EIR/EIS have been made in response to this comment.

699-792

The commenter notes that the 2020 SB-1 grant is not included in Section 1.3.6. Revisions to this Final EIR/EIS have been made in response to this comment. Section 1.3.6 was revised to include the SB-1 grant awarded to Metro for improvements to the Antelope Valley Metrolink Line. Chapter 12 References was revised to include a new reference.

699-793

The commenter notes a grammatical error. Revisions to this Final EIR/EIS have been made in response to this comment. Section 1.4.1 was revised to include consistent language.

699-794

The commenter notes that construction has begun on the Glendora to Pomona phase of the Metro Gold Line Foothill Extension. Revisions to this Final EIR/EIS have been made in response to this comment. Section 1.4.10 was revised to reflect the current state of the project.

699-795

The commenter notes that Figure 1-9 is improperly labeled as Figure 1-8 in the text. Revisions to this Final EIR/EIS have been made in response to this comment. Section 1.4.11 was revised to refer to Figure 1-9.

Response to Submission 699 (Robert Frampton, July 22, 2020) - Continued

699-796

The commenter states that the Metro Doran Street and Broadway/Brazil Grade Separation Project received funding. While the source provided by the commenter does suggest that infrastructure projects of this type could receive funding from this grant, it does not indicate specific projects being funded. As of October 2020, Metro has not yet announced a funding source for this project. No revisions to this Final EIR/EIS have been made in response to this comment.

699-797

The commenter notes that the Metro G Line (Orange) is not included in Section 1.4. The Metro G Line (Orange) Improvements Project is currently underway, which includes infrastructure upgrades such as grade separations and signal prioritization, among others. As of October 2020, this is the only funded G Line (Orange) project that Metro has announced. Revisions to this Final EIR/EIS have been made in response to this comment. Section 1.4 was revised to include planned improvements to the Metro G Line (Orange). Chapter 12 was revised to include a new reference.

699-798

The commenter requests an introductory paragraph for Table 3.10-A-1, which has been added in this Final EIR/EIS prior to the table in Volume 2, Appendix 3.10-A.

699-799

The commenter requests an introductory paragraph for Table 3.10-A-1, which has been added in this Final EIR/EIS prior to the table in Volume 2, Appendix 3.10-A. In the introductory paragraph for Table 3.10-A, a statement has been added to direct the reader to the Geotracker to access the LARWQCB Facility Reports. In addition, a reference to the LARWQCB manual has been added in this introductory paragraph.

Submission 715 (David O. Franco, July 27, 2020)

Burbank - Los Angeles - RECORD #715 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : David
Last Name : O. Franco

Stakeholder Comments/Issues :

I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

715-884

- We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

715-885

- We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, "will" "severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

715-886

- Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

715-887

- As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

715-888

- Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

715-889

- We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Sincerely,
David Franco

--
David O. Franco
213.399.5778 | dofranco@gmail.com
LinkedIn: www.linkedin.com/in/davidofranco

Response to Submission 715 (David O. Franco, July 27, 2020)

715-884

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

715-885

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

715-886

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

715-887

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

715-888

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

715-889

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 775 (James Franz, August 3, 2020)

Burbank - Los Angeles - RECORD #775 DETAIL

Status : Action Pending
Record Date : 8/3/2020
Submission Date : 8/3/2020
Interest As : Individual
First Name : James
Last Name : Franz

Stakeholder Comments/Issues :

775-1245 | Are you people NUTS? Complete the link Burbank to Sacramento FIRST, then worry about the small stuff like Burbank to LA - You have wasted time , not to mention MONEY, make the main line a reality first, instead of a short piddly (less than 10 mile) segment first. This is just a boondogglke to suck out more money without accomplishing anything.

Response to Submission 775 (James Franz, August 3, 2020)

775-1245

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project. Refer to BLA-Response-GENERAL-03: General Opposition. The commenter also states that the Authority should complete the HSR project from Burbank to Sacramento before completing the Burbank to Los Angeles Project Section. As discussed in the Authority's 2020 Business Plan (https://hsr.ca.gov/docs/about/business_plans/2020_Business_Plan.pdf), there is no defined construction schedule outside of the Initial Operation System, which is a 119-mile segment in the Central Valley. Additional project sections will be constructed as funding becomes available.

Submission 619 (Josh Fruhlinger, June 2, 2020)

Burbank - Los Angeles - RECORD #619 DETAIL

Status : Completed
Record Date : 6/2/2020
Submission Date : 6/2/2020
Interest As : Individual
First Name : Josh
Last Name : Fruhlinger

Stakeholder Comments/Issues :

619-712 | I would like a copy of the Draft EIR for the Burbank to Los Angeles segment of the High Speed Rail Line. Thanks!

Josh

Response to Submission 619 (Josh Fruhlinger, June 2, 2020)

619-712

The commenter requested a copy of the Draft EIR/EIS. On June 4, 2020, the commenter was directed to the online version of the Draft EIR/EIS document available on the Authority's website. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 719 (Nelson G, July 27, 2020)

Burbank - Los Angeles - RECORD #719 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Nelson
Last Name : G

Stakeholder Comments/Issues :

1. I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

719-908 | 2. We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

719-909 | 3. We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

719-910 | 4. Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full re-measurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

719-911 | 5. As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

719-912 | 6. Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

719-913 | 7. We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Nelson

Response to Submission 719 (Nelson G, July 27, 2020)

719-908

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

719-909

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

719-910

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

719-911

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

719-912

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

719-913

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 818 (Rebecca Gale, August 16, 2020)

Burbank - Los Angeles - RECORD #818 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Rebecca
Last Name : Gale

Stakeholder Comments/Issues :

818-1458

This would be amazing. Not everyone in the Bay Area has a car and I would much rather always take a train versus a plane if possible. It seems crazy that this hasn't happened sooner.

Response to Submission 818 (Rebecca Gale, August 16, 2020)

818-1458

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 796 (Luis Galindo, June 27, 2020)

Burbank - Los Angeles - RECORD #796 DETAIL

Status : Action Pending
Record Date : 6/27/2020
Submission Date : 6/27/2020
Interest As : Individual
First Name : Luis
Last Name : Galindo

Stakeholder Comments/Issues :

796-1431

MY WIFE AND I WANT TO EXPRESS OUR DISSATISFACTION WITH THIS PROJECT. WE LIVE IN GLENDALE NEAR BURBANK AND OUR AREA HAS BEEN DECLARED A " QUIET ZONE" . IT TOOK YEARS TO GET THIS ACCOMPLISHED AND THE NOISE HAS BEEN REDUCED TREMENDOUSLY! WE STILL HAVE FREIGHT AND METROLINK AMTRACK TRAINS GOING BY ON A DAILY BASIS. WE DON'T NEED EXTRA NOISE FROM THE HIGH SPEED RAIL PROPOSED SYSTEM ADDING MORE NOISE POLLUTION! PLEASE CONSIDER THE THOUSANDS OF PEOPLE AND HOME OWNERS IMPACTED BY THIS HIGH NOISE LEVEL!

Response to Submission 796 (Luis Galindo, June 27, 2020)

796-1431

The commenter has expressed concern with the potential noise impacts associated with the operation of the HSR project. Consistent with the Federal Railroad Administration's (FRA) High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA 2012), the noise impacts at sensitive uses determined in Section 3.4, Noise and Vibration, of this EIR/EIS are based on daily noise levels for residential uses. The proposed HSR Project will not introduce any new horn noise for the residents throughout the HSR corridor. Furthermore, pass-by noise from the HSR trains will be less than that of the existing freight trains. As shown on Figure D-1 of the EIR/EIS, noise impacts in the area in which the commenter has expressed concern are shown to be a combination of moderate and no impact classifications. Consistent with Authority's Noise Mitigation Guidelines (Appendix 3.4-A), no mitigation is proposed at this location at this time, as mitigation is not required for moderately impacted receptors.

Submission 858 (Jennifer Garcia, August 26, 2020)

Burbank - Los Angeles - RECORD #858 DETAIL

Status : Action Pending
Record Date : 8/26/2020
Submission Date : 8/26/2020
Interest As : Individual
First Name : Jennifer
Last Name : Garcia

Stakeholder Comments/Issues :

858-1563 | I live in Los Angeles on Albion Street. Your project concerns me greatly. Not only will construction lower the quality of our life for several years, this project will do nothing to improve our community either. We already

858-1564 | have two train tracks and pollution from the nearby 5 freeway. Trains already sometimes cause our homes to vibrate, and we can hear train horns late at night. A third train, along with altering the intersection of

858-1565 | Main/Albion (a main entryway into our neighborhood) will be awful. Our residential area (between the LA River, Main Street, the 5 freeway, and Broadway) is generally peaceful, but rush hour can be difficult with commuters using Main, Spring, and Broadway to get to and from downtown. Traffic is often backed up on the Spring Street bridge, now you want to impair traffic flow on Main Street. I see you currently have surveyors stationed at Avenue 18 and Albion Streets - what is the point of this? We are in the middle of a pandemic and whatever data you are collecting about traffic will be wildly inaccurate. On average week days cars line up down Avenue

858-1566 | 18 (going west). In addition to traffic concerns, having another train right by our newly finished park will also degrade the beauty of the area and our most accessible green space. We are already one of the worst

858-1567 | neighborhoods for childhood asthma, another train will not help matters. In some of your documents you claim

858-1568 | this project will not inordinately effect low income people - however that is incorrect. You see, most people in this neighborhood cannot afford to move. If we leave our current homes (many which are rent controlled or been in the family a long time), we will have to leave LA. So low income people will be stuck to endure the massive negative impacts of this project, while people with more financial resources can simply decide to move. Your project brings us no benefits whatsoever. I have no reason to take a high speed train to Burbank; I can drive there in 20 minutes. I don't even have a reason to go to Burbank, period. This project is for people to commute to downtown LA, which is not even a typical job center, compared to most cities (LA's workforce is much more dispersed than other large cities). In addition - most trains do not travel at full speed while moving through city centers. This train should not need a special track to go at high speeds through such an established, older part of LA that is also so close to downtown. Amtrak and other trains operate at slower speeds when within certain city limits. I do not see why this train needs special treatment to disrupt our

858-1569 | communities and waste tax payer dollars. I hate everything about this project and protest it with every fiber of my being.

858-1570 |

Response to Submission 858 (Jennifer Garcia, August 26, 2020)

858-1563

The commenter states that construction of the HSR Project near Albion Street would lower the quality of life of residents for several years and would do nothing to improve the community.

As detailed throughout this Final EIR/EIS, the project incorporates standardized HSR features to avoid and minimize impacts. These features are referred to as impact avoidance and minimization features (IAMF) and will be implemented during project design and construction, as relevant to the HSR Project section, to avoid or reduce impacts. These features are considered part of the project, and the EIR/EIS explains how they will work and describes their effectiveness. If significant impacts are determined to occur even with the implementation of IAMFs, feasible mitigation measures are identified and implemented as required under CEQA. The Authority will implement IAMFs during project design, construction, and operation. As such, project impacts to any properties affected by the HSR Project would be avoided, minimized, or mitigated as appropriate.

For residents and businesses in the area along and near Main Street, the Main Street Grade Separation would improve safety for vehicles, bicyclists, and pedestrians by eliminating the existing at-grade railroad crossing. The Main Street grade separation will also improve accessibility for residents and businesses in the area by reducing delay when the gates are down at the existing at-grade railroad crossing.

858-1564

The commenter has raised concerns about existing vibration, noise, and air pollution impacts. While the existing impacts are not a product of the HSR project, the existing environment is considered when assessing potential impacts as required by the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA2012). Additionally, the proposed grade separation of the existing Main Street intersection with the existing train tracks will reduce noise impacts related to train horns and reduce vehicle idling emissions when the gates are down during train crossings. Once operational, the project will have a net benefit on regional air emissions due to a net reduction in VMT. No changes have been made to this Final EIR/EIS in response to this comment.

858-1565

The Main Street bridge that is proposed as an early action project would provide a physical separation from the existing railroad corridors at the Los Angeles River, providing a long-term circulation benefit. Chapter 2 of this Final EIR/EIS, has been revised to include an updated design for the Main Street Grade Separation Early Action Project. Major access along the Main Street corridor would be restored and would also be enhanced by the removal of delay caused when the railroad crossings are active with passing trains. As access and travel times would be enhanced along Main Street due to the removal of the railroad crossings, the HSR Build Alternative would not create a travel time penalty that would result in large numbers of new trips along local roadways, such as Albion Street, in the area.

Counts being conducted at Avenue 18 and Albion Street that were witnessed by the commenter do not relate to the HSR project. As stated in the TTR (Authority 2020), the existing year traffic counts used in the project analysis were taken in 2015, before activity restrictions related to the COVID-19 pandemic went into effect. The TTR is available upon request from the Authority.

Response to Submission 858 (Jennifer Garcia, August 26, 2020) - Continued

858-1566

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The commenter expresses concerns related to traffic and visual quality around parks and open space near 18th Avenue and Albion Riverside Park. Refer to Standard Response BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation. The HSR alignment will be within the existing rail corridor, and the permanent easement at Albion Riverside Park is due to the Main Street grade separation. This permanent easement is in a portion of the park that is currently used as a cell tower easement and is identified in the master plan for Albion Riverside Park to continue operating as a cell tower easement area. The permanent easement at Albion Riverside Park would not remove any existing recreational facilities or amenities and would not adversely affect the activities, features, or attributes of the properties. As discussed in Section 3.15.6.3 of this Final EIR/EIS, in addition to implementation of AVR-IAMF#2, for which the Authority would consult with local jurisdictions on how best to involve the community in the process and would work with the contractor and local jurisdictions to review designs and local aesthetic preferences and incorporate them into final design and construction, Mitigation Measure PR-MM#2 would ensure access is maintained after construction and Mitigation Measure AVR-MM#3 would require incorporation of Authority-approved aesthetic preferences for nonstation structures into final design and construction to reduce visual impacts during operation. Therefore, under CEQA, the impacts would be less than significant with mitigation incorporated for Albion Riverside Park. No revisions to the Final EIR/EIS have been made in response to this comment.

858-1567

This comment notes that childhood asthma is high and that another train would potentially worsen the situation. It should be noted that all emissions associated with the Metrolink locomotives are under the jurisdiction of Metro. Impact AQ#9, Regional Operational Criteria Pollutant Emissions of the Draft EIR/EIS, describes emission conditions with implementation of the project. Motor vehicle emissions would decrease in the region because of the operation of the HSR Build Alternative. The HSR Build Alternative, which would run on electricity, not diesel, would be beneficial to the South Coast Air Basin (Basin) and would help the Basin meet its attainment goals for ozone and particulate matter. Therefore, operation of the project would not result in adverse health effects. No revisions to this Final EIR/EIS have been made in response to this comment.

Response to Submission 858 (Jennifer Garcia, August 26, 2020) - Continued

858-1568

Refer to Standard Responses BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities, BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain.

The comment states that the statement found in the Draft EIR/EIS that the HSR Project would not inordinately effect low income people is incorrect and that low-income residents cannot afford to move and will be stuck to endure the negative impacts of the HSR Project. The comment also states that the HSR Project brings no benefits. IAMF SOCIO-IAMF#2, Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act, requires the Authority to provide fair and equitable treatment of all persons affected by relocation and real property acquisition pursuant to the Uniform Act. The Uniform Act provides benefits to displaced individuals to assist them financially and with advisory services related to relocating their residence or business operation. Benefits are available to both owner occupants and tenants of either residential or business properties.

Therefore, renters would also be provided assistance. In addition, Chapter 10 of the California High-Speed Rail Authority's Right-of-Way Manual (Authority 2019) is the Authority's Relocation Assistance Program. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of the high-speed rail project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit for the benefit of the public as a whole; and to ensure that the Authority implements the Uniform Relocation Act and 49 CFR 24 in a manner that is efficient and cost effective (page 10-10). Technical Appendix 3.12-B Relocation Assistance Benefits in Volume 2 of the Final EIR/EIS provides details about the Authority's Relocation Assistance Program.

Additionally, Chapter 5, Environmental Justice, addresses impacts to minority and/or low-income populations. Although displacement effects are not disproportionately high on low-income or minority communities, a sizeable number of displacements (55 out of a project section total of 145 residential and non-residential displacements) would occur in EJ communities and these displacements may adversely affect EJ communities.

Therefore, to minimize adverse effects, EJ-IAMF#4 requires the Authority's contractor to develop a Relocation Mitigation Plan that describes measures taken or proposed to minimize adverse community cohesion effects of displacement and relocation on EJ communities and the IAMF requires that the Authority seek and consider input from

858-1568

impacted EJ communities prior to finalizing the Authority's Plan.

As detailed throughout Section 5.9 of this Final EIR/EIS, and summarized in Section 5.7 of this Final EIR/EIS, all populations close to the project footprint, including minority and/or low-income populations, would experience impacts related to transportation, air quality, noise and vibration, parks and recreation, socioeconomics and communities, displacements and relocations, station planning land use and development, and aesthetics and visual impacts. However, the HSR Build Alternative would not result in disproportionately high, adverse effects on low-income and/or minority populations living within the EJ RSA. This is because the percentage of transportation, air quality, noise and vibration, parks and recreation, socioeconomics and communities, displacements and relocations, station planning land use and development, and aesthetics and visual impacts in areas with substantial low-income and minority populations is lower than the percentage of low-income and minority populations in the reference community.

Therefore, disproportionate impacts to low-income and/or minority populations would not occur.

In addition, as described in Sections 5.6.3.1 and 5.6.3.2, of this Final EIR/EIS, the Authority will implement several additional IAMFs (EJ-IAMF #1, EJ-IAMF #2, EJ-IAMF #3, and EJ-IAMF #5) that were not identified in the Draft EIR/EIS. EJ-IAMF#1 creates an ombudsman position to address the needs of EJ communities adversely affected by construction impacts such as street closures and detours. The position will act as a single point of contact for property owners, residents, and tenants in EJ communities with potential adverse construction impacts. EJ-IAMF#2 would require the Authority to seek input on aesthetic preferences of visually impacted EJ communities within the EJ Resource Study Area to minimize any adverse construction effects relating to aesthetics and visual resources on low-income and minority populations. EJ-IAMF#3 would require the operation noise technical report to include an assessment of whether remaining severe noise impacts, after application of recommended noise treatments and mitigation, may adversely impact EJ communities and the assessment of whether any additional practicable measures may be undertaken to avoid, eliminate, or reduce any adverse noise impacts. EJ-IAMF#5 would require the Authority to seek input from impacted EJ communities on the relocation of planned or existing bike paths located within EJ communities.

Response to Submission 858 (Jennifer Garcia, August 26, 2020) - Continued

858-1569

The commenter states that the HSR project is for people to commute to downtown Los Angeles and that the HSR system should not need a special track as the train must go slowly in this section like Amtrak and other trains. The purpose of the HSR project is not to connect local commuters to downtown Los Angeles, but rather as stated in Section 1.2.4 of this Final EIR/EIS, the Burbank to Los Angeles 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. Additionally, the capacity of California's intercity transportation system, including within the greater Los Angeles area, is insufficient to meet existing and future travel demands. Transit (such as Metrolink) comprises 7.2 percent of all work trips within Los Angeles County, which compares favorably with the statewide mode share of 5.2 percent and the national mode share of 5 percent (SCAG 2016f). As population and employment continue to increase within Southern California, there is a great need to provide a variety of options for regional and statewide travel. HSR service in the Burbank to Los Angeles Project Section would reduce stress on the existing transportation systems by reallocating some of the regional demand from the highways and airports to HSR. Refer to Section 1.2.4 of this Final EIR/EIS for more detail on the need for the HSR project.

858-1570

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project.

Submission 722 (Sheila Gnecco, July 27, 2020)

Burbank - Los Angeles - RECORD #722 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Sheila
Last Name : Gnecco

Stakeholder Comments/Issues :

>> I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

722-926 | >> We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

722-927 | >> We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

722-928 | >> Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full re-measurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

722-929 | >> As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

722-930 | >> Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

722-931 | >> We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

>
>
> Sheila Gnecco

Response to Submission 722 (Sheila Gnecco, July 27, 2020)

722-926

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

722-927

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

722-928

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

722-929

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

722-930

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

722-931

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community

Submission 681 (Frank Gonzalez, July 9, 2020)

Burbank - Los Angeles - RECORD #681 DETAIL

681-703

Status : Action Pending
Record Date : 7/9/2020
Submission Date : 7/9/2020
Interest As : Individual
First Name : Frank
Last Name : G

Stakeholder Comments/Issues :

Mr. Tom Richards, Vice-Chair

California High-Speed Rail Authority
 770 L Street, Suite 620
 Sacramento, CA 95814

Your action to accommodate this request is sound and consistent with the Governor's Executive Order N-33-20 ("Safer at Home, Stay at Home").

Sincerely,

Francisco J. Gonzalez

2015 Gates Street
 Los Angeles, Ca 90031

July 8, 2020

Dear Vice-Chair Richards:

681-701

The undersigned, residents of the Lincoln Heights neighborhood of Los Angeles County, request that you extend the public comment period on the High-Speed Rail Project. On March 4, 2020, Governor Newsom proclaimed a State of Emergency in California as a result of the impacts of COVID-19 on the citizens of California. Most citizen were not aware of how this will impact their neighborhood because of the "Safer at Home" orders and lack of both information and internet access.

681-702

The proposed map has the High Speed Rail Project ripping apart a beloved and vital Lincoln Heights neighborhood. I am a Lincoln Height resident and I do not agree with this rail way project being built in my beloved community. The map would have the Rail stop directly next to schools (which serves over 1000 students K-8), route traffic around neighborhood elementary schools (Albion, Milagro, and Excel), take out a newly, very needed park (Downey Park), and destroy a beloved community icon Lanza Brothers Sandwich shop. This project would also displace residents in Lincoln heights that are already struggling to find affordable housing. This would create housing insecurities for these families. It would affect children's ability to have stability and safety. My concerns range from environmental impact to community displacement.

It is time that kids matter, communities of color matter, and Lincoln Heights has a voice in determining its quality of life for its citizens. Innovation is needed in our world, but not at the expense of its people.

Response to Submission 681 (Frank Gonzalez, July 9, 2020)

681-701

The commenter requests an extension of the public comment period. In response to agency and stakeholder requests and in consideration of limitations caused by the novel coronavirus pandemic, the Authority elected to extend the initial 45-day public review period for 15 days to July 31, 2020, and then for another 30 days to August 31, 2020. Therefore, the comment period provided was a total of 94 days, which is twice the minimum requirement, pursuant to CEQA and NEPA, of 45 days.

Chapter 9 of this Final EIR/EIS provides a comprehensive list of newspapers in which the availability of the Draft EIR/EIS was advertised, pursuant to the requirements of CEQA and NEPA. In addition to the publication in newspapers, the Notice of Availability of the Draft EIR/EIS and public hearings were distributed by direct mail to members of the public who subscribed to the project mailing list, attended project events or meetings, or submitted comments or questions via email or on the Authority's website. Occupants and property owners within 500 feet of the alignment, one-half mile from each proposed HSR station location, and one-half mile from each proposed grade separation were mailed a notice as well. As stated on the notice, printed and/or electronic copies of the Burbank to Los Angeles Project Section Draft EIR/EIS and electronic copies of associated technical reports were available upon request. Printed copies of the Draft EIR/EIS were also available for review at the Authority's offices in Los Angeles and Sacramento. The notice also provided five ways in which the public could provide comments: by mail, through the Authority's website, by email, verbal comment via the direct line for the Burbank to Los Angeles Project Section, and/or oral testimony at the virtual public hearing held on July 8, 2020.

In addition, the Authority also provided a variety of forums for the public to engage directly with the project team to ask questions and discuss concerns, including virtual "office hours" meetings throughout the public review period; information meetings with the Taylor Yard community on July 20 and the Lincoln Heights community on August 25. Telephone town hall meetings were held on June 29 and August 19. These meetings were in addition to the required public hearing held on July 8.

681-702

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain.

The commenter expresses concern about impacts to the Lincoln Heights neighborhood including potential impacts to schools, the Downey Recreation Center at Albion Riverside Park, and the Lanza Brothers Sandwich shop. The commenter is also concerned about displacement of residents who are already struggling to find affordable housing.

The HSR project would not require the closure of any parks. As described in Section 3.15.6 of this Final EIR/EIS, construction of the HSR Build Alternative would require a permanent easement within a 0.12-acre portion of Albion Riverside Park. The area to be acquired would be minimal in size. Specifically, a permanent easement of 0.12 acres of land for the construction of pier walls necessary to support the new Main Street grade separation. Although the piers would be placed within the official park property boundary, the impact area would not alter the function of the park because the land required is in the southern portion of the park, where no recreational amenities exist. The land in this permanent impact area is currently a paved area with an existing cell tower. Moreover, the master plan for Albion Riverside Park indicates that this area would continue to operate as a cell tower easement area. Additionally, the HSR project would not affect the Downey Recreation Center.

In the Lincoln Heights neighborhood, construction of the project would require acquisition of property. Displacements would generally occur along an existing railroad corridor or at the edges of neighborhoods, and would not divide or isolate existing cohesive communities. As described in the Draft EIR/EIS, 4 multi-family residential buildings would be acquired for that portion of the project located in the City of Los Angeles. A total of 25 businesses would be displaced, but the Lanza Brothers Market property would not be acquired, nor the business displaced. Analysis determined that replacement properties should be available nearby.

As discussed in Section 3.12.6.3, with the implementation of SOCIO-IAMF#2, which would provide relocation assistance to all residents displaced by the HSR Build Alternative, and SOCIO-IAMF#3, which would establish an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owners,

Response to Submission 681 (Frank Gonzalez, July 9, 2020) - Continued

681-702

permanent construction impacts on communities would not divide existing communities.

The commenter also expresses concern for displaced residents in the Lincoln Heights neighborhood who may be struggling to find affordable housing. Refer to Standard Response BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain. 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 new homes or sites, and solve problems related to the acquisitions. While relocation assistance would mitigate the displacement, relocation could still represent an inconvenience or hardship to some property owners.

The potential for the construction of the HSR Build Alternative to result in impacts on children's health and safety is evaluated in Appendix 3.12-C, Children's Health and Safety Risk Assessment. While the HSR Build Alternative would be constructed and operate primarily within an existing railroad corridor in urban areas of Burbank, Glendale, and Los Angeles, as discussed in Section 3.12.7, IAMFs and mitigation measures would be implemented to address impacts on children's health and safety from the HSR project. Construction impacts that could affect children's health and safety (e.g., traffic hazards, air emissions, noise and vibration, and use of hazardous materials near schools) are described in Section 3.12.6.3, Impact SOCIO #14, Temporary Impacts on Children's Health and Safety from Construction. Implementation of IAMFs would avoid and/or minimize impacts related to temporary changes in access, increases in noise and dust, and visual changes; therefore, temporary impacts on children's health and safety from construction of the HSR Build Alternative would be less than significant.

The proposed project would have only two HSR stations - one near the Hollywood Burbank Airport and one at the Los Angeles Union Station. No stations are proposed in the Lincoln Heights neighborhood. Additionally, Impact SOCIO#18, Permanent Impacts on Children's Health and Safety from Operations, addresses permanent impacts to children's health and safety from operation. Refer to Section 3.2, Transportation, for information on the location and nature of permanent impacts on access and circulation. Out-of-direction travel distances required due to road closures would not result in long detours, and the Authority would work with the local jurisdictions to provide additional

681-702

access as needed. The HSR Build Alternative would be grade-separated from the existing roads, so there would be no conflict between school buses and the HSR trains. The HSR Build Alternative would provide new grade-separated crossings, which would remove roadway conflicts with the railroad corridor and improve safety and access for vehicles, buses, pedestrians, and bicyclists. These improvements would result in a beneficial effect related to children's health and safety.

681-703

The commenter requests that the Authority extend the public comment period to be consistent with the Governor's Executive Order N-33-20. Refer to response to comment 681-701, contained in this chapter of this Final EIR/EIS, regarding the extension of the public comment period.

Submission 801 (Carmen Gonzalez, August 12, 2020)

Burbank - Los Angeles - RECORD #801 DETAIL

Status : Action Pending
Record Date : 8/12/2020
Submission Date : 8/12/2020
Interest As : Individual
First Name : Carmen
Last Name : Gonzalez

Stakeholder Comments/Issues :

801-1439

As a Glendale, resident, I appreciate this portion of high-speed rail from Burbank to Los Angeles as being essential in attaining our goals of reducing greenhouse gases and in providing better transportation options. I am encouraged by the inclusion of bike paths as this section of the railway is being considered. Maximizing public use is laudable and I welcome it.

Response to Submission 801 (Carmen Gonzalez, August 12, 2020)

801-1439

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 857 (Valerie Hanley, August 25, 2020)

Burbank - Los Angeles - RECORD #857 DETAIL

Status : Action Pending
Record Date : 8/25/2020
Submission Date : 8/25/2020
Interest As : Individual
First Name : Valerie
Last Name : Hanley

Stakeholder Comments/Issues :

Hello,

My name is Valerie Hanley and I am a 3rd generation Merchant on Olvera Street and I am also part of the Historic Cultural North Neighborhood Council.

857-1561

Those purple sections are going to be demolished to prepare for the new Bridge. How many businesses and homes would be lost with this process?
What if they do not want to leave. Some people have lived/worked there for over 30 + years?

857-1562

We hope that the look of the new bridge will be in keeping with the Historic Core, It should have the look of the Historic Main Street Bridge to keep it coherent.

Hope to hear from you soon. Thank you.

Response to Submission 857 (Valerie Hanley, August 25, 2020)

857-1561

Refer to Standard Responses BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain, BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The commenter questions how many businesses and homes would be lost preparing for the Main Street bridge construction and what happens if residents and business owners do not want to leave.

In response to public comments on the Draft EIR/EIS, design changes were made to the Main Street Grade Separation to reduce impacts to the community to the extent feasible. These changes have generally resulted in reduced displacement impacts. Additionally, as described in Section 3.12.4.2, Implementation of SOCIO-IAMF#2 and SOCIO-IAMF#3 would provide relocation assistance to all residents and businesses displaced by the HSR Build Alternative in compliance with the Uniform Act and establish an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owners. Implementation of these IAMFs would minimize impacts from the permanent displacement and relocation of local residents and businesses from construction of the HSR Build Alternative.

In the event that the Authority and a property owner cannot reach an agreement, then the Authority also has the power of eminent domain, which allows it to condemn the property of unwilling sellers, with payment of just compensation (i.e., fair market value) to the property owner. Eminent domain would be viewed as a last resort to acquire land for the public purpose of developing the statewide HSR system.

857-1562

The commenter requests that the new Main Street bridge have a similar aesthetic to the Historic Core of the city. The proposed, new grade separation would be designed to reduce intrusiveness to primary viewer groups, as stated in the Draft EIR/EIS. Moreover, AVQ-IAMF#1 (Aesthetic Options) requires that the Authority prioritize the design of HSR non-station structures consistent with the local context. This IAMF will be implemented throughout the design of the proposed project to keep. Therefore, the aesthetics of the new Main Street bridge would be in keeping consistent with the surrounding context. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 821 (Charles Hempfling, August 16, 2020)

Burbank - Los Angeles - RECORD #821 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Charles
Last Name : Hempfling

Stakeholder Comments/Issues :

821-1460

I would use this service when I fly into LAX to visit our daughter and check on our property in the Los Angeles area i would use the Burbank extension numerous times each year. I would also need an easy way to get from LAX to Union Station

Response to Submission 821 (Charles Hempfling, August 16, 2020)

821-1460

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 617 (Joseph Hoffman, June 1, 2020)

Burbank - Los Angeles - RECORD #617 DETAIL

Status : Action Pending
Record Date : 6/1/2020
Submission Date : 6/1/2020
Interest As : Individual
First Name : Joseph
Last Name : Hoffman

Stakeholder Comments/Issues :

Dear Sir or Ms:

You invited public comment. I could not discover where public comments were listed on your website.

My comment is. Your plan is doomed to the special interests of the Central Valley unless you change your plan to place the rail in the center course of existing freeways.

In downtown Los Angeles you could follow 101 to 5 south to Disneyland and North you could exit Union Station to 5 North.

The routes you have listed are fraught with political problems.

The Freeways already exist. The whole plan could be above ground. Most of the electrical infrastructure is already in place.

Thank You,

Joseph Hoffman

Sent from my iPhone

617-636

Response to Submission 617 (Joseph Hoffman, June 1, 2020)

617-636

Refer to Standard Response BLA-Response-Chapter 2 Alt-01: Alternatives.

The commenter expresses opposition to the range of alternatives and requests consideration of an alignment along existing freeways. The commenter's opinion of the HSR Project is acknowledged. Please refer to BLA-Response-Chapter 2 Alt-01: Alternatives for more information about the range of alternatives. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 667 (David Hunt, July 5, 2020)

Burbank - Los Angeles - RECORD #667 DETAIL

Status : Action Pending
Record Date : 7/5/2020
Submission Date : 7/5/2020
Interest As : Individual
First Name : David
Last Name : Hunt

Stakeholder Comments/Issues :

667-686 | This section of the line should have the most direct route possible in order to minimize travel time. I personally think Burbank shouldn't have a stop since it's so close to Los Angeles and could be reached relatively quickly by bus. But if it must, the station should be small as I doubt it will receive many passengers going onboard or getting off.

Response to Submission 667 (David Hunt, July 5, 2020)

667-686

Refer to Standard Response BLA-Response-Chapter 2 Alt-01: Alternatives.

The commenter states that HSR alignment between Burbank and Los Angeles should have the most direct route possible to minimize travel time and that a station in Burbank is unnecessary. Refer to BLA-Response-Chapter 2 Alt-01: Alternatives for more information on the alternatives analysis process including the 2005 Program EIR/EIS and subsequent Burbank to Los Angeles Project Section Alternatives Analysis and Supplemental Alternatives Analysis. In addition, as stated in Section 1.2.4.1 of this Final EIR/EIS, the HSR project would fulfill the need for a more easily accessible regional transportation option, which includes access to the Hollywood Burbank Airport. Therefore, there is a need for the proposed HSR Burbank Airport Station.

Submission 706 (Sung Hyun Yoon, July 27, 2020)

Burbank - Los Angeles - RECORD #706 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Sung
Last Name : Hyun Yoon

Stakeholder Comments/Issues :

Hello,

I am a resident of the Taylor Yard community of homes and have the following serious concerns i would like to address:

706-838

fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

706-839

- Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

706-840

- We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Thank you.

706-835

- We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

706-836

- We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, "will "severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

706-837

- Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

706-838

- As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not

Response to Submission 706 (Sung Hyun Yoon, July 27, 2020)

706-835

The commenter has expressed concerns on the number and placement of receptors for the Taylor Yard Community. The placement of receptors within the HSR noise model was based on parcel data provided and field observations. For connected and multifamily uses, it is common and consistent with the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA 2012) to place one receptor to represent multiple units as long as the environment is expected to be similar. This modeling technique is often used for densely placed residences or buildings because as distance from the tracks increases, noise levels will decrease and intervening structures will provide further reduction to the new noise sources. To address comments received at a community open house during the public review period of the Draft EIR/EIS, a variety of additional noise model checks have been completed to confirm that a moderate impact determination for the receptors in the Taylor Yard community is accurate. No changes have been made to the Final EIR/EIS in response to this comment.

706-836

The commenter questioned the viability of the noise and vibration impact analysis, particularly regarding the proposed shift of existing train tracks closer to the Taylor Yard community. The noise analysis presented in this Final EIR/EIS and supporting Burbank to Los Angeles Project Section Noise and Vibration Technical Report (Authority 2020) does account for the shift in Metrolink and UPRR tracks near the Taylor Yard residences closer to the existing homes. While a noise source moving closer to sensitive receptors has the inherent potential to increase noise levels at a specific location, there are details of the proposed freight, Metrolink, and HSR trackwork design that would have the potential to reduce noise levels. Specific trackwork such as crossovers and switches cause increases in noise when train wheels pass over disconnected or non-continuous tracks. When these types of trackwork are removed, noise impacts are reduced. The number of switches in the area close to the Taylor Yard residences is being reduced from three to two. The existing crossover provided for movements between tracks at higher speeds and the existing left-hand turnout allowed movements to a siding track at similar speeds. However, this siding track (the Glendale Slide) has since been relocated north between SR 134 and Chevy Chase Boulevard on the east side of the corridor, so the Taylor Yard community would not be exposed to noise from this siding track (refer to the updated plans provided in Volume 3 of this Final EIR/EIS). Additionally, based on the proposed design, the existing UPRR trains would no longer use turnouts in this area, so there would no longer be noise exposure from UPRR trains. The discussions under Impact N&V #4 and Impact N&V #5 have been updated in Section 3.4.6 of this Final EIR/EIS to reflect the design changes described above.

The number of daily trains expected to operate during full operation of the HSR system is 196, consistent with the Authority's 2016 Business Plan, and is properly considered in this Final EIR/EIS. While the commenter has expressed concerned that noise increase would be severe, the noise analysis has correctly indicated that the potential impact was found to be moderate. More specifically, the amount out of noise increase as compared to the existing noise environment would not be sufficient to trigger a severe impact. This determination is consistent with the methodology in the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA 2012). Additionally, as discussed under Impact N&V #5 in Section 3.4.6 of this Final EIR/EIS, the vibration levels from the existing trains would increase by a small amount, but would still be below the threshold for impact. The number of daily trains expected to operate during full operation of the HSR system is 196, consistent with the Authority's 2016

Response to Submission 706 (Sung Hyun Yoon, July 27, 2020) - Continued

706-836

Business Plan, and is properly considered in this Final EIR/EIS. The commenters are correct that the determination of potential impact was found to be moderate. This determination is consistent with the methodology in the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA 2012). Additionally, as discussed under Impact N&V #5 in Section 3.4.6 of this Final EIR/EIS, the vibration levels from the existing trains would increase by a small amount, but would still be below the threshold for impact.

706-837

The commenter states that the vibration study did not address the potential vibration impact of moving the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Because all project studies analyzed the effects of the preliminary design plans provided in Volume 3 of the Draft EIR/EIS, the vibration study did consider the effects of moving the existing tracks closer to residences. As discussed under Impact N&V #5 in Section 3.4.6 of this Final EIR/EIS, the vibration levels from the existing trains would increase by a small amount but would still be below the threshold for impact. The vibration levels generated by all types of trains are well below the thresholds of damage for even the most sensitive buildings. Vibration levels decrease with increasing height in a building and do not increase at higher floors. No changes have been made to the Final EIR/EIS in response to this comment.

706-838

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

706-839

The commenter expressed concern about noise reflecting off a proposed sound barrier. The proposed sound barriers throughout the corridor will be designed to minimize reflections generated by hard surfaces. Furthermore, it is expected that any noise increase at a distance of 100 feet, the width of the corridor right-of-way, would be negligible. No changes have been made to the Final EIR/EIS in response to this comment.

706-840

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 658 (MARK JOHNSTON, June 26, 2020)

Burbank - Los Angeles - RECORD #658 DETAIL

Status : Action Pending
Record Date : 6/26/2020
Submission Date : 6/26/2020
Interest As : Individual
First Name : MARK
Last Name : JOHNSTON

Stakeholder Comments/Issues :

658-673 | Why have you made the shortest segment (Burbank to Los Angeles) so complex and expensive? Not that many
658-674 | people are going to ride CHSR to Burbank Airport to catch an airplane. Your Burbank Station needs to be at or
near the Burbank Downtown Metrolink Station so connections can be made up the Coast line on both Amtrak
and Metrolink and even the Antelope Valley Line and also connections to the (someday) North Hollywood to
Pasadena Transit Line. The emphasis on this segment is to elevate and separate the entire right of way from
the roads and allow sharing by Metrolink and Amtrak into a revamped Los Angeles Union Station. Keep it
simple, please !

Response to Submission 658 (MARK JOHNSTON, June 26, 2020)

658-673

The commenter asks why the shortest segment of the HSR project is so complex and expensive. The Burbank to Los Angeles Project Section is in a highly urbanized and constrained environment, resulting in limited alignment options. The proposed design is necessary to provide an HSR alternative that operates efficiently within a shared railroad corridor with the least environmental and community impacts possible.

658-674

The commenter expresses opposition to the location of the Burbank Airport Station and recommends a location closer to the Burbank Downtown Metrolink Station for better connectivity along the Pacific coast. The commenter's opinion of the HSR Project is acknowledged. As described in Section 2.4.2, the 2014 SAA determined that the Burbank Airport Station location was the most appropriate station option to advance for this subsection because it would align with project objectives, local and stakeholder input, the potential for future HSR expansion and third-party public-private partnership investments, the potential for intermodal connectivity, and the potential for the station to become a regional transportation hub. The Burbank Airport Station location was then studied in the 2016 Palmdale to Burbank SAA and the 2018 Burbank Station Options Screening Report and Option B was selected as the preferred alternative in 2018. In July 2021, the Authority prepared an update to the Burbank Airport Station Options Screening Report, which considered the Avion Burbank Project Final EIR, its current construction schedule and projected opening date, and any potential changes to the evaluation results provided in the original screening report analysis. Based on the screening analysis and results described in the updated Report, the Authority maintains its 2018 recommendation to proceed with Station Option B Refined for detailed study in the EIR/EIS. When compared with Option A, Option B Refined has a substantially lower impact on environmental justice populations, has fewer residential and business displacements, and better conforms with local land use plans. Compared to Option B, Option B Refined would tunnel beneath airport properties and would be approximately 50 feet below the surface, requiring less intensive soil excavation activities and removal/treatment of spoils for station construction than Option B, which would tunnel beneath residential neighborhoods and would therefore require platforms to be 150 feet below the surface. Therefore, this EIR/EIS evaluates one underground station near the Hollywood Burbank Airport (Burbank Airport Station). No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 664 (Wendy L. Kaysing, July 1, 2020)

Burbank - Los Angeles - RECORD #664 DETAIL	
Status :	Action Pending
Record Date :	7/1/2020
Submission Date :	7/1/2020
Interest As :	Individual
First Name :	Wendy
Last Name :	L. Kaysing

664-684

And good news for CALTRANS: "No matter what the cost of building one is, [the] monorail has the one of the best chances of all transit modes of turning a profit." (source: Monorail Society, www.monorails.org)
 I am certain that if monorails were located next to (or in the center of) California highways they would entice a majority of drivers to become riders, as they observed the monorail moving swiftly ahead, while they were sitting there, stuck in traffic. My vote has been, and always will, be for monorails!
 Respectfully submitted by Wendy L. Kaysing

Stakeholder Comments/Issues :

TO: California High-Speed Rail Authority-Burbank to Los Angeles Project Section FROM: Wendy Lynn Kaysing - 566 N, Windsor Ave. Los Angeles, CA 90004 (818-203-2006)
 My comments regarding the BURBANK to LOS ANGELES RAIL PROPOSAL are as follows.

"A nation's greatness is measured by how it treats its weakest members." - Mahatma Ghandi
 "Intellectuals solve problems, geniuses prevent them." - Albert Einstein

664-683

NOT IN FAVOR OF TRADITIONAL RAIL PROJECT(S).

664-684

We are living in the 21st century, not in yesteryear, where trains were once the new BIG THING. Traditional rail travel consisting of train cars moving along railroad tracks is both an antiquated, costly form of transportation that is outlived its usefulness, including posing many environmental problems and challenges. All the while, an alternative exists that us a vast improvement over railroad tracks and train cars. My first experience riding in a MONONRAIL was at TOMMOROW LAND at Disneyland in southern California when I was 11 years old. I was overjoyed to be a passenger on something that become a was to become the future of transportation. Sadly, that never happened--which strikes me as very odd since monorails are far superior to any other mode of transportation for moving large numbers of people. According to engineer Michel Bonard of Potomac, MD, monorails

- travel at very high speeds (comparable to commuter aircraft speeds)
- have the lowest total system cost among any transportation means- offer ease and speed of installation (only years to build, not decades)
- the ground level disturbance is less than that of a foot path!
- don't require bridges for crossing road or rivers
- noise pollution is minimal, e.g. no rolling noise
- offer extreme resilience to natural events including flood & earthquake.- offer protection against incursions (animals, people)
- offer reliability--the motor has no moving part, wheels don't require mechanical transmission.- provide safety to passengers--safer than trains Other benefits include:

MINIMAL DISRUPTION DURING CONSTRUCTION. Light Rail requires tearing up the whole road, but monorail requires only installing pre-fab columns every 100 feet on top of the road. The columns and beams can be prefabricated offsite and trucked in at night. Businesses will especially appreciate the quick construction time.TAKES MINIMAL AMOUNT OF ROADSPACE. Monorail columns look to be only about half as wide as light rail tracks, and the columns are spaced 100 feet or so from each other (unlike rail tracks, which occupy every inch of their lane).CAN OPERATE WITHOUT A DRIVER. Since monorail runs on its own guide way and it's impossible for the train to run into cars, the monorail operation can be automated. This COULD save money, and if so, this means that it would be possible for the system to run 24/7. Light rail, on the other hand, requires drivers. The operational cost of drivers is why the buses don't run 24/7, and why we can't expect light rail to run 24/7 either.VOTER APPEAL. Light rail usually loses when it's placed on the ballot in some community. But there's reason to believe that voters might be more likely to approve monorail than light rail, since monorail seems fun and exciting.(source for the above: <http://bicycleaustin.info/rail/monorail.html>)

Response to Submission 664 (Wendy L. Kaysing, July 1, 2020)

664-683

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project.

664-684

The commenter expresses opposition to the range of alternatives and requests consideration of monorail technology. The commenter's opinion of the HSR Project is acknowledged. The type of technology used to power the HSR system, like maglev, steel-wheel-on-steel-rail, and others, was explored in the 2005 Program EIR/EIS and concluded that the technology selected for the HSR system needed to be compatible with existing passenger rail systems. Maglev and monorail systems require a dedicated guideway or track, which are not compatible with existing passenger rail systems, the construction of which would have substantially more environmental and right-of-way impacts, and would potentially preclude the HSR system from serving densely populated urban centers. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 819 (Robert Kearns, Mr., August 16, 2020)

Burbank - Los Angeles - RECORD #819 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Robert
Last Name : Kearns

Stakeholder Comments/Issues :

819-1459

I support the high speed rail EIR/EIS proposal for Southern California. It is essential that we get this project permitted and under construction to connect Los Angeles to the Bay Area on high speed rail.

Response to Submission 819 (Robert Kearns, Mr., August 16, 2020)

819-1459

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 827 (Evan Kerr, August 17, 2020)

Burbank - Los Angeles - RECORD #827 DETAIL

Status : Action Pending
Record Date : 8/17/2020
Submission Date : 8/17/2020
Interest As : Individual
First Name : Evan
Last Name : Kerr

Stakeholder Comments/Issues :

827-1466

HSR would send the social/california west coast corridor on an upward trajectory, being the beginning of the American move towards sustainable, efficient, and affordable mass transit.

Response to Submission 827 (Evan Kerr, August 17, 2020)

827-1466

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 712 (Kathreen Khavari, July 27, 2020)

Burbank - Los Angeles - RECORD #712 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Kathreen
Last Name : Khavari

Stakeholder Comments/Issues :

I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

- 712-866 We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.
- 712-867 We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."
- 712-868 Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.
- 712-869 As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.
- 712-870 Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.
- 712-871 We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Kathreen Khavari, MSc
<http://m.imdb.com/name/nm3111065/#writer>

Response to Submission 712 (Kathreen Khavari, July 27, 2020)

712-866

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

712-867

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

712-868

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

712-869

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

712-870

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

712-871

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 731 (Jim Kiehl, Past President Glassell Park Improvement Association, July 28, 2020)

Burbank - Los Angeles - RECORD #731 DETAIL 731-1043

Status : Action Pending
Record Date : 7/28/2020
Submission Date : 7/28/2020
Interest As : Individual
First Name : Jim
Last Name : Kiehl

Stakeholder Comments/Issues :

California High Speed Rail Authority

Attention: Burbank Los Angeles Draft EIR /EIS Comment

355 S. Grand Avenue, Suite 2050

Los Angeles, CA 90071

Burbank_Los.Angeles@hsr.ca.gov <mailto:Burbank_Los.Angeles@hsr.ca.gov>

July 28, 2020

Dear Gentilepersons:

My name is James Kiehl and my address is 4665 W. Avenue 41 Los Angeles, CA 90065. I have lived at this address as a homeowner for 21 years. I live in the Glassell Park section of Los Angeles. I have been an active member of the community for most of the 21 years I have lived here. I am a long time member and board member of The Glassell Park Improvement Association (GPIA). A 52 year old Private Citizens group dedicated to the maintenance and improvement in the quality of life in the Glassell Park section of Los Angeles. I have served as President of the GPIA in the past as well.

Glassell Park runs approximately from Taylor Yard north to the Glendale City line on the proposed Burbank to Los Angeles segment for California HSR. I have 2 areas of concern and comment to state here on behalf of myself and my neighbors in Glassell Park.

Sound wall Adjacent to Sotomayor Learning Academy:

As HSR along with Metrolink and UPRR freight lines passes by the high school the noise from the trains and anticipated construction negatively impacts the school and the ability of our community's students to learn. We ask that HSR strongly consider these impacts as the EIR/EIS process goes forward. There are students from Glassell Park as well as Cypress Park, Elysian Valley and Atwater Village so the effects of train noise impact the greater area adjacent to the school.

Grade Separation projects on the Burbank to LAUS segment of HSR:

731-1044

I support and encourage HSR to looking aggressively for funding Grade Separation for all locations on the alignment. Further, to have grade separation completed if possible prior to the 2028 Olympic Games set for Los Angeles. I note the plans for grade separation at Doran and San Fernando and Broadway/Brazil at San Fernando in Glendale starting in June of 2021. This is a good start, but there are still several locations in Glendale and Burbank to get done. The gains we could get are increased safety for Metrolink and UPRR freight lines as well as the motoring public. Less idling time for cars and trucks waiting for passing trains. Improved speed and reliability for both Metrolink and UPRR. These gains will help make ease of use of Metrolink greater and encourage more ridership of general commuters as well as guests and athletes in town for the Olympics. Additionally, this will prepare the route for eventual construction of the HSR line in the future.

731-1045

I encourage HSR to consider these issues in the development of the Draft EIR for the Burbank to LAUS section of the California High Speed Rail project.

James Kiehl

Past President Glassell Park Improvement Association (for identification purposes only)

And Resident of Glassell Park

4665 W. Avenue 41

Los Angeles, CA 90065

323 258-3312

Submission 731 (Jim Kiehl, Past President Glassell Park Improvement Association, July 28, 2020)
- Continued

jekiehl@earthlink.net <mailto:jekiehl@earthlink.net>

Response to Submission 731 (Jim Kiehl, Past President Glassell Park Improvement Association, July 28, 2020)

731-1043

The commenter has expressed concern regarding the construction of the HSR project, operation of the future HSR system, and the existing operations of Metrolink and UPRR. While the current operations associated with Metrolink and UPRR are not a product of the proposed project, the existing operations are identified and included in the existing conditions assessment at all sensitive receptors throughout the HSR project corridor.

This Final EIR/EIS has assessed the potential noise impacts to all sensitive receptors, including schools, related to both construction and operations, consistent with the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA 2012). Should receptors be located within the distances presented in Table 3.4-13 of Section 3.4.6.3 of this Final EIR/EIS, there would be potential impacts related to construction noise. However, with the implementation of Mitigation Measure N&V#1, noise impacts related to construction would be reduced to less than significant.

Additionally, as shown in Table 3.4-19 of Section 3.4.6.3, it is expected that three schools would be moderately impacted by future HSR operations, but no schools would be severely impacted. Mitigation is only proposed for severely impacted receivers. No changes have been made to the Final EIR/EIS in response to this comment.

731-1044

The commenter states their support for grade separations along the HSR alignment and indicates that there are several locations where grade separations are needed. The commenter also expresses a desire to have grade separations in place prior to the 2028 Olympics. Per Table 2-8 in Section 2.5.1.6 of this Final EIR/EIS, many grade separation improvements are either proposed for completion as Early Action Projects (discussed in detail in Section 2.5.2.9) or are programmed for completion and/or in various stages of development, are proposed to be completed by 2020. These early action projects consist of regionally significant connectivity projects that provide early benefits to transit riders and local communities while laying a solid foundation for the HSR system, to be implemented in collaboration with local and regional agencies. The exact timing of when future construction of grade separations would occur depends on funding availability. The Authority will continue to pursue additional funding sources at the federal, state, and regional/local levels.

As stated in Table 2-10, under the proposed configuration, there would be no instances within the Burbank to Los Angeles Project Section where the HSR project Alternative would cross roadways at-grade, and only one location (Buena Vista Street) where the existing Metrolink/Amtrak tracks would remain in an at-grade crossing configuration. The proposed condition at Buena Vista Street is due to existing geometric constraints associated with adjacent UPRR siding track, which has limitations on vertical curvature to maintain its ability to store train vehicles on level grade. Therefore, Buena Vista Street would be partially at-grade (for Amtrak and Metrolink) and partially grade-separated (for HSR) to comply with both operational and design criteria associated with relocation to a lower elevation. Appendix 2-A, Road Crossings, contains further details.

731-1045

The commenter notes increased safety, less idling time, and improved speed and reliability of transit options. This comment has been noted regarding the potential benefits to rail safety with the construction of the Main Street bridge by the project.

Submission 834 (Dr. Tony Knight, August 18, 2020)

Burbank - Los Angeles - RECORD #834 DETAIL

Status : Action Pending
Record Date : 8/18/2020
Submission Date : 8/18/2020
Interest As : Individual
First Name : Tony
Last Name : Knight

Stakeholder Comments/Issues :

Hello,

834-1473

I would like to make a public comment on the Burbank-LA Union Station High-Speed Rail project. I strongly support this project. We must have more links to Los Angeles from the surrounding areas. Hopefully, we will see even more links completed. I urge moving forward on the project.

Dr. Tony Knight
4524 Wortser Avenue
Studio City, CA 91604

Response to Submission 834 (Dr. Tony Knight, August 18, 2020)

834-1473

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 713 (Soo Kook, July 27, 2020)

Burbank - Los Angeles - RECORD #713 DETAIL

Status : Action Pending
 Record Date : 7/27/2020
 Submission Date : 7/27/2020
 Interest As : Individual
 First Name : Soo
 Last Name : Kook

Stakeholder Comments/Issues :

Good morning,

My name is Soo Kook and I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

713-875

housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

713-876

- Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

713-877

- We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

As a resident impacted by these issues, and as a mother of 2 young children, your response to these concerns would be appreciated.

Thank you.

Soo.

713-872

- We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

713-873

- We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, "will *severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

713-874

- Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

713-875

- As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable

Response to Submission 713 (Soo Kook, July 27, 2020)

713-872

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

713-873

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

713-874

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

713-875

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

713-876

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

713-877

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 732 (Jodie Kung, July 28, 2020)

Burbank - Los Angeles - RECORD #732 DETAIL

Status : Action Pending
Record Date : 7/28/2020
Submission Date : 7/28/2020
Interest As : Individual
First Name : Jodie
Last Name : Kung

Stakeholder Comments/Issues :

Hi, I am a homeowner and a resident living in the Taylor Yard community. I am seriously concerned about the high speed rail build. Please see the following concerns:

732-1046

We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

732-1047

We are light sleepers. We already have trouble sleeping in during midnight once heavy trains or fast trains pass by. If the train schedule has been increased and will move 30 ft closer, it will have a huge impact on our sleep schedule and our mental health.

732-1048

Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

732-1049

As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a

732-1049

full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

732-1050

Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

732-1051

I am pregnant now, so air pollution and child safety are really important to me. The possibility of CO and NOX exceeding the standard point scares us and it would be a huge impact to our health condition. Also, our children will not be safe to walk around in our community anymore since the consistently construction trucks pass by, and possibly toxic and dangerous waste.

- Szu-Ying Kung

Response to Submission 732 (Jodie Kung, July 28, 2020)

732-1046

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

732-1047

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concerns regarding the impact of the existing railroad tracks being moved 30 feet closer to their home. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

732-1048

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

732-1049

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

732-1050

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

732-1051

This comment suggests that toxic pollutants will result in impacts to sensitive receptors in the project vicinity. Construction-related criteria pollutants and toxic air contaminants were assessed in Section 3.3.6.3 of the Draft EIR/EIS. It should be noted that the regional construction impact would be significant for NO₂ and CO pollutants (as shown in Table 3.3-16 on pages 3.3-50 through 3.3-52). All other criteria pollutants (VOC, SO₂, PM₁₀, and PM_{2.5}) were found to be less than significant.

Impact AQ#5 in the Draft EIR/EIS describes the health risk assessment prepared for the project. As shown in Table 3.3-22, the project would not result in a significant increase in cancer or noncancer health risk for receptors adjacent to the project site.

As described in Section 3.3.4.3, the project would incorporate standardized HSR features to avoid and minimize air quality impacts. These IAMFs would substantially reduce emissions from the project.

For example, AQ-IAMF#4 requires the use of Tier 4 engines to reduce criteria exhaust emissions from construction equipment. AQ IAMF#5 requires the use of newer-model-year on-road construction trucks. TR-IAMF#7 requires the use of construction truck routes away from sensitive receptors.

Long-term health consequences of the project are not anticipated based upon the air quality analysis and health risk assessment prepared for the project. No revisions have been made to the Final EIR/EIS in response to this comment.

Submission 820 (Jack Kurz, High-Speed Solutions, August 16, 2020)

Burbank - Los Angeles - RECORD #820 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Jack
Last Name : Kurz

Stakeholder Comments/Issues :

820-1577

I own the phone number 1-800-HIGH-SPEED | 1-800-444-4773.

Just seeing if you all are interested in it for your High-Speed Rail Line.

-- Jack

Response to Submission 820 (Jack Kurz, High-Speed Solutions, August 16, 2020)

820-1577

The commenter states that he owns the phone number 1-800-HIGH-SPEED and to contact him if the Authority is interested in acquiring it for the HSR project. The Authority appreciates the offer but already has many ways for the public to contact the Authority.

Submission 730 (Derek Lane, July 28, 2020)

Burbank - Los Angeles - RECORD #730 DETAIL		730-1035
Status :	Action Pending	
Record Date :	7/28/2020	
Submission Date :	7/28/2020	
Interest As :	Individual	
First Name :	Derek	
Last Name :	Lane	
Stakeholder Comments/Issues :		
To Whom It May Concern:		
	I am a resident and homeowner in the Taylor Yard community of homes and have the following serious concerns I would like for you to address:	
730-1029	Frankly, I am shocked that this project is even being considered. Shaving a few minutes or even hours off of the travel times across California should not be a priority right now. We are in the midst of a global pandemic	
730-1030	the impacts of which are just BEGINNING to be felt in our community and in the entire country. It has become abundantly obvious that racial inequity and systemic racism are issues that the whole country, and our community, must face and correct. Our systems of policing, public healthcare, treatment of the homeless, mental health, drug addiction, education, etc. are all in the need of a drastic overhaul. We are going to need years of recovery efforts due to the pandemic. This project might be worth consideration in the future, but it should be behind all these much more pressing and much more impactful issues! This is a vanity project for politicians and is NOT something the public is clamoring for. By the time we're truly ready to take on a project like this, chances are we'll have better technological solutions anyway. These trains will be outdated by the time they are operating, just the way the current rails are outdated vs the HSR	730-1036
730-1031	Please protect our community and protect the taxpayers and just cancel this project altogether-or run the rails outside the city, we are fine without HSR within city limits-this project is very ill advised and is coming at a terrible time. However, if you do intend to proceed please consider the following specific issues and concerns that touch on our neighborhood and the impact report we received-a report that was created when only a fraction of the homes in our community were built!	730-1037
730-1032	In reviewing your report I see only 2 receptor points were measured in our entire 400 home community, which will soon have over 500 homes. There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.	730-1038
730-1033	I am very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the High Speed Rail that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."	730-1039
730-1034	Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. When these freight trains come though they are usually loud enough to wake us and frequently provide significant enough vibration that it feels like we're experiencing an earthquake. I'm not just concerned about the day to day annoyance of this vibration, I'm concerned about the impact it will have on my home long term, as well as the impact on my young children and pets. These homes were not built with consideration that the rails would be moved closer to us.	730-1040
730-1035	Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than	730-1041

on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). In our community most homes share the same floor plan-and the first floor is just one small room and our garages-most of us "live" on the 2nd and 3rd floors, where the kitchen/living room and bedrooms are located, respectively.

We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full re-measurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected. In fact the study indicated that some of the pollution could not be mitigated at all. We have a baby and more children on the way, God willing. We bought this home and used our life savings to pay it off-and we did so without anyone providing notice that the rails would be moved closer or that new rails would be added with 200 trains per day! This is going to have a significant severe and negative impact on our lives on a day to day basis-not to mention it is going to really hurt the property value.

Here are some excerpts from your report-items that were mostly buried after pages of technical information that the layperson could not understand. You can't have thought any family would be comfortable with this, and I can only assume you hoped no one would find it. Why wasn't this on page 1, or highlighted in the report?

Should anyone have to put up with raising a family in these conditions for a project that is NOT necessary? I certainly think not. I know you would not want to nurse babies and raise kids in this environment. Our community has enough challenges without having this thrust upon us in the name of....improvement (?), efficiency (?), or whatever the purpose of this unnecessary HSR is. Note the headings below I have added-for the ease of reading and digesting these problems-a courtesy you did not extend to us in putting together the report.

Child Health & Safety
Construction of the HSR Build Alternative would result in temporary impacts on children's health and safety during construction. Construction activities may temporarily disrupt circulation patterns in some communities and could affect school bus transportation routes and the safety of children bicycling or walking to school. Fugitive dust, exhaust, noise, and vibration from construction and on-road vehicles could have potential localized impacts on children near construction sites. The construction of the HSR Build Alternative could also potentially result in accidental spills or releases of hazardous materials and wastes and result in temporary hazards to schools.

Operation of the HSR Build Alternative would not cause indirect impacts on children's health from changes in air quality, hazardous impacts, or safety issues, but it would result in impacts from increased noise levels.

Submission 730 (Derek Lane, July 28, 2020) - Continued

There are no IAMFs that would avoid or minimize indirect impacts on children's health from increases in noise levels

Air Pollutants

Short-term construction activities would have a localized impact on regional air quality and sensitive receptors because the 1-hour average nitrogen dioxide concentrations near sensitive and residential receptors would exceed the National Ambient Air Quality Standards during alignment construction with or without on-site mitigation

CO and NOX emissions would exceed general conformity applicability thresholds and the South Coast Air Quality Management District (SCAQMD) thresholds for most of the construction phase with or without on-site mitigation.

direct emissions from the construction phase of the HSR Build Alternative would exceed the general conformity applicability thresholds for CO and NOX in certain calendar years, in which construction would occur. CO and NOX emissions that exceed the general conformity thresholds are therefore considered to have the potential to cause adverse air quality impacts

Noise and Vibration

Human annoyance or interference from construction vibration would be expected within a distance of up to 500 feet, depending on the type of land use and type of equipment used.

Construction of the HSR Build Alternative would result in temporary increases in noise and vibration levels at sensitive receivers near construction areas. Noise-sensitive receivers within 311 feet of a construction zone may be exposed to noise levels exceeding the FRA criteria for daytime hours (between 7:00 a.m. to 10:00 p.m.) for one or more phases of construction. Noisesensitive receivers within 973 feet of a construction zone may be exposed to noise levels exceeding the FRA criteria for nighttime hours (10:00 p.m. to 7:00 a.m.) for one or more phases of construction. This increase in noise levels would result in a temporary adverse impact.

Public Utilities and Energy

Construction could require the temporary shutdown of utility lines, such as water, sewer, electricity, telecommunications, fuel/petroleum, or gas, to safely move or extend these lines.

730-1042

We demand more studies, more transparency, for ALL impacts to be mitigated, or for this ill-advised project to be scrapped altogether and the tax funds put to any number of better uses that will enhance the lives of everyone in the community without shaking their homes, keeping them awake at night, or polluting their children's lungs!

Sincerely,

-Derek Lane

Response to Submission 730 (Derek Lane, July 28, 2020)

730-1029

The commenter states that they are shocked that the HSR project is being considered. Refer to Standard Response BLA-Response-GENERAL-03: General Opposition. Further, as stated in Section 1.2.4 of this Final EIR/EIS, the Burbank to Los Angeles Project Section is an essential component of the statewide HSR system as it will provide access to a new transportation mode and contribute to increased mobility throughout California. Additionally, the capacity of California's intercity transportation system, including within the greater Los Angeles area, is insufficient to meet existing and future travel demands. The current and projected system congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times. Refer to Section 1.2.4 of this Final EIR/EIS for more detail on the need for the HSR project.

730-1030

The commenter expresses concerns regarding the prioritization of the project given current events related to the global pandemic. The Authority acknowledges these concerns. The HSR system is being developed in compliance with the High-Speed Rail Act of 1996, as well as the voter-approved Proposition 1A, which made available \$9.95 billion in bond funds to initiate construction of the HSR system. More details on the history and funding sources for the HSR system can be found in Section 1.1, Introduction, of Chapter 1, Project Purpose, Need, and Objectives, of this Final EIR/EIS.

730-1031

The commenter states that the HSR project may be worth considering in the future but there are more impactful societal issues that need to be addressed first. As stated in Section 1.2.4 of this Final EIR/EIS, the Burbank to Los Angeles Project Section is an essential component of the statewide HSR system as it will provide access to a new transportation mode and contribute to increased mobility throughout California. Additionally, the capacity of California's intercity transportation system, including within the greater Los Angeles area, is insufficient to meet existing and future travel demands. The current and projected system congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times. Refer to Section 1.2.4 of this Final EIR/EIS for more detail on the need for the HSR project. The commenter also states that by the time the HSR project is built, it will be outdated technology. As stated in Section 1.1.2 of this Final EIR/EIS, different train technologies were analyzed in the 2005 Tier 1 EIR/EIS and it was determined that, as stated in Section 1.1.1 of this Final EIR/EIS, that the HSR system would use state-of-the art, electrically powered, steel-wheel-on-steel-rail technology, including contemporary safety, signaling, and automated train control systems.

730-1032

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

730-1033

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

Response to Submission 730 (Derek Lane, July 28, 2020) - Continued

730-1034

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

730-1035

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

730-1036

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

730-1037

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

730-1038

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community

730-1039

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-02: Impacts to Property Values.

This comment states that the HSR project will have a significant severe and negative impact on the commenter's quality of life and will reduce their property's value.

As detailed throughout this Final EIR/EIS, the project incorporates standardized HSR features to avoid and/or minimize effects. These features are referred to as IAMFs and will be implemented during project design, construction, and operation, as relevant to the HSR project section, to avoid or reduce effects. These features are considered part of the project and the EIR/EIS explains how they will work and describes their effectiveness. Refer to Appendix 2-B for a complete listing of the IAMFs. If significant impacts are determined to occur even with the implementation of IAMFs, feasible mitigation measures are identified and implemented as required under CEQA. As such, project impacts to any properties affected by the HSR project would be avoided, minimized, or mitigated as appropriate.

Response to Submission 730 (Derek Lane, July 28, 2020) - Continued

730-1040

The commenter expresses concern over specific technical information excerpts (cited at the end of the comment letter) that the layperson could not understand and concern that this information was not included on page 1 or highlighted in the Draft EIR/EIS. Refer to response to comment 730-1041, contained in this chapter of this Final EIR/EIS, for a response to the technical information excerpts provided by the commenter. The information included on page 1 of this Final EIR/EIS, Section S, Summary, provides an introduction and background to the HSR project to familiarize the reader with the HSR project. Section S.8.2, Adverse Effects of the High-Speed Rail Build Alternative, provides a summary of the impacts of the HSR Build Alternative, focusing on significant impacts. The purpose of the Summary section is to provide the reader with an overview of the information presented in this Final EIR/EIS. No revisions to this Final EIR/EIS have been made in response to this comment.

730-1041

The commenter expresses concern about raising a family near the HSR Build Alternative and its impacts and questions the purpose of the HSR project. As stated in Section 1.2.4 of this Final EIR/EIS, the Burbank to Los Angeles Project Section is an essential component of the statewide HSR system as it will provide access to a new transportation mode and contribute to increased mobility throughout California. Additionally, the capacity of California's intercity transportation system, including within the greater Los Angeles area, is insufficient to meet existing and future travel demands. The current and projected system congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times. Refer to Section 1.2.4 of this Final EIR/EIS for more detail on the need for the HSR project.

As noted in the subsequent portions of the comment letter, impacts to children's health and safety would occur as a result of the HSR Build Alternative. As discussed in Section 3.12.4.2 of this Final EIR/EIS, impact avoidance and minimization features (IAMF) would be incorporated as part of the HSR Build Alternative design to help avoid and minimize impacts and mitigation measures would address impacts on children's health and safety. In addition, although there will be significant and unavoidable air quality impacts related to construction, those impacts will be temporary in nature and will cease upon completion of project construction. As stated in Section 3.3.8 of this Final EIR/EIS, once it's operating, the implementation of the HSR Build Alternative would result in a net emission decrease of criteria pollutants and GHG emissions compared to the No Project Alternative, resulting in beneficial effects to regional air quality and global climate change in the long-term. Lastly, as stated in Section 3.4.6.3 under Impact N&V #1, temporary impacts related to noise and vibration would be mitigated through mitigation measures N&V-MM#1 and N&V-MM#2, which would reduce these impacts to less than significant under CEQA.

730-1042

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project. In addition, refer to Responses to Comments 730-1029 through 730-1041 contained in this chapter of this Final EIR/EIS for responses to the more specific comments regarding the impacts of the HSR project.

Submission 677 (Seraphina Lawson, July 7, 2020)

Burbank - Los Angeles - RECORD #677 DETAIL

Status : Action Pending
Record Date : 7/7/2020
Submission Date : 7/7/2020
Interest As : Individual
First Name : Seraphina
Last Name : Lawson

Stakeholder Comments/Issues :

677-697

Please plan for the future and build more housing at stations. This will quickly link the surrounding communities to the downtown LA area.

Response to Submission 677 (Seraphina Lawson, July 7, 2020)

677-697

The commenter requests the development of additional housing near the high-speed rail (HSR) project stations. The Authority does not have jurisdiction to build housing or to adopt land use plans or development regulations that would encourage such development. These activities are the responsibility of the local government jurisdictions. Although the Authority does not have jurisdiction to build new housing, as stated in Exhibit 1.5 of the Sustainability Report (Authority 2020), the Authority has committed to implement livable development patterns in station areas and to reinforce infill development and affordable housing through station area planning partnerships. In addition, as stated in the 2020 Business Plan, the Authority is committed to station development that will transform station areas to transit-oriented, multimodal hubs. As discussed in Section 3.13.6.3 of this Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS), the HSR service could have the indirect effect of stimulating transit-oriented development (TOD) in the vicinity of proposed station areas.

However, the HSR Build Alternative would not affect existing development constraints that affect both project station sites. In the area surrounding the proposed Burbank Airport Station, future development would not include residential uses due to the area's proximity to Hollywood Burbank Airport. Residential land uses are generally incompatible with airport operation due to community noise exposure and the establishment of Safety Zones (i.e., areas near airports in which land use restrictions are established). In the case of Los Angeles Union Station (LAUS), land use changes also would be limited because LAUS is an existing transportation hub where there is already some TOD in the area near the station. However, LAUS is in a built-out area that includes several historic resources. Furthermore, the viability of new TOD in the area surrounding LAUS is constrained by U.S. Route 101 to the south and the Los Angeles River to the east.

Submission 717 (Sudhir Lay Burggaard, July 27, 2020)

Burbank - Los Angeles - RECORD #717 DETAIL		717-899
Status :	Action Pending	
Record Date :	7/27/2020	717-900
Submission Date :	7/27/2020	
Interest As :	Individual	
First Name :	Sudhir	
Last Name :	Lay Burggaard	
Stakeholder Comments/Issues :		717-901

Dear Sir or Madam,

I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.
- Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.
- We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Please address the foregoing concerns. I urge you to take action on these items as we residents of Taylor Yard are all concerned about the unthought of effects of the HSR.

Regards,
Sudhir L. Burggaard

717-896 | - We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

717-897 | - We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, "will "severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

717-898 | - Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

717-899 | - As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not

Response to Submission 717 (Sudhir Lay Burgaard, July 27, 2020)

717-896

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

717-897

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

717-898

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

717-899

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

717-900

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

717-901

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community

Submission 671 (Tyler Lee, July 6, 2020)

Burbank - Los Angeles - RECORD #671 DETAIL

Status : Action Pending
Record Date : 7/6/2020
Submission Date : 7/6/2020
Interest As : Individual
First Name : Tyler
Last Name : Lee

Stakeholder Comments/Issues :

671-690

Hi yes my name is Tyler Lee I have a building at 1010 North Victory Place and I'm calling to see if eminent domain is gonna be an issue I got the the your flyer that you sent to California high speed rail authority flyer that talks about the online public hearing coming up Wednesday July 8th that's in two days but what really what I'm just calling to see is the building is in any danger of eminent domain. If the project from Burbank to Los Angeles. Looks like it's going to need to acquire any buildings or any real estate because I have a building right there. So anyway if you could give me a call cell phone number is 530-515-3787 thank you. Bye bye.

Response to Submission 671 (Tyler Lee, July 6, 2020)

671-690

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain.

The commenter requests specific information on whether his property would be acquired. Although a temporary construction easement is proposed for the commenter's property at 1010 N Victory Place, the property is not proposed to be acquired by the Authority for the HSR project. As described in Section 3.13.6, LU-IAMF#3 would ensure that construction and staging areas used temporarily during construction would be returned to a condition equal to their pre-construction condition. In addition, the Authority would negotiate with the property owner to lease the land required for the TCEs. Therefore, there would no permanent damages to property where TCEs are required.

Refer to the Authority's Private Property page for additional information for affected property owners and private property contact information:
https://hsr.ca.gov/programs/private_property/

Submission 718 (Lux Lee, July 27, 2020)

Burbank - Los Angeles - RECORD #718 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Lux
Last Name : Lee

Stakeholder Comments/Issues :

To Whom It May Concern,

- I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

718-902 | - We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

718-903 | - We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

718-904 | - Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

718-905 | - As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

718-906 | - Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

718-907 | - We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Carol and Carl Lofgren Homeowners in the River Park Community (Taylor Yard)

Response to Submission 718 (Lux Lee, July 27, 2020)

718-902

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

718-903

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

718-904

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

718-905

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

718-906

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

718-907

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community

Submission 848 (Alexander Li, August 24, 2020)

Burbank - Los Angeles - RECORD #848 DETAIL

Status : Action Pending
Record Date : 8/24/2020
Submission Date : 8/24/2020
Interest As : Individual
First Name : Alexander
Last Name : Li

Stakeholder Comments/Issues :

848-1511

In Volume 1, Section 3.2, neither the Metrolink Antelope Valley or Ventura County lines are mentioned to be transit near the Burbank Airport Station in Table 3.2-11, despite being two major transit corridors in the Greater L.A. area. How would the Authority ensure connectivity in this Multi-Modal neighborhood at the Burbank Airport? In addition how would unconnected stations decrease the convenience and accessibility for riders using high-speed rail in the greater L.A. area?

Response to Submission 848 (Alexander Li, August 24, 2020)

848-1511

The commenter expresses concern regarding connectivity and accessibility near the Burbank Airport. Figure 2-29, in Chapter 2 of this Final EIR/EIS, provides the layout of the proposed HSR Burbank Station in relation to the proposed airport terminal relocation. The Metrolink Antelope Valley Line station is located directly to the north and is one to two blocks away from the proposed HSR station, providing the ability to walk between the stations and the airport. Connections to the Metrolink Ventura Line to the south will be provided by the Burbank Replacement Passenger Terminal project via a circulator system to be defined in more detail as part of the airport planning process, separate from any HSR improvements. Also, as described in Section 3.2.5.5 of the Draft EIR/EIS and in this Final EIR/EIS, the Antelope Valley line is planned to service the Burbank Airport in the future and it is considered "rail service" and not "transit service" for the purposes of the analysis. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 849 (Alexander Li, August 24, 2020)

Burbank - Los Angeles - RECORD #849 DETAIL

Status : Action Pending
Record Date : 8/24/2020
Submission Date : 8/24/2020
Interest As : Individual
First Name : Alexander
Last Name : Li

Stakeholder Comments/Issues :

849-1512

In Volume 3, Volume 7, the current architectural drawings for the EIS show the area near the new airport and high-speed rail station to become mostly surface parking lots with a transit center. Surface parking lots are an incredible waste of space, especially in a dense, urban area like Burbank. Throughout your public announcements, there have been mentions of creating transit-oriented development near stations. Do you plan to continue Transit-Oriented Development at the Burbank Station? If so, what is the current strategy to encourage such development?

Response to Submission 849 (Alexander Li, August 24, 2020)

849-1512

The commenter inquires about strategies to encourage transit-oriented development (TOD) near the Burbank Station. Specific development activities are the responsibility of local government jurisdictions. Although the Authority does not have jurisdiction to build new housing or other specific TOD, as stated in Exhibit 1.5 of the Sustainability Report (Authority 2020), the Authority has committed to implement livable development patterns in station areas and to reinforce infill development and affordable housing through station area planning partnerships. In addition, as stated in the 2020 Business Plan, the Authority is committed to station development that will transform station areas to transit-oriented, multimodal hubs. As discussed in Section 3.13.6.3 of this Final EIR/EIS, development of the HSR Build Alternative and provision of HSR services could have the indirect effect of stimulating TOD in the vicinity of proposed station areas. Where major changes in land development near stations (typically within 0.25 mile) have occurred concurrently with the development of new transit facilities, jurisdictions with supportive policies, land use controls, and direct incentives can facilitate TOD (Transit Cooperative Research Program 2004). The referenced study considered development within 0.25 mile of the station for the typical light-rail transit project. However, HSR service would attract a new market of intercity travelers because the system would provide new statewide accessibility to jobs, services, and housing, connecting the centers of the state's economic regions. No revisions to the Final EIR/EIS have been made in response to this comment.

Submission 829 (Peggy Lopipero-Langmo, August 17, 2020)

Burbank - Los Angeles - RECORD #829 DETAIL

Status : Action Pending
Record Date : 8/17/2020
Submission Date : 8/17/2020
Interest As : Individual
First Name : Peggy
Last Name : Lopipero-Langmo

Stakeholder Comments/Issues :

829-1468

It is shameful how our nation is so behind other nations in public transportation in general but especially HSR.
Thanks

Response to Submission 829 (Peggy Lopipero-Langmo, August 17, 2020)

829-1468

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 632 (Nancy Loporchio, June 8, 2020)

Burbank - Los Angeles - RECORD #632 DETAIL

Status : Action Pending
Record Date : 6/8/2020
Submission Date : 6/8/2020
Interest As : Individual
First Name : Nancy
Last Name : Loporchio

Stakeholder Comments/Issues :

632-651 | Will any business or houses be taken as a result of the CA high speed rail project from Burbank to Los Angeles?

Response to Submission 632 (Nancy Loporchio, June 8, 2020)

632-651

The commenter asks if businesses or houses would be acquired for the Burbank to Los Angeles Project Section. For clarification, the Authority does not “take” private property. As described in the impact avoidance and minimization feature SOCIO-IAMF#2, the Authority acquires properties providing just compensation to property owners in compliance with the Uniform Relocation and Real Property Acquisitions Policy Act. As discussed under Impact SOCIO #2 in Section 3.12.6 of the Final EIR/EIS, the HSR Build Alternative for this project section is expected to require the full acquisition of 6 single-family residential properties, 6 multifamily residential properties, and 84 business properties. Additional portions of properties that would not result in acquisition of the building or displacement of the occupants would also be required temporarily or permanently to construct and operate the project, respectively. Refer to Appendix 3.12-D, Potential Property Acquisitions and Easements for maps of the required property acquisitions.

Submission 809 (Dot Lukins, retired, August 16, 2020)

Burbank - Los Angeles - RECORD #809 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Dot
Last Name : Lukins

Stakeholder Comments/Issues :

809-1449

Rail connectivity between areas would seem a wonderful way to plan for the future in our country

Response to Submission 809 (Dot Lukins, retired, August 16, 2020)

809-1449

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 613 (Richard Margulieux, May 30, 2020)

Burbank - Los Angeles - RECORD #613 DETAIL

Status : Action Pending
Record Date : 5/30/2020
Submission Date : 5/30/2020
Interest As : Individual
First Name : Richard
Last Name : Margulieux

Stakeholder Comments/Issues :

613-634

This Environmental Impact Report demonstrates that the HSR alternative is unreasonable. Over \$3B to triplicate service between Union Station and Burbank Airport is a mis-allocation of climate change resources. From reviewing the cost estimate, it appears that over \$1B will be spent to put a station underground beneath a surface parking lot. It's not clear that the increase in HSR ridership justifies this extra expense. Especially if you consider what \$1B spent on local transit initiatives could accomplish in reducing VMT.

The project needs to revisit the surface / trench alignment along the existing Antelope Valley Metrolink line. If a Burbank station is too impactful, the project should consider removing Burbank station and relying on existing rail services between LAUS and Burbank.

The project needs to go back to the drawing board on this one. If the project is designed like this, it will be unaffordable and never be built.

Response to Submission 613 (Richard Margulieux, May 30, 2020)

613-634

Refer to Standard Responses BLA-Response-Chapter 2 Alt-01: Alternatives, BLA-Response-GENERAL-02: Funding and Project Costs.

The commenter expresses opposition to both the cost of the HSR Project and the range of alternatives, and requests the addition of an alternative that considers a surface alignment and/or removes Burbank Station. The commenter's opinion of the HSR Project is acknowledged. Please refer to BLA-Response-GENERAL-02: Funding and Project Costs for more information about the project cost and to BLA-Response-Chapter 2 Alt-01: Alternatives for more information about the range of alternatives. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 782 (Chris May, August 3, 2020)

Burbank - Los Angeles - RECORD #782 DETAIL		782-1340
Status :	Action Pending	782-1341
Record Date :	8/3/2020	
Submission Date :	8/3/2020	
Interest As :	Individual	
First Name :	Chris	
Last Name :	May	
Stakeholder Comments/Issues :		
Dear CA High Speed Rail Authority Staff:		
782-1337	I am a resident of the Taylor Yard community of homes. My home along with several others, either face or are in close proximity to the railroad Right of Way. The HSR project would cause the Union Pacific freight train, Amtrak and Metrolink tracks to be relocated 30 ft closer to our community in order to accommodate the HSR tracks. I have serious concerns on the finding of the DEIR/DEIS as it pertains to our community and believe that the Noise/Vibration/Air Quality studies carried out in our community to be flawed and/or have not considered current receptors and ground conditions. I would like for you to address the following:	consideration of moving existing trains 30 ft closer to our homes. Over 75% of the homes (305 units) in the Taylor Yards community comprise affordable housing units that house Extremely Low Income, Very Low Income, and Low Income families and seniors. However, no Environmental Justice impacts to this community have been analyzed. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.
782-1338	We are concerned that only 2 receptor points were measured in our entire 400 home community. There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.	782-1342
782-1339	Due to the method of estimating the noise and vibration impacts (the difference between our current level and the post HSR construction level), we are very concerned that the true impact from these factors are not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."	782-1343
782-1340	Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak trains 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full re-measurement with many receptor points especially on the higher floors, and complete	782-1344
		We are very concerned about the air pollution caused during construction and the increased proximity caused by moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected and mitigation measures provided. We are also fearful that the approval of the FEIR without factoring in any mitigation measures will lead to an immediate impairment of the property values. We don't believe the DEIR factored deterioration of property values in the analysis and I would like to understand what compensation will be provided to property owners who will experience a reduction in their property values. We look forward to receiving due and satisfactory considerations to our well justified concerns. Sincerely, Chris May

Response to Submission 782 (Chris May, August 3, 2020)

782-1337

Refer to Response to Comment 780-1321, contained in this chapter.

782-1338

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter requested that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

782-1339

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

782-1340

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

782-1341

Refer to Standard Responses BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities, BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

782-1342

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

782-1343

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

782-1344

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-02: Impacts to Property Values.

The commenter expresses concern that the HSR project is not factoring in mitigation measures leading to the impairment of property values.

As detailed throughout this Final EIR/EIS, the project incorporates features referred to as IAMFs that will be implemented during project design and construction, as relevant to the HSR project section, to avoid or reduce effects. These features are considered part of the project, and the EIR/EIS explains how they will work and describes their effectiveness. If significant impacts are determined to occur even with the implementation of IAMFs, feasible mitigation measures are identified and implemented as required under CEQA. The Authority will implement IAMFs during project design, construction, and operation. As such, project impacts to any properties affected by the HSR project would be avoided, minimized, or mitigated, as appropriate.

No revisions have been made to this Final EIR/EIS in response to this comment.

Submission 659 (Amanda McCann, June 28, 2020)

Burbank - Los Angeles - RECORD #659 DETAIL

Status : Action Pending
Record Date : 6/28/2020
Submission Date : 6/28/2020
Interest As : Individual
First Name : Amanda
Last Name : McCann

Stakeholder Comments/Issues :

659-680

It is reprehensible how many projects that add pollution (both noise and environmental) to Lincoln Heights get pushed through because the neighborhood is largely economically depressed. The amount of uphill fighting the children in this community already face is abhorrent and the last thing we need is more pollution and more noise so our families don't sleep well and suffer the short term performance and long term neurological effects of that. The trains are already terrible in the neighborhood and impact sleep and relaxation, two things the residents in richer areas don't need to worry about. Cranking up the pollution, the traffic and the "significant and unavoidable" impacts from emissions that would exceed thresholds for sensitive individuals and children, in addition to forcing the addition of hideous and inconvenient (and noisily constructed) sound walls is unacceptable. Pretend for a second you lived here and please fight for our right to peace and healthy air for our kids. It's not hard to look up the effects growing up in an area with so much noise and environmental pollution has on the long term prospects for children. And if you are familiar with epigenetics, you will realize the stress of one generation is carried down through genes for many decades. Do the right thing.

Response to Submission 659 (Amanda McCann, June 28, 2020)

659-680

Refer to Standard Response BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities.

The commenter expresses concern about traffic, noise, and air pollution impacts disproportionately affecting the Lincoln Heights neighborhood.

As described in Section 5.4.2 of this Final EIR/EIS, low-income and minority populations are located in parts of the Lincoln Heights community. Therefore, Section 5.4.6 evaluates the HSR project's potential to have disproportionately high and adverse environmental and health impacts on low-income and/or minority populations within the Lincoln Heights community. As described throughout Section 5.4.6, all communities and populations close to the project footprint, including minority and/or low-income populations, would experience impacts related to traffic, air quality and noise. However, the HSR Build Alternative would not result in disproportionately high, adverse effects on low-income and/or minority populations living within the EJ RSA. This is because the percentage of traffic, air quality, and noise impacts in areas with substantial low-income and minority populations is lower than the percentage of low-income and minority populations in the reference community. The Lincoln Heights community would not be disproportionately affected by traffic, air quality, noise or other adverse impacts.

As detailed throughout this Final EIR/EIS, the project incorporates standardized HSR 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. These features are considered part of the project and the EIR/EIS explains how they will work and describes their effectiveness. If significant impacts are determined to occur even with the implementation of IAMFs, feasible mitigation measures are identified and implemented as required under CEQA. The Authority, in coordination with the property owners, will implement IAMFs during project design, construction, and operation. These IAMFs include NV-IAMF#1, which would avoid noise and vibration impacts; TR-IAMF#2 through TR-IAMF#8, TR-IAMF#11, and TR-IAMF#12, which would avoid and minimize impacts related to temporary disruptions to community circulation patterns and parking from construction; and SS-IAMF#1, which would minimize the HSR Build Alternative's temporary impacts on emergency response times during construction. The HSR Build Alternative's temporary

659-680

impacts related to air quality would be minimized through compliance with AQ-IAMF#1, which requires the preparation of a fugitive dust control plan identifying the features that, at a minimum, would be implemented during ground-disturbing activities, and AQ-IAMF#2, which requires the use of low-volatile organic compound paint during construction. Mitigation measures N&V-MM#1 and AVQ-MM#1 would minimize impacts from temporary noise and visual changes. 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 permanent visual changes. In addition, as described in Sections 5.6.3.1 and 5.6.3.2, of this Final EIR/EIS, the Authority will implement several additional IAMFs (EJ-IAMF #1, EJ-IAMF #2, EJ-IAMF #3, EJ-IAMF #4, and EJ-IAMF #5) that were not identified in the Draft EIR/EIS. EJ-IAMF#1 creates an ombudsman position to address the needs of EJ communities adversely affected by construction impacts such as street closures and detours. The position will act as a single point of contact for property owners, residents, and tenants in EJ communities with potential adverse construction impacts. EJ-IAMF#2 would require the Authority to seek input on aesthetic preferences of visually impacted EJ communities within the EJ Resource Study Area to minimize any adverse construction effects relating to aesthetics and visual resources on low-income and minority populations. EJ-IAMF#3 would require the operation noise technical report to include an assessment of whether remaining severe noise impacts, after application of recommended noise treatments and mitigation, may adversely impact EJ communities and the assessment of whether any additional practicable measures may be undertaken to avoid, eliminate, or reduce any adverse noise impacts. EJ-IAMF#4 requires the Authority's contractor to develop a Relocation Mitigation Plan that describes measures taken or proposed to minimize adverse community cohesion effects of displacement and relocation on EJ communities and the IAMF requires that the Authority seek and consider input from impacted EJ communities prior to finalizing the Authority's Plan. EJ-IAMF#5 would require the Authority to seek input from impacted EJ communities on the relocation of planned or existing bike paths located within EJ communities.

Submission 859 (RICHARD MCCARTHY, RESIDENT, August 26, 2020)

Burbank - Los Angeles - RECORD #859 DETAIL

Status : Action Pending
Record Date : 8/26/2020
Submission Date : 8/26/2020
Interest As : Individual
First Name : RICHARD
Last Name : MCCARTHY
Attachments : S.8.5EnvironmentalJusticeEffects.pdf (36 kb)
 116799_S.8.5EnvironmentalJusticeEffects.pdf (43 kb)

Stakeholder Comments/Issues :

Please see my comment in bold at the end of the attached document

S.8.5 Environmental Justice Effects

A disproportionately high and adverse effect on minority populations and low-income populations is generally defined as an effect that:

- Would be predominantly borne by minority populations or low-income populations, or
- Would be suffered by minority populations and low-income populations and would be appreciably more severe or greater in magnitude than the adverse effect suffered by the nonlow-income and non-minority populations in the affected area and the reference community.

The Authority's Title VI policy and plan and a Limited English Proficiency policy and plan address the Authority's commitment to nondiscrimination on the basis of race, color, national origin, age, sex, or disability, and commitment to provide language assistance to individuals with limited English proficiency. The HSR Build Alternative has the potential to result in temporary and permanent constructionphase and operational adverse effects that would be experienced by nearby populations, including minority and low-income populations. These adverse effects include those for the following environmental resources: air quality, noise and vibration, transportation/traffic, displacements/relocations and community cohesion, and aesthetics/visual resources. After proposed mitigation measures were applied equally throughout the project footprint, construction effects were considered an adverse impact on minority and low-income populations for the following environmental resource topics:

- Temporary localized traffic impacts
- Short-term localized air quality impacts
- Temporary noise and vibration impacts
- Temporary impacts on community cohesion
- Temporary use of parks and recreation facilities
- Short-term air quality, noise, and/or visual impacts on parks and recreation facilities Summary May 2020 California High-Speed Rail Authority Page | S-56 Burbank to Los Angeles Project Section Draft EIR/EIS
- Permanent conversion of land planned for a bicycle path, loss of this planned recreational resource, and loss of connectivity
- Permanent business and residential displacements
- Temporary and permanent aesthetic and visual construction impacts In addition, the following operations effects would be considered an impact to minority and low-income populations
- Permanent traffic impacts
- Permanent noise impacts
- Increased operation air quality emissions at the Burbank Airport Station and at LAUS

Submission 859 (RICHARD MCCARTHY, RESIDENT, August 26, 2020) - Continued

- Operations impacts on community character and cohesion from changes in air quality, traffic and access, aesthetics, and noise
- Permanent alteration of existing land use patterns
- Permanent impacts on recreational facilities

859-1571

Curious conclusions: since all people suffer from the effects of the above there is no need to make mitigations?

All populations close to the project footprint, including minority and low-income populations as well as nonminority and non-low income populations, would experience these impacts. The context and intensity of these impacts would be similar for minority and low-income populations as well as non-minority and non-low income populations. Therefore, the HSR Build Alternative would not result in any disproportionate impacts on low-income and minority populations. Laws and Regulations that Govern Environmental Justice:

S.8.5 Environmental Justice Effects

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- Would be predominantly borne by minority populations or low-income populations, or
- Would be suffered by minority populations and low-income populations and would be appreciably more severe or greater in magnitude than the adverse effect suffered by the nonlow-income and non-minority populations in the affected area and the reference community.

The Authority's Title VI policy and plan and a Limited English Proficiency policy and plan address the Authority's commitment to nondiscrimination on the basis of race, color, national origin, age, sex, or disability, and commitment to provide language assistance to individuals with limited English proficiency. The HSR Build Alternative has the potential to result in temporary and permanent constructionphase and operational adverse effects that would be experienced by nearby populations, including minority and low-income populations. These adverse effects include those for the following environmental resources: air quality, noise and vibration, transportation/traffic, displacements/relocations and community cohesion, and aesthetics/visual resources. After proposed mitigation measures were applied equally throughout the project footprint, construction effects were considered an adverse impact on minority and low-income populations for the following environmental resource topics:

- Temporary localized traffic impacts
- Short-term localized air quality impacts
- Temporary noise and vibration impacts
- Temporary impacts on community cohesion
- Temporary use of parks and recreation facilities
- Short-term air quality, noise, and/or visual impacts on parks and recreation facilities Summary May 2020 California High-Speed Rail Authority Page | S-56 Burbank to Los Angeles Project Section Draft EIR/EIS
- Permanent conversion of land planned for a bicycle path, loss of this planned recreational resource, and loss of connectivity
- Permanent business and residential displacements
- Temporary and permanent aesthetic and visual construction impacts In addition, the following operations effects would be considered an impact to minority and low-income populations
- Permanent traffic impacts
- Permanent noise impacts
- Increased operation air quality emissions at the Burbank Airport Station and at LAUS

Submission 859 (RICHARD MCCARTHY, RESIDENT, August 26, 2020) - Continued

- Operations impacts on community character and cohesion from changes in air quality, traffic and access, aesthetics, and noise
- Permanent alteration of existing land use patterns
- Permanent impacts on recreational facilities

Curious conclusions: since all people suffer from the effects of the above there is no need to make mitigations?

All populations close to the project footprint, including minority and low-income populations as well as nonminority and non-low income populations, would experience these impacts. The context and intensity of these impacts would be similar for minority and low-income populations as well as non-minority and non-low income populations. Therefore, the HSR Build Alternative would not result in any disproportionate impacts on low-income and minority populations. Laws and Regulations that Govern Environmental Justice:

Response to Submission 859 (RICHARD MCCARTHY, RESIDENT, August 26, 2020)

859-1571

The comment questions if mitigation is not required because all people suffer from the effects of the HSR Project.

Chapter 5, Environmental Justice, addresses environmental justice impacts. As detailed throughout Section 5.9 of this Final EIR/EIS, and summarized in Section 5.7 of this Final EIR/EIS, all populations close to the project footprint, including minority and/or low-income populations, would experience impacts related to transportation, air quality, noise and vibration, parks and recreation, socioeconomics and communities, displacements and relocations, station planning land use and development, and aesthetics and visual impacts. However, the HSR Build Alternative would not result in disproportionately high, adverse effects on low-income and/or minority populations living within the EJ RSA. This is because the percentage of transportation, air quality, noise and vibration, parks and recreation, socioeconomics and communities, displacements and relocations, station planning land use and development, and aesthetics and visual impacts in areas with substantial low-income and/or minority populations is lower than the respective percentages of low-income and/or minority populations in the reference community. Therefore, disproportionately high and adverse impacts to low-income and/or minority populations would not occur.

When considering IAMFs, proposed mitigation measures, and benefits of the HSR Build Alternative, the Authority has determined that the HSR Build Alternative would not result in disproportionately high and adverse environmental effects on low-income and/or minority populations.

Applicable mitigation measures are discussed in Section 5.8.2, Mitigation Measures, of Chapter 5, Environmental Justice, of this Final EIR/EIS. These measures are described in Section 3.2.7, Section 3.3.7, Section 3.4.7, Section 3.13.7, Section 3.15.7, Section 3.16.7, and Section 3.17.8 of this Final EIR/EIS. These mitigation measures would be applied to all populations, including those that are low-income and minority.

Submission 860 (RICHARD MCCARTHY, RESIDENT, August 26, 2020)

“The Bicycle Transportation Strategic Plan was prepared to improve mobility in the region through the use of bicycles. The plan is designed for the use of cities, Los Angeles County, and transit agencies in planning bicycle facilities around transit and setting priorities that contribute to regional improvements.”

Metro

EIS Study

It is anticipated that the San Fernando Bike Path (Phase 3) and Los Angeles River Bike Path can feasibly be rerouted. However, the San Fernando Railroad Bike Path may not be able to be rerouted, resulting in a loss of connectivity of a planned bicycle network and potentially leading to safety risks for pedestrians and bicycles. Therefore, even with mitigation, impacts on the San Fernando Railroad Bike Path would be significant and unavoidable.

Los Angeles County Bicycle Master Plan—Goal 1, Policy 1.1: The HSR Build Alternative would result in the conversion of land planned for the San Fernando Railroad Bike Path in the city of Glendale to rail right-of-way. As a result, this bicycle facility may not be built, which would change the benefits of the adopted bicycle plans.

- Glendale Bicycle Master Plan—Policy 1: The HSR Build Alternative would result in the conversion of land planned for the San Fernando Railroad Bike Path in the city of Glendale to rail right-of-way. As a result, this bicycle facility may not be built, which would change the benefits of the adopted bicycle plan. Therefore, the HSR system may interfere with the completion of a bike network in Glendale.

- Southern California Association of Governments, 2012–2035 RTP/SCS Active Transportation Chapter (2012)—Objective 2.1, Policies 2.1.1 and 2.1.2: The HSR system would result in the conversion of land planned for the San Fernando Railroad Bike Path in the city of Glendale to rail right-of-way. As a result, this bicycle facility may not be built, which would change the benefits of the adopted bicycle plans. By converting land planned for this bike path to rail right-of-way, the HSR system may impede the goals of Policies 2.1.1 and 2.1.2, which aim to connect all cities in the Southern California Association of Governments (SCAG) region via bicycle facilities.

860-1572

It appears that we need to sacrifice the last mile mobility for the 436 mile HSL. My bike cost 100 dollars and it has taken me further than 500 miles. Is there way for mitigate the problems out lined above?

Response to Submission 860 (RICHARD MCCARTHY, RESIDENT, August 26, 2020)

860-1572

The commenter expresses concern regarding the significant and unavoidable impact to the planned San Fernando Railroad Bike Path. As discussed in Section 3.15.6.3 of this Final EIR/EIS, the HSR Build Alternative would require a permanent easement within the Metro-owned right-of-way, along the entire 4.5-mile planned bike path, to operate HSR trains in this area. As a result, the permanent easement needed for construction and operation of the HSR Build Alternative would preclude the planned San Fernando Railroad Bike Path from being constructed if the bike path is not existing at the time of HSR construction. If the planned San Fernando Railroad Bike Path does not exist at the time of construction, the Authority would consult with the official with jurisdiction to identify an alternative route that would preserve the planned use and functionality of the resource, including maintaining connectivity, as the planned bike path would not be able to be implemented within the Metro owned right-of-way required for HSR train operation. Therefore, no permanent easements or acquisitions would be required if the planned bike path is rerouted prior to HSR construction. If the planned San Fernando Railroad Bike Path is already existing at the time of HSR construction, the entire bike path would be permanently incorporated into the permanent easement area required for the HSR right-of-way, resulting in a loss of this planned resource. The planned bike path is not yet operational at the time the HSR Build Alternative is constructed. However, Mitigation Measure PR-MM#4, requiring the Authority to consult with the officials with jurisdiction to identify an alternative route for the continuation of the lost use and functionality of the resource, (including maintaining connectivity for existing and planned bicycle routes), would still apply. The impact is considered significant and unavoidable because the planned route would be precluded in its entirety, but the Authority would still be required to consult with the City of Glendale regarding alternatives to restore the loss of use and functionality of this planned resource. Minor revisions to the Final EIR/EIS Section 3.15.6.3 Impact PK#3 have been made to clarify the potential impacts to this resource.

Submission 616 (Michael Meilan, May 31, 2020)

Burbank - Los Angeles - RECORD #616 DETAIL

Status : Completed
Record Date : 5/31/2020
Submission Date : 5/31/2020
Interest As : Individual
First Name : Michael
Last Name : Meilan
Attachments : BLA_616.pdf (1 kb)

Stakeholder Comments/Issues :

616-711 | Interested in copy of report as a resident of Burbank

Burbank - Los Angeles - RECORD #616 DETAIL

Status : Action Pending
Record Date : 5/31/2020
Submission Date : 5/31/2020
Interest As : Individual
First Name : Michael
Last Name : Meilan

Stakeholder Comments/Issues :

Interested in copy of report as a resident of Burbank

Response to Submission 616 (Michael Meilan, May 31, 2020)

616-711

The commenter requested a copy of the EIR/EIS. On June 3, 2020, the commenter was directed to the online version of the Draft EIR/EIS document available on the California High-Speed Rail Authority's (Authority) website. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 844 (Elijah Menelick, August 21, 2020)

Burbank - Los Angeles - RECORD #844 DETAIL

Status : Action Pending
Record Date : 8/21/2020
Submission Date : 8/21/2020
Interest As : Individual
First Name : Elijah
Last Name : Menelick

Stakeholder Comments/Issues :

844-1487

This is fine. My only real concern is that it is completed quickly and in an environmentally sound way.

Response to Submission 844 (Elijah Menelick, August 21, 2020)

844-1487

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged. The commenter also expresses concern that the HSR project be completed in a quick and environmentally sound way. The Authority is moving as quickly as possible to construct the HSR project while complying with CEQA and NEPA. Compliance with CEQA and NEPA will ensure that the project is constructed in the most environmentally responsible way.

Submission 645 (Tristen Miller, June 19, 2020)

Burbank - Los Angeles - RECORD #645 DETAIL

Status : Action Pending
Record Date : 6/19/2020
Submission Date : 6/19/2020
Interest As : Individual
First Name : Tristen
Last Name : Miller

Stakeholder Comments/Issues :

645-666 | I fully support this section of rail. In order to meet our environmental goals, we need high speed rail sooner rather than later.

Response to Submission 645 (Tristen Miller, June 19, 2020)

645-666

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 669 (Tristen Miller, July 6, 2020)

Burbank - Los Angeles - RECORD #669 DETAIL

Status : Action Pending
Record Date : 7/6/2020
Submission Date : 7/6/2020
Interest As : Individual
First Name : Tristen
Last Name : Miller

Stakeholder Comments/Issues :

669-688 | I am in full support of high speed rail in California. This section of rail is critical to getting the whole project done. Please approve and begin building soon.

Response to Submission 669 (Tristen Miller, July 6, 2020)

669-688

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 700 (Christine Louise Mills, July 23, 2020)

Burbank - Los Angeles - RECORD #700 DETAIL

Status : Action Pending
Record Date : 7/23/2020
Submission Date : 7/23/2020
Interest As : Individual
First Name : Christine Louise
Last Name : Mills

Stakeholder Comments/Issues :

700-800 | I am hoping you can direct me to more detailed information about how the Burbank-Union Station section of the High-Speed Rail project will be implemented along the Metrolink Central Maintenance Facility on the LA River. Our community organizations have long been battling excessive noise and air pollution from this facility, and I'd like to see exactly how the additional HSR tracks will impact the facility and thus the area.

700-801 | As a longtime train commuter, I am so excited about this project and hope that it can mitigate existing diesel pollution problems we experience in Los Angeles.
Yours,
Christine

--

Christine Louise Mills
Transit Committee Chair, EAPD
Editor (AVID, Premiere)
www.larcee.org
323.302.2257

Response to Submission 700 (Christine Louise Mills, July 23, 2020)

700-800

The commenter requests more detailed information about how the HSR Build Alternative would be implemented along the Metrolink Central Maintenance Facility (CMF) as the community has been battling excessive noise and air pollution from the CMF. Metro is currently studying the noise and vibration levels from the CMF in an independent study and is implementing the CMF Action Plan to further reduce noise and emissions in the community. A status update on the CMF Action Plan can be found online at <https://metrolinktrains.com/globalassets/community/cmf-action-plan--february-2020.pdf>.

Details regarding how the HSR Build Alternative would reconfigure the CMF are provided in Section 2.5.2.2 of this Final EIR/EIS.

Localized air quality and noise analyses of the CMF reconfiguration were not prepared for the EIR/EIS rather impacts were evaluated for the project as a whole. However, as stated in Section 3.3.8 of this Final EIR/EIS, the implementation of the HSR Build Alternative would result in a net emission decrease of criteria pollutants and GHG emissions compared to the No Project Alternative, resulting in beneficial effects to regional air quality and global climate change. Additionally, consistent with the FRA criteria, the existing conditions for the noise analysis include noise measurements that capture existing freight train activities, which cause temporary increases in noise levels.

The noise analysis is based on daily noise levels for residential uses and peak-hour noise levels for nonresidential sensitive uses. The assessment of potential sound barriers was completed consistent with the Authority's Noise Mitigation Guidelines (Appendix 3.4-B). These guidelines establish specific criteria for a barrier to be considered for construction, one of which is the cost of the barrier relative to the number of benefited receptors. This methodology is also consistent with Caltrans' methodology for determining reasonable barriers to build related to cost. For locations where a sound barrier would not be built, additional methods of mitigation, as described in detail in Mitigation Measure N&V-MM#3 (Section 3.4.7 of this Final EIR/EIS), will be implemented to reduce severe impacts. The proposed barriers considered within this Final EIR/EIS are consistent with the Authority's Noise Mitigation Guidelines (Appendix 3.4-A of this Final EIR/EIS). The level of mitigation analysis completed in this Final EIR/EIS is appropriate for the current level of design and stage of project progress. Additional mitigation beyond sound barriers would be assessed during final project design.

700-801

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 828 (Phillips Mitchell, August 17, 2020)

Burbank - Los Angeles - RECORD #828 DETAIL

Status : Action Pending
Record Date : 8/17/2020
Submission Date : 8/17/2020
Interest As : Individual
First Name : Phillips
Last Name : Mitchell

Stakeholder Comments/Issues :

828-1467

Our country needs to catch up with the rest of the world and build public transportation systems that are environmentally sustainable and luxurious. Long live rail travel!

Response to Submission 828 (Phillips Mitchell, August 17, 2020)

828-1467

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 636 (Victoria Mora, June 10, 2020)

Burbank - Los Angeles - RECORD #636 DETAIL

Status : Action Pending
Record Date : 6/10/2020
Submission Date : 6/10/2020
Interest As : Individual
First Name : Victoria
Last Name : Mora

Stakeholder Comments/Issues :

636-656

Hi my name is Victoria Mora and I would like a copy. I am requesting a copy of the Burbank Los Angeles project section Draft EIR and EIS. It's available online but I have a problem with my computer right now. So I would like A copy sent to 10163 Elkwood E-L-K-W-O-O-D Street in Sun Valley, California 91352. Again my name is Victoria Mora and I live in Sun Valley Burbank area and I am requesting a copy of project section draft. Thank you and if you need to call back I don't know if you do it's 818-314-8785. Thanks again and have a good day.

Response to Submission 636 (Victoria Mora, June 10, 2020)

636-655

The commenter requested a copy of the Draft EIR/EIS. A member of the Authority Outreach team contacted the commenter on June 11, 2020, and determined that the commenter was more interested in the Palmdale to Burbank Project Section documents. No revisions to this Final EIR/EIS have been made in response to this comment.

636-656

The commenter requested a copy of the Draft EIR/EIS. A member of the Authority's outreach team contacted the commenter on June 11, 2020, and determined that the commenter was more interested in the Palmdale to Burbank Project Section documents. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 825 (Jason Moritz, August 17, 2020)

Burbank - Los Angeles - RECORD #825 DETAIL

Status : Action Pending
Record Date : 8/17/2020
Submission Date : 8/17/2020
Interest As : Individual
First Name : Jason
Last Name : Moritz

Stakeholder Comments/Issues :

825-1464

I support CA HSR for its long-term benefits for the movement of people and for the environment.

Response to Submission 825 (Jason Moritz, August 17, 2020)

825-1464

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 673 (Ken Murray, Medicine, July 6, 2020)

Burbank - Los Angeles - RECORD #673 DETAIL

Status : Action Pending
Record Date : 7/6/2020
Submission Date : 7/6/2020
Interest As : Individual
First Name : Ken
Last Name : Murray

Stakeholder Comments/Issues :

673-692 | Building this borders on insanity. There are already two railroad systems that connect these two stations, and it is the height of irresponsibility to WASTE all this money on a project that will produce no increase in public transit.

FOURTEEN MILES? That is the exact opposite of what HSR is supposed to be about. Anyone's life is supposed to be enhanced by doing this trip in 7 minutes instead of 25?

I'll make sure I know who the deciders are, so that I NEVER contribute a dollar to their campaigns, and never vote for them, EVER.

Response to Submission 673 (Ken Murray, Medicine, July 6, 2020)

673-692

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses their opposition to the HSR project. Additionally, as stated in Section 1.2.4 of this Final EIR/EIS, the Burbank to Los Angeles Project Section is an essential component of the statewide HSR system as it will provide access to a new transportation mode and contribute to increased mobility throughout California. The capacity of California's intercity regional transportation system, including within the greater Los Angeles area, is insufficient to meet existing and future travel demands. The current and projected system congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times. Refer to Section 1.2.4 of this Final EIR/EIS for more detail on the need for the HSR project.

Submission 806 (Lorenzo Mutia, August 15, 2020)

Burbank - Los Angeles - RECORD #806 DETAIL

Status : Action Pending
Record Date : 8/15/2020
Submission Date : 8/15/2020
Interest As : Individual
First Name : Lorenzo
Last Name : Mutia

Stakeholder Comments/Issues :

806-1444 | I live several miles from this planned development. On the whole, I'm supportive HSR as a fast, efficient,
806-1445 | and frequent way to traverse the state. I wasn't sure if this was addressed but if the Burbank HSR station
is to be built next to the airport (somewhat ironic considering that they'd be competitors), will they be
sharing parking facilities? I saw that facilities would be shared for Union Station (a relatively public transit rich
area) but I wonder if there is too much parking at Burbank, should spaces not be shared. Also, on a somewhat
806-1446 | related note, I hope the HSR Authority can cut down on the severe bloat that's slowed this project down.
Too many consultants and not enough accountability have led to high turnover exacerbating things. HSR is a
game changer but the cost overruns are ruining everything

Response to Submission 806 (Lorenzo Mutia, August 15, 2020)

806-1444

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

806-1445

The commenter inquires if there will be shared parking facilities with the Burbank Airport. As discussed in Chapter 2 of this Final EIR/EIS the station plan for the Burbank HSR Station, as shown in Figure 2-29, includes new parking as part of station area development by HSR.

The Burbank Airport Station would have up to 3,210 surface parking spaces in multiple lots by 2040. Approximately 1,640 of these spaces would be available by the start of HSR operations (2029). This Final EIR/EIS analyzes the Burbank Airport Station project footprint displayed on Figure 2-29 as permanently affected because no additional temporary construction easements are identified beyond the permanent area required to construct, operate, and maintain the station. This is the assumption based on the current level of design.

806-1446

Refer to Standard Response BLA-Response-GENERAL-02: Funding and Project Costs.

The commenter expresses concern regarding cost overruns. Refer to BLA-Response-GENERAL-02: Funding and Project Costs for more detail on how the Authority will avoid cost overruns.

Submission 624 (Juanita Myers, June 2, 2020)

Burbank - Los Angeles - RECORD #624 DETAIL

Status : Action Pending
Record Date : 6/2/2020
Submission Date : 6/2/2020
Interest As : Individual
First Name : Juanita
Last Name : Myers

Stakeholder Comments/Issues :

624-641 | Hi my name is Juanita Myers and I would like a hard copy of the draft EIR/EIS. My number is 323-663-0844 and my address is 3744 Seneca, S-E-N-E-C-A, Avenue Los Angeles 90039. I appreciate a call back. Thank you.

Response to Submission 624 (Juanita Myers, June 2, 2020)

624-641

The commenter requested a copy of the Draft EIR/EIS. On June 3, 2020, the commenter was emailed a link to the Executive Summary that is available on the Authority's website. The commenter was also directed to the online version of the Draft EIR/EIS document. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 793 (Juanita Myers, August 6, 2020)

To: California High Speed Rail Authority
 From: Juanita Myers (on behalf of central Atwater Village residents)
 Date: 8/06/20
 Re: The central Atwater Village section of the HSR project: specifically Seneca Ave between Los Feliz and Glendale Blvds, City of Los Angeles 90039

On 7/27/20 Chelsea and Tyler (of the HSR Authority) and I Zoom-conferenced for an hour to go through some questions I had after reviewing Volumes I-III of the Draft EIR/EIS. Some of the key points and issues raised/discussed in that meeting are as follows.

Noise concerns:

793-1419 | The storage facility, with 3 rows of large warehouses 20+ feet tall, parallels the existing Metrolink tracks for the whole stretch of Seneca Ave and serves as a substantial noise buffer to current existing train-related noise. Tearing down these structures (Volume I section 3.16, page 3.16-72) and then bringing additional and more frequent train noise into the area is a huge concern for our neighborhood which abuts this property.

793-1420 | In addition, Volume I section 3.19, page 3.19-34 (Operation/Noise, paragraph 2) states: "...a benefit of the HSR build Alternative is the elimination of freight train horns being sounded throughout the HSR corridor because of the replacement of existing at-grade crossings with grade separations." This, however, is not true for central Atwater. The Glendale station is, and will continue to be (as plans exist currently) at-grade, and therefore all horn-honking would remain.

793-1421 | Thus, with the dramatic increase in traffic and noise the HSR will bring, the loss of existing and substantial noise buffers, and zero reduction in loud horns, we as a community will require serious noise mitigation measures. We expect the Authority to earnestly engage in a design and review process with the community, before any construction begins, as required by AVQ-AIMF-s #1 and #2, Volume II, Appendix 2-B, page 2-B-3.

Aesthetics:

793-1423 | It was vastly disappointing to find Key Viewpoint 12 (Volume I section 3.16, pages 3.16-72&73) for central Atwater to be shown from the perspective of the Glendale station and its passengers. Passengers pass on through. Residents are the ones spending vast amounts of their time and lives in the vicinity and those who will most be affected by changes in their immediate surroundings.

Simulated views from the public street of Seneca Ave where residents and non-residents alike drive through should have been included here. As the storage property abuts residents all along Seneca, the property's aesthetics is an extremely sensitive issue, and a very important one to address with full disclosure.

793-1424 | **Non HSR use of the storage property (ie. the "remainder"):**

Volume I section 3.16, page 3.16-72 states "the existing storage units behind the HSR track/train would be removed."

Keeping at least some of the storage facility intact would be our ideal outcome for the following reasons: sound buffering, low noise impact to neighbors during business hours and silent after closing at 7:00pm every day, caretakers on property with security cameras and monitoring 24/7, structures are 20 feet in height and barely visible from the street, protecting the view-shed of the mountains etc., lighting at night is soft and minimal and barely exceeds building height.

Residents urge the Authority to reconsider the possibility of keeping some of the storage facility intact - if the owner of the property is willing.

793-1425 | Should negotiations (if any) toward this effort fail and/or operational requirements for the HSR call for total demolition, we respectfully insist the Authority earnestly engage with our community in discussions and/or workgroups towards deciding on alternatives for the remainder of this property, before any construction/demolition starts. Two alternatives our neighborhood will absolutely reject are as follows.

1. Unacceptable to central Atwater residents anywhere on this property would be a cell tower of any kind.

Background: In early 2017 our neighborhood fought and won against an application for a Verizon cell tower to be installed in the storage property. We gathered almost 1,700 signatures in opposition from citizens and business owners in the area and received the unanimous support of the Atwater Village Neighborhood Council. Basically, *no one* here wants a cell tower located anywhere on this property.

Verizon has since opted to co-locate on the pre-existing AT&T tower located on Casitas Ave, on the south side of Glendale Blvd. (Co-locating = multiple wireless companies sharing the same tower.) In addition, a developer has since constructed a 2-story housing complex on the remainder of the small parcel. Both structures abut the existing Metrolink tracks and will most likely need to be removed. Should it in fact happen that the HSR would need to move this tower, we as a community demand that it remain on that same parcel of land, as close as possible to where it stands now, or, at the very least, not be relocated to anywhere on the storage property.

793-1426 | 2. Also unacceptable to central Atwater residents anywhere on this property would be the development of commercial and/or residential buildings.

We are already adversely impacted by traffic flowing through our streets from businesses on both Los Feliz and Glendale Blvds. Any such development would increase noise, traffic and most certainly impair our privacy, destroy views and completely alter the character of our neighborhood.

Misc:

793-1427 | Volume I section 3.5, page 3.5-10 shows plans for a radio transmitter site located near the Glendale train station in central Atwater. We strongly request the Authority find an alternative location for this transmitter, along with any other "extraneous" structures, that could be located elsewhere to non-residential areas.

793-1428 | As property owners and residents in a "severe impact" HSR-designated zone, we will be living with the consequences of this serious and permanent change to our immediate surroundings long after the HSR construction has come and gone. The concerns listed above will have grave implications for our property values and the peaceful enjoyment of our homes depending on how they are handled, and as such, our viewpoints and input should take precedent.

Thank you for your attention on behalf of central Atwater residents,

Juanita Myers
 3744 Seneca Ave., Los Angeles, CA 90039
 323-663-0844

Response to Submission 793 (Juanita Myers, August 6, 2020)

793-1419

While the removal of the existing warehouses has the potential to increase noise levels to the homes along Seneca Avenue as noted in this comment, there would be a reduction of noise due to the removal of loading and unloading activities that occur at the storage facilities. Furthermore, as part of the HSR project, a sound barrier in the vicinity of the residences along Seneca Avenue between Los Feliz Boulevard and Glendale Boulevard is proposed, which would reduce noise from all rail activities. No changes have been made to the Final EIR/EIS in response to this comment.

793-1420

In the vicinity of the residences along Seneca Avenue between Los Feliz Boulevard and Glendale Boulevard, the nearest existing at-grade crossing is at Chevy Chase Boulevard about 0.5 mile to the north. As part of the HSR project, the Chevy Chase Boulevard crossing would be closed and a new grade separated crossing would be constructed at Goodwin Avenue, which would eliminate the need for horns sounding. The commenter is correct that the Glendale Station is proposed to stay at the current elevation and that horns from commuter trains would likely remain when trains approach the station. The statement made in Section 3.19 would remain a correct statement as it refers to horns sounding at at-grade crossings. Lastly, there would be no increased horn activity as a result of HSR operations. No changes have been made to the Final EIR/EIS in response to this comment.

793-1421

In relation to noise level increases associated with the HSR project, daily train operations have been appropriately identified as severe. There are no expected significant noise increases related to increases in vehicular traffic. Lastly, it is expected that there will be reduction in horn noise due to the closure of the at-grade crossing at Chevy Chase Boulevard and the new grade separated crossing at Goodwin Avenue. This Final EIR/EIS has recommended a sound barrier in the vicinity of the residences along Seneca Avenue between Los Feliz Boulevard and Glendale Boulevard that would reduce operational impacts to less than significant under CEQA. No changes have been made to the Final EIR/EIS in response to this comment.

793-1422

The commenter requests that, before any construction begins, the Authority engage in a design and review process with the community as required by AVQ-IAMF#1 and AVQ-IAMF#2. IAMFs are incorporated into the HSR Build Alternative and would be implemented by the Authority as an integral part of the HSR Build Alternative if the project is approved. Therefore, per AVQ-IAMF#1, the Authority will provide examples of aesthetic treatments to local jurisdictions prior to construction. In addition, per AVQ-IAMF#2, the Authority will consult with local jurisdictions on how best to involve the community in the process, solicit input from local jurisdictions on their aesthetic preferences, and work with local jurisdictions to review designs and local aesthetic preferences to incorporate them into final design and construction.

793-1423

The commenter suggests that visual simulations at the Glendale Station should be from the perspective of the residents, not the passengers. As stated in the discussion of Section 3.16.6.3 and KVP 12, the view simulation is from the perspective of "visitors and commuters" (emphasis added here). Authority methodology guidelines state that KVPs represent specific locations within a landscape unit from which the proposed project would be visible to viewers. These locations are typically selected to represent either (1) typical views from common types of viewing areas, or (2) specific high-sensitivity areas. The HSR Build Alternative would be visually compatible with the natural and cultural environments at this KVP because there is an existing rail corridor at this location. Both residents and commuters are accustomed to the presence of rail here. KVP 12 adequately discloses the changes proposed by the project as a representative viewpoint in this landscape unit, and no revisions to this Final EIR/EIS have been made in response to this comment.

Response to Submission 793 (Juanita Myers, August 6, 2020) - Continued

793-1424

The commenter has requested that at least some of the storage facility behind the railroad tracks be retained to buffer noise impacts, retain existing security cameras, and to protect the viewshed of the mountains. At this preliminary stage of project design, the removal of the storage facility is necessary. However, all acquisitions would be reviewed as the project design progresses to verify that they are entirely or just partially needed to construct the project. Although the existing storage facility may provide some noise attenuation, the receptors along Seneca Avenue between Los Feliz Boulevard and Glendale Boulevard have been identified as severely impacted. Due to the identification of being severely impacted, noise mitigation in the form of sound barriers (NB No. 1) was modeled and found to be effective from both noise and cost perspectives and a sound barrier is recommended within this Final EIR/EIS. Additionally, as discussed in Section 3.16.6.3 of this Final EIR/EIS, visual changes in the area of the Glendale Transportation Center would be low and would be visually compatible with the natural environment. No revisions to this Final EIR/EIS have been made in response to this comment.

793-1425

The commenter requests that the Authority engage the community regarding the future use of any excess land from the acquisition of the storage facility. As described in Section 3.13.6.3, following construction of the HSR Build Alternative, the Authority would review all property acquisitions and evaluate whether all acquired land extending outside the area required for operation and maintenance of the HSR Build Alternative is needed. If not, the Authority may declare the property excess so the land may be disposed. To do so, the Authority would need to follow procedures set forth in Public Utilities Code Section 185040, which regulates the sale or exchange of property owned by the Authority. The sale and redevelopment of any land declared excess (i.e., remnant parcels) would allow such land to revert to its previous existing use or develop with uses in accordance with applicable local government land use plans and regulations. The commenter further states that a cell tower of any kind would be an unacceptable future use. The Authority does not propose the construction of any cell towers as part of the project.

793-1426

The commenter requests that the Authority engage the community regarding any excess land from the acquisition of the storage facility. Refer to response to comment 739-1425 contained in this chapter of the Final EIR/EIS regarding excess land. The commenter further states that the development of commercial and/or residential buildings would be an unacceptable future use. The Authority does not propose the construction of any commercial and/or residential buildings as part of the project.

793-1427

The commenter requests that the Authority find an alternative location for the radio transmitter site proposed near the Glendale Transportation Center. The design has been revised to remove the radio transmitter at this site, and replaced with a switching station north of Glendale Avenue on the west side of the railroad right-of-way. Section 3.5 has been updated to reflect this change.

793-1428

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-02: Impacts to Property Values.

The commenter expresses concern for impacts to Atwater Village residents regarding noise and aesthetics listed above and impacts to property values and the peaceful enjoyment of their homes. Refer to Responses to Comments 793-1419 through 793-1427, contained in this chapter.

No revisions have been made to this Final EIR/EIS in response to this comment.

Submission 835 (n/a, August 16, 2020)

Burbank - Los Angeles - RECORD #835 DETAIL

Status : Action Pending
Record Date : 8/18/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : n/a
Last Name : n/a

Stakeholder Comments/Issues :

835-1474 | Hi I'd like to know is the town home meeting on August 19 6:00 PM Pacific Time. I'm in Chicago so I'm two hours behind you. So that would be 4:00 Central Time. Would you clarify that by calling. Well call 773-868-4446. Thank you. Bye.

Response to Submission 835 (n/a, August 16, 2020)

835-1474

The comment asks what time the August 2020 Town Hall Meeting will occur. The commenter was called and informed that this event would be held virtually on August 19, 2020, from 6:00 p.m. to 7:00 p.m. Pacific Daylight Time. The commenter was informed that a recording of the Town Hall Meeting could be accessed at the following URL:

https://hsr.ca.gov/high_speed_rail/project_sections/burbank_los_angeles.aspx.

No revisions to the Final EIR/EIS have been made in response to this comment.

Submission 871 (Sharron n/a, August 31, 2020)

Burbank - Los Angeles - RECORD #871 DETAIL

871-1589

Status : Action Pending
Record Date : 8/31/2020
Submission Date : 8/31/2020
Interest As : Individual
First Name : Sharron
Last Name : n/a

Stakeholder Comments/Issues :

871-1588

I love love love that HSR is proceeding and coming to Burbank and LA. While the Ada is invaluable it can't cover everything. there's always room for a little help

Here are just a few thoughts and suggestions. This is just the tip of the iceberg for all of us

871-1589

Automatic doors. In this day and age there is no reason for a disabled person to have to deal with a door.

Handles on the inside of disabled stalls doors

No buttons for crosswalk. Not only in these times of Covid is it more hygienic but for maneuvering a wheelchair Would make it much easier.

Different level kiosks for ATM's and ticket purchases . Also cut outs where foot rests from wheelchairs would go. Utilize new Tech whenever possible i.e. An app for ticket purchases

Emergency escapes for all disabilities I.e. Blind, Diminished mental capacity, Wheel chairs, Walkers, canes. Out of tunnels are there level access paths out of tunnel. train breakdown will there be ramp for exiting stored on train? Somehow a closet Or conductor Cabin door maybe could be designed to also turn into a ramp?

Emergency alerts for hearing impaired or deaf?

What is the emergency Procedure for a wheel getting stuck between the platform and the train?

Pictures can help in multiple scenarios I.e. Mental capacities whether it be brain Injury or age.

No automatic ticket Dispensers for parking. People who drive with hand controls can't let go of hand controls to retrieve ticket. Disabled drivers also Don't have the luxury of opening a door to retrieve The ticket if need

arises. Disabled spaces should have Room of van spaces. ADA ratio of 1 blue space for every 24 regular spaces is not sufficient.

I am so grateful for the presentation you provided BACOD on Thursday. I am available at any point throughout the project. Please don't hesitate to reach out. Thank you Sharron

Response to Submission 871 (Sharron n/a, August 31, 2020)

871-1588

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

871-1589

The commenter provides a number of suggestions to make the HSR Build Alternative more accessible to persons with disabilities. The Authority thanks you for these suggestions. The Authority also met with Burbank Advisory Council on Disabilities (BACOD) on Thursday, August 27, 2020 and provided an overview of the station planning efforts, including what the Authority is planning to ensure accessibility throughout station facilities, parking, and while riding the train. The Authority explained the process for environmental clearance, design and construction and committed to keeping the BACOD informed and involved in the process. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 721 (Pyari Nandwana, July 27, 2020)

Burbank - Los Angeles - RECORD #721 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Pyari
Last Name : Nandwana

Stakeholder Comments/Issues :

Hello - To Whom it May Concern,

721-923

fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

721-924

- Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

721-925

- We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

- I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

721-920

- We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

Thanks,

Pyari

721-921

- We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, "will "severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

721-922

- Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

721-923

- As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not

Response to Submission 721 (Pyari Nandwana, July 27, 2020)

721-920

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

721-921

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

721-922

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

721-923

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

721-924

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

721-925

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community

Submission 733 (Ryan Nanni, July 28, 2020)

Burbank - Los Angeles - RECORD #733 DETAIL

Status : Action Pending
Record Date : 7/28/2020
Submission Date : 7/28/2020
Interest As : Individual
First Name : Ryan
Last Name : Nanni

Stakeholder Comments/Issues :

Hello,

I am a resident whose home will be very close to the proposed construction track line in the high speed rail plan.

My address is 1831 Gardena Avenue, Glendale, CA.

*My primary concern is the potential for elevated noise levels. *

733-1052

Right now, noise and vibrations due to the passing trains and freight trains are so intense, they are a source of extreme stress for me and my wife at all hours of the day and night.

This is largely because this noise and vibrations dramatically increased over the last year due to what I presume to be changes in railroad paths, which has led to a profound increase in heavy train traffic over the rails next to our house.

I am deeply stressed out and concerned that construction of this proposed project so close to our home, as well as a new train that may be even louder than the current trains, will make our home no longer habitable.

If this project in anyway increases the already excessive 24 hour vibrations and volume of these tracks, I feel that it will be driving our family from our home.

733-1053

In which case, I would oppose the proposed construction.

Thank you,
Ryan Nanni

(847) 504-6294

Response to Submission 733 (Ryan Nanni, July 28, 2020)

733-1052

The commenter who resides at 1831 Gardena Avenue has expressed concerns regarding current noise and vibration resulting from train operations within the Metrolink and UPRR corridor, as well as the potential for future conditions to worsen with the proposed HSR project.

This Final EIR/EIS has assessed the potential noise and vibration impacts to the residential use at 1831 Gardena Avenue in Glendale consistent with the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA 2012).

While the vibration levels from the existing trains would increase by a small amount due to the shift in tracks, vibrations from existing trains will still be below the threshold for impact. Additionally, the vibration levels generated by the HSR trains will be lower than the vibration levels generated by the existing trains. There is no expected vibration impact due to HSR operations.

While the individual pass-bys of the HSR trains will be quieter than existing freight train pass-bys, the overall increase would result in a severe impact at 1831 Gardena Avenue. As a result of the severe impacts in this area, a noise barrier (NB No. 2) was modeled and found to be acoustically feasible and cost-effective. This Final EIR/EIS recommends the construction of NB No. 2 at a minimum height of 12 feet, which would reduce impacts to the receptors shielded, including 1831 Gardena Avenue, to a less than severe determination. No changes have been made to the Final EIR/EIS in response to this comment.

733-1053

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project.

Submission 779 (Dhiraj Narayan, July 31, 2020)

Burbank - Los Angeles - RECORD #779 DETAIL

Status : Action Pending
 Record Date : 8/3/2020
 Submission Date : 7/31/2020
 Interest As : Individual
 First Name : Dhiraj
 Last Name : Narayan

Stakeholder Comments/Issues :

Dear CA High Speed Rail Authority Staff:

I am a resident of the Taylor Yard community of homes. My home along with several others, either face or are in close proximity to the railroad Right of Way. The HSR project would cause the Union Pacific freight train, Amtrak and Metrolink tracks to be relocated 30 ft closer to our community in order to accommodate the HSR tracks. I have serious concerns on the finding of the DEIR/DEIS as it pertains to our community and believe that the Noise/Vibration/Air Quality studies carried out in our community to be flawed and/or have not considered current receptors and ground conditions. I would like for you to address the following:

779-1313

We are concerned that only 2 receptor points were measured in our entire 400 home community. There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting around barrier to protect them. We want more receptor points measured.

779-1315

Due to the method of estimating the noise and vibration impacts (the difference between our current level and the post HSR construction level), we are very concerned that the true impact from these factors are not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

779-1316

Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak trains 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full re-measurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

779-1317

Over 75% of the homes (305 units) in the Taylor Yards community comprise affordable housing units that house Extremely Low Income, Very Low Income, and Low Income families and seniors. However, no Environmental Justice impacts to this community have been analyzed. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

779-1318

Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be

779-1318

addressed.

779-1319

We are very concerned about the air pollution caused during construction and the increased proximity caused by moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected and mitigation measures provided.

779-1320

We are also fearful that the approval of the FEIR without factoring in any mitigation measures will lead to an immediate impairment of the property values. We don't believe the DEIR factored deterioration of property values in the analysis and I would like to understand what compensation will be provided to property owners who will experience a reduction in their property values.

We look forward to receiving due and satisfactory considerations to our well justified concerns.

Sincerely,

Dhiraj Narayan

Response to Submission 779 (Dhiraj Narayan, July 31, 2020)

779-1313

Refer to Standard Response BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities.

The comment expresses concerns regarding the findings of the Draft EIR/EIS and believes the noise and vibration and air quality studies are flawed and do not consider existing conditions.

The noise and vibration, and air quality studies all have been prepared in accordance with applicable HSR guidelines as well as state and federal regulations. Existing noise measurements used in the analysis of project construction and operation impacts were taken at the sites shown on Figure 3.4-5, Existing Noise Measurement Locations, in Section 3.4, Noise and Vibration. The noise measurement locations were chosen based on proximity to sensitive uses and ability to be taken within public right-of-way while also remaining within the noise RSA. The model also allows the analyst to estimate existing noise conditions at nearby sites. While specific measurements were not taken within the Taylor Yard community, there were specific reasons for the locations chosen. During the noise monitoring conducted for the HSR project, construction was prevalent in the area surrounding Taylor Yard. Taking noise measurements proximate to the construction activities would have artificially elevated existing noise levels and reduced the margin for impact. As such, noise measurements were taken at various distances from the existing rail operations to establish the expected noise environment without construction activities. The vibration studies conducted for the Draft EIR/EIS considered the effects of moving the existing tracks closer to residences. The vibration levels from the existing trains and HSR trains would increase by less than 3 vibration velocity decibels (VdB), depending on the distance, and would be below the FRA's vibration impact criteria of 72 VdB for frequent operations as defined in Table 3.4-10 of this Final EIR/EIS. The vibration levels generated by all elements of construction are well below the thresholds of damage as shown in Table 3.4-9 for even the most sensitive building types.

The relocation of the existing railroad tracks is discussed in Section 3.3.6.3, under Impact AQ #11: Localized Air Quality Impacts during Train Operations in this Final EIR/EIS. The text explains that the centerline of the tracks would move closer to sensitive receptors by up to 24 feet. The outermost track of the realignment near the

779-1313

Taylor Yard community would be moved up to approximately 32 feet closer to the residential areas than under existing conditions. As described in Section 3.3.6.3, the track relocation would not cause a significant air quality impact under CEQA because the project would not result in a change to the number of passenger or freight trains or the travel speed of any trains, and future diesel train emissions are expected to decline due to the increased use of the cleaner USEPA Tier 4 locomotive engines, which applies to all line-haul locomotive engines manufactured or remanufactured in 2015 or later.

Refer to Responses to Comments 779-1314, 779-1315, 779-1316, 779-1318, and 779-1319, contained in this chapter, for responses to the concerns listed.

779-1314

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

779-1315

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

Response to Submission 779 (Dhiraj Narayan, July 31, 2020) - Continued

779-1316

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

779-1317

Refer to Standard Responses BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities, BLA-Response-GENERAL-05: Taylor Yard Community.

779-1318

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

779-1319

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

779-1320

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-02: Impacts to Property Values.

The commenter expresses concern that the HSR project would be approved without factoring in mitigation measures leading to the impairment of property values.

The Final EIR/EIS would not be approved but would be certified and published. Appropriate mitigation included in the Final EIR/EIS would be included in the Record of Decision (ROD), which will contain formal commitments required for project approval. The ROD will require the Authority to implement the adopted mitigation measures as the project advances through final design and construction.

Section 3.12.6, Impact SOCIO#17 of this Final EIR/EIS and Section 6.3.4.1, Long-term Impact to Property Values, in the Community Impact Assessment (CIA) Technical Report summarizes the potential property value impacts of the HSR project (this report can be provided upon request to the Authority). Studies related to both conventional rail and HSR stations that have been conducted to date offer no clear consensus on findings due to the limited availability of existing literature. Property value increases can result from both new access to an 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 detailed throughout this Final EIR/EIS, the project incorporates project features referred to as IAMFs that will be implemented during project design, construction, and operation to avoid or reduce project effects. These features are considered part of the project, and the EIR/EIS explains how they will work and describes their effectiveness.

Response to Submission 779 (Dhiraj Narayan, July 31, 2020) - Continued

779-1320

If significant impacts are determined to occur even with the implementation of the IAMFs, feasible mitigation measures are identified and would be implemented as required under CEQA. As such, project impacts to any properties affected by the HSR project would be avoided, minimized, or mitigated, as appropriate.

Property owners who believe they have suffered a loss may file a claim with the State of California Government Claims Board. More information may be obtained online at <https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim>

No revisions have been made to this Final EIR/EIS in response to this comment.

Submission 786 (Brian T. Nguyen, August 3, 2020)

Burbank - Los Angeles - RECORD #786 DETAIL

Status : Action Pending
Record Date : 8/3/2020
Submission Date : 8/3/2020
Interest As : Individual
First Name : Brian
Last Name : T. Nguyen

Stakeholder Comments/Issues :

Dear CA High Speed Rail Authority Staff:

I am a resident of the Taylor Yard community of homes. My home along with several others, either face or are in close proximity to the railroad Right of Way. The HSR project would cause the Union Pacific freight train, Amtrak and Metrolink tracks to be relocated 30 ft closer to our community in order to accommodate the HSR tracks. I have serious concerns on the finding of the DEIR/DEIS as it pertains to our community and believe that the Noise/Vibration/Air Quality studies carried out in our community to be flawed and/or have not considered current receptors and ground conditions. I would like for you to address the following:

786-1403

786-1404

We are concerned that only 2 receptor points were measured in our entire 400 home community. There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

786-1405

Due to the method of estimating the noise and vibration impacts (the difference between our current level and the post HSR construction level), we are very concerned that the true impact from these factors are not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate." As one of the residents who resides closest to the rail currently, the impact will NOT be moderate.

786-1406

Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak trains 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full re-measurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

786-1407

Over 75% of the homes (305 units) in the Taylor Yards community comprise affordable housing units that house Extremely Low Income, Very Low Income, and Low Income families and seniors. However, no Environmental Justice impacts to this community have been analyzed. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

786-1408

Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

786-1409

We are very concerned about the air pollution caused during construction and the increased proximity caused by moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected and mitigation measures provided. Our communities are growing and our children will be impacted.

786-1410

We are also fearful that the approval of the FEIR without factoring in any mitigation measures will lead to an immediate impairment of the property values. We don't believe the DEIR factored deterioration of property values in the analysis and I would like to understand what compensation will be provided to property owners who will experience a reduction in their property values.

We look forward to receiving due and satisfactory considerations to our well justified concerns.

Sincerely,
 Brian T. Nguyen, MD MSc
 Assistant Program Director, Family Planning
 Assistant Professor, Obstetrics & Gynecology
 Keck School of Medicine of USC

Response to Submission 786 (Brian T. Nguyen, August 3, 2020)

786-1403

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The comment expresses concerns about the findings of the Draft EIR/EIS and claims that the noise and vibration and air quality studies are flawed.

The noise and vibration, and air quality and greenhouse gas technical studies and analysis contained in this Final EIR/EIS have been prepared in accordance with applicable HSR guidelines and with state and federal regulations. Existing noise measurements were taken as shown on Figure 3.4-5, Existing Noise Measurement Locations, in Section 3.4, Noise and Vibration. The noise measurement locations were chosen based on proximity to sensitive uses and ability to be taken within public right-of-way while also remaining within the noise RSA. While specific measurements were not taken within the Taylor Yard community, there were specific reasons for the locations chosen. During the noise monitoring for the HSR project, construction was prevalent in the area surrounding Taylor Yard, which would have artificially elevated existing noise levels and reduced the margin for impact. Measurements were taken at various distances from the existing operations to establish the expected noise environment without construction activities. The vibration studies conducted for the Draft EIR/EIS considered the effects of moving the existing tracks closer to residences. The vibration levels from the existing trains and HSR trains would increase by less than 3 vibration velocity decibels (VdB), depending on the distance, and would be below the FRA's vibration impact criteria of 72 VdB for frequent operations as defined in Table 3.4-10 of this Final EIR/EIS. The vibration levels generated by all elements of construction are well below the thresholds of damage as shown in Table 3.4-9 for even the most sensitive building types.

The relocation of the existing railroad tracks is discussed in Section 3.3.6.3, under Impact AQ #11: Localized Air Quality Impacts during Train Operations in this Final EIR/EIS. The text explains that the centerline of the tracks would move closer to sensitive receptors by up to 24 feet. The outermost track of the realignment near the Taylor Yard community would be moved up to approximately 32 feet closer to the residential areas than under existing conditions. As described in Section 3.3.6.3, the track relocation would not cause a significant air quality impact under CEQA because the project would not result in a change to the number of passenger or freight trains or

786-1403

the travel speed of any trains, and future diesel train emissions are expected to decline due to the increased use of the cleaner USEPA Tier 4 locomotive engines, which applies to all line-haul locomotive engines manufactured or remanufactured in 2015 or later.

786-1404

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter requested that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

786-1405

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

786-1406

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

786-1407

Refer to Standard Responses BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities, BLA-Response-GENERAL-05: Taylor Yard Community.

Response to Submission 786 (Brian T. Nguyen, August 3, 2020) - Continued

786-1408

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

786-1409

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

786-1410

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-02: Impacts to Property Values.

The commenter expresses concern that the HSR project would be approved without factoring in mitigation measures leading to the impairment of property values.

The Final EIR/EIS would not be approved but would be certified and published. Appropriate mitigation included in the Final EIR/EIS would be included in the Record of Decision (ROD), which will contain formal commitments required for project approval. The ROD will require the Authority to implement the adopted mitigation measures as the project advances through final design and construction.

Section 3.12.6, Impact SOCIO#17 of this Final EIR/EIS and Section 6.3.4.1, Long-term Impact to Property Values, in the Community Impact Assessment (CIA) Technical Report summarizes the potential property value impacts of the HSR project (this report can be provided upon request to the Authority). Studies related to both conventional rail and HSR stations that have been conducted to date offer no clear consensus on findings due to the limited availability of existing literature. Property value increases can result from both new access to an 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 detailed throughout this Final EIR/EIS, the project incorporates project features referred to as IAMFs that will be implemented during project design, construction, and operation to avoid or reduce project effects. These features are considered part of the project, and the EIR/EIS explains how they will work and describes their effectiveness.

Response to Submission 786 (Brian T. Nguyen, August 3, 2020) - Continued

786-1410

If significant impacts are determined to occur even with the implementation of the IAMFs, feasible mitigation measures are identified and would be implemented as required under CEQA. As such, project impacts to any properties affected by the HSR project would be avoided, minimized, or mitigated, as appropriate.

Property owners who believe they have suffered a loss may file a claim with the State of California Government Claims Board. More information may be obtained online at <https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim>

No revisions have been made to this Final EIR/EIS in response to this comment

Submission 621 (Louis Obradovich, June 2, 2020)

Burbank - Los Angeles - RECORD #621 DETAIL

Status : Action Pending
Record Date : 6/2/2020
Submission Date : 6/2/2020
Interest As : Individual
First Name : Louis
Last Name : Obradovich

Stakeholder Comments/Issues :

621-638

Hello there my name is Louis Obradovich. I'm a property owner of the building on Winona and San Fernando Road, on the corner. I just received your information about public notice you have a map, I received this map but there's no streets on the map to tell where I fit into this thing. I'd like to get him a map that shows the marked streets so I see where if my property is involved or not. My name is Louis Obradovich. My number is 760-861-1447. I'd appreciate a response. Thank you.

Response to Submission 621 (Louis Obradovich, June 2, 2020)

621-638

The commenter requested clarification regarding the map used in the Notice of Availability. On June 2, 2020, an Authority outreach team member called Mr. Obradovich and checked his property address on the online interactive map that is publicly available. The commenter was also directed to the online version of the Draft EIR/EIS that is available on the Authority's website for further information regarding maps and project locations. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 813 (Eric Oddo, N/A, August 16, 2020)

Burbank - Los Angeles - RECORD #813 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Eric
Last Name : Oddo

Stakeholder Comments/Issues :

813-1576

Please continue to support California's HSR. This segment is essential in furthering the mission to connect LA to San Francisco within three hours or so. California HSR will be a model for a larger scale American network of HSRs and will be essential to maintain competitive globally with other countries. Finally, climate change is happening. It is not a question of if but when those changes will be catastrophic. As a coastal state, California will feel the impact sooner than later. Do not give up on this project.

Response to Submission 813 (Eric Oddo, N/A, August 16, 2020)

813-1576

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 690 (Gerald Orcholski, July 16, 2020)

Burbank - Los Angeles - RECORD #690 DETAIL

Status : Action Pending
Record Date : 7/16/2020
Submission Date : 7/16/2020
Interest As : Individual
First Name : Gerald
Last Name : Orcholski

Stakeholder Comments/Issues :

690-1236

Climate change is moving along threatening our very existence. We don't have a lot of time before it is too late to try and change the trajectory of global warming. High-Speed Rail will help to alleviate the danger of fossil fuels. I support High-Speed Rail and Burbank to Los Angeles is a start!

Response to Submission 690 (Gerald Orcholski, July 16, 2020)

690-1236

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 822 (Fred Orend, August 16, 2020)

Burbank - Los Angeles - RECORD #822 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Fred
Last Name : Orend

Stakeholder Comments/Issues :

822-1461

Even though I live in Ohio, I have been following with great interest in expanded train service throughout our great country and California is the test ground state for this new and exciting endeavor. If high speed rail is successful there, it will have future implications for all of us. High speed rail makes perfect sense for many overlapping reasons: economically, travel, energy savings, less impact on the environment, and even future security needs. I urge you to go full steam ahead and the rest of the nation will follow suit.

Response to Submission 822 (Fred Orend, August 16, 2020)

822-1461

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 815 (WALTER OROURKE, August 16, 2020)

Burbank - Los Angeles - RECORD #815 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : WALTER
Last Name : OROURKE

Stakeholder Comments/Issues :

815-1455

I find it remarkable how well considered this portion of the high speed California rail link has been done to reduce major disruptions within the Los Angeles area and to maintain the best example for the nation on how to create a true high speed system for the future. Good Job and continue on to make it real !!!!

Response to Submission 815 (WALTER OROURKE, August 16, 2020)

815-1455

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 684 (Sam P, July 12, 2020)

Burbank - Los Angeles - RECORD #684 DETAIL

Status : Action Pending
Record Date : 7/12/2020
Submission Date : 7/12/2020
Interest As : Individual
First Name : Sam
Last Name : P

Stakeholder Comments/Issues :

684-707

I approve this project but mitigation need to be done to the displace workers and residence of Lincoln Heights. I agree that the Main St. Bridge need to be rebuilt. Years of reconstruction/improvement has resulted in the same bumpy roads when you cross over the bridge, Plus the curve can be a hazard. Please make the new Main St. bridge on an even grade and put the rails below grade so the residence of Lincoln Heights can enjoy the LA River and reduce the pollution from the diesel engine of UP and BNSF

Response to Submission 684 (Sam P, July 12, 2020)

684-707

Refer to Standard Responses BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain, BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The commenter expresses support for the HSR project but states that mitigation is needed to address displaced workers and residents.

In response to public comments on the Draft EIR/EIS, design changes were made to the Main Street Grade Separation to reduce impacts to the community. These changes have resulted in reduced displacement impacts, which are described in this Final EIR/EIS. Additionally, as described in Section 3.12.6.3, the HSR project would implement SOCIO-IAMF#2, which would provide relocation assistance to help all displaced residents and businesses acquire replacement properties. The HSR project would also implement SOCIO-IAMF#3, which would establish an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owners.

The commenter also suggests making the new Main Street bridge on an even grade and placing the HSR tracks below grade.

The HSR Build Alternative proposes a grade separation for Main Street. The HSR project would include a new Main Street bridge spanning the tracks on the west bank, the Los Angeles River, and the tracks on the east bank. Applicable design standards, including compliance with laws, regulations, and industry-standard practices, would be followed and are included in Appendix 2-D. The Authority has taken into consideration the request to place the tracks below grade.

The commenter lastly asked that the HR project reduce the pollution from the diesel engines of the Union Pacific Railroad and BNSF Railway trains that operate in the rail corridor for the proposed HSR system.

The Authority is required to comply with all federal and state laws and regulations, including implementing mitigation to reduce significant project impacts as identified in the CEQA summary tables at the end of each section of Chapter 3. The project, however, is not required to mitigate existing environmental impacts such as air quality,

684-707

noise, or visual impacts related to Union Pacific Railroad and BNSF Railway operations. While HSR does not have to mitigate any existing environmental impacts attributable to freight rail, the Authority has made a commitment to invest in regionally significant connectivity projects in order to provide early benefits to transit riders and local communities while laying a solid foundation for the HSR system. These types of projects include grade separations and improvements at regional passenger rail stations, which increase capacity, improve safety, and provide immediate benefits to freight and passenger rail operations.

Submission 707 (Shabnam Paidarfard, July 27, 2020)

Burbank - Los Angeles - RECORD #707 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Shabnam
Last Name : Paidar

Stakeholder Comments/Issues :

I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

707-841

We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

707-842

We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

707-843

Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

707-844

As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not

707-844

fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

707-845

Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

707-846

We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Thank you,

Shabnam Paidarfard

Sr. UX/UI Designer | Digital Marketing Consultant

Elash Design Studio

323 333 6480

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Thank you for your co-operation.

Response to Submission 707 (Shabnam Paidarfard, July 27, 2020)

707-841

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter requested that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

707-842

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

707-843

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

707-844

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

707-845

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

707-846

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 711 (Shabnam Paidarfard, Elash Design Studio, July 27, 2020)

Burbank - Los Angeles - RECORD #711 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Shabnam
Last Name : Paidarfard

Stakeholder Comments/Issues :

To whom it may concern,

I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

711-860

We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

711-861

We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

711-862

Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

711-863

As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a

711-863

full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

711-864

Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

711-865

We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Thank you,

Shabnam Paidarfard

Sr. UX/UI Designer | Digital Marketing Consultant

Elash Design Studio

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Thank you for your co-operation.

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Submission 711 (Shabnam Paidarfard, Elash Design Studio, July 27, 2020) - Continued

Thank you,

Shabnam Paidarfard

Sr. UX/UI Designer | Digital Marketing Consultant

Elash Design Studio

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Thank you for your co-operation.

Response to Submission 711 (Shabnam Paidarfard, Elash Design Studio, July 27, 2020)

711-860

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter requested that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

711-861

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

711-862

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

711-863

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

711-864

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

711-865

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 612 (Matthew Parrent, May 29, 2020)

Burbank - Los Angeles - RECORD #612 DETAIL

Status : Action Pending
Record Date : 5/29/2020
Submission Date : 5/29/2020
Interest As : Individual
First Name : Matthew
Last Name : Parrent

Stakeholder Comments/Issues :

612-633 | I would like to request one of the technical reports. The number listed on here is this number. I would like a transportation technical report. My phone number is 310-709-5808. My email address is matthew_parrent@hotmail.com and I would like an electronic copy of the transportation technical report. Thank you very much. Bye

Response to Submission 612 (Matthew Parrent, May 29, 2020)

612-633

The commenter requested a copy of the Transportation Technical Report. An electronic copy of the requested technical report was sent to the commenter on May 29, 2020. No revisions to this Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) have been made in response to this comment.

Submission 670 (Debbie Payne, July 6, 2020)

Burbank - Los Angeles - RECORD #670 DETAIL

Status : Action Pending
Record Date : 7/6/2020
Submission Date : 7/6/2020
Interest As : Individual
First Name : Debbie
Last Name : Payne

Stakeholder Comments/Issues :

670-689 | I would like to receive electronic updates of the HSR time line and scope of the routes.

Response to Submission 670 (Debbie Payne, July 6, 2020)

670-689

The commenter requested electronic updates on the project time line and routes. In response to this comment, the commenter was added to the outreach database and will receive updates in the future.

Submission 678 (David Pomeroy, July 7, 2020)

Burbank - Los Angeles - RECORD #678 DETAIL

Status : Action Pending
Record Date : 7/7/2020
Submission Date : 7/7/2020
Interest As : Individual
First Name : David
Last Name : Pomeroy

Stakeholder Comments/Issues :

678-698

The amount of land within easy walking distance that's being proposed for parking is extremely disappointing. Density of housing around stations is a key driver of transit ridership, and it doesn't make sense that more of this land isn't being used for transit-oriented development to promote a dense residential cluster of transit users.

Response to Submission 678 (David Pomeroy, July 7, 2020)

678-698

The commenter expresses disappointment with the large amount of proposed parking and the little amount of TOD proposed. As discussed in Section 3.13.6.3 of this Final EIR/EIS, operation of the Burbank Airport Station and LAUS would result in increased parking demand near the stations. All of the land to be acquired for the Burbank Airport Station is currently planned for industrial use largely due to noise impacts and Safety Zone surrounding the airport, which limit residential development. No residential uses, existing or planned, would be converted to parking lots as part of the HSR Build Alternative. HSR passengers would also use the existing pick-up/drop-off and transit plaza facilities at LAUS. Therefore, the proposed parking would not affect land designated for residential uses near the stations. For both HSR stations, the proposed parking facilities would be developed in stages, as needed. Furthermore, LU-IAMF#1 would require the California High-Speed Rail Authority (Authority) to prepare a memorandum for the Burbank Airport Station and LAUS describing how the Authority's station-area development guidelines would be applied to help achieve the anticipated benefits of station-area development, including TOD. LU-IAMF#2 also would require the Authority to prepare a memorandum for the Burbank Airport Station and LAUS describing the local agency coordination and station-area planning conducted to prepare the station area for HSR operations. LU-IAMF#2 would increase benefits and reduce potential land use impacts through coordination with local agencies to prepare the station area for HSR operations. In partnership with the Authority, local agencies would plan for and encourage multimodal hubs and advance TOD strategies to support station areas that are mixed-use, are pedestrian-accessible, and have HSR-supportive development. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 653 (David Ramirez, June 23, 2020)

Burbank - Los Angeles - RECORD #653 DETAIL

Status : Action Pending
Record Date : 6/23/2020
Submission Date : 6/23/2020
Interest As : Individual
First Name : David
Last Name : Ramirez

Stakeholder Comments/Issues :

653-670

Allow for trains to do 110MPH in the corridor, and purchase any properties that interferes with the right of way.
Do not excessively purchase properties.

Response to Submission 653 (David Ramirez, June 23, 2020)

653-670

The commenter states that trains should be allowed to travel at 110 miles per hour (mph) in the corridor. The commenter also states that properties that interfere with right-of-way should be purchased. Design speeds for the project are a maximum 125 mph in the below-grade section (from Burbank Airport Station to approximately Beachwood Drive). However, operating speeds would be lower than the design speeds. Throughout the remainder of the project section, the trains would operate at speeds similar to that of the existing passenger rail operators. This is approximately 79 miles per hour in Burbank and Glendale, and from 60 miles per hour to 10 miles per hour through the City of Los Angeles.

The Authority would acquire properties in accordance with appropriate provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S. Code 4601 et seq.) (Uniform Act) and Implementing Regulations (Code of Federal Regulations [C.F.R.] Title 49, Part 24). Properties would only be acquired as needed to construct and operate the HSR project.

Submission 623 (Sonia Randazzo, June 2, 2020)

Burbank - Los Angeles - RECORD #623 DETAIL

Status : Action Pending
Record Date : 6/2/2020
Submission Date : 6/2/2020
Interest As : Individual
First Name : Sonia
Last Name : Randazzo

Stakeholder Comments/Issues :

623-640

Yes my name is Sonia Randazzo and I own property at 4115 San Fernando Road, 4119 San Fernando Road, 4123 San Fernando Road, 406 Cypress, and and some additional property on Cypress and it is near the railroad that I believe it will be where the high speed rail will be running and I want to know how close and what plans are in the San Fernando corridor going through Glendale and how close that will be to my property and if there's any impact on Cypress at all off of San Fernando Road. My telephone number is 323-662-5781 and during this virus time I'm often on my cell which is 323-240-7878. I would like to know the exact routing it's very hard to tell what streets that will be on and what what impact that will have on those surrounding properties as you move through Glendale in the San Fernando corridor. Thank you very much. Bye bye.

Response to Submission 623 (Sonia Randazzo, June 2, 2020)

623-640

The commenter states that she owns property near the HSR project alignment and is seeking information on impacts to her properties and any planned improvements on the San Fernando Corridor in Glendale. The HSR Project Alignment is located within the existing railroad corridor and would not be located within the San Fernando Road corridor. However, utility easements are proposed along San Fernando Road. The commenter states her properties are adjacent to utility easements on San Fernando Road. The three properties referred to adjacent to San Fernando Road (4115 San Fernando Road, 4119 San Fernando Road, 4123 San Fernando Road) would be adjacent to temporary impact limits but would not be within temporary or permanent impact limits. The Cypress Avenue property referenced by the commenter would not be adjacent to or within temporary or permanent impact limits. No temporary construction easements are proposed on any of these properties. Temporary construction impacts associated with the relocation of natural gas, petroleum, transmission, or water lines may occur on San Fernando Road.

Refer to the Authority's Private Property page for additional information for affected property owners and private property contact information:
https://hsr.ca.gov/programs/private_property/

Submission 633 (Sonia Randazzo, June 5, 2020)

Burbank - Los Angeles - RECORD #633 DETAIL

Status : Action Pending
Record Date : 6/8/2020
Submission Date : 6/5/2020
Interest As : Individual
First Name : Sonia
Last Name : Randazzo

Stakeholder Comments/Issues :

633-652

Yes, my name is Sonia Randazzo. R-A-N-D-A-Z-Z-O. I called before but the number that was left on my answering machine was not clear and I couldn't return the call so I'm going to start again. I own property at 4119 San Fernando Rd, 4123 San Fernando Rd, 4115 San Fernando Rd, and 406 Cypress. I'm interested in knowing exactly how this project from Burbank to Union Station is going to affect my property and I would like to speak to someone about it. My phone number is 323-240-7878. Thank you very much.

Response to Submission 633 (Sonia Randazzo, June 5, 2020)

633-652

The commenter requests specific information on impacts to her property. Refer to Response to Comment 623-640, contained in this chapter.

Refer to the Authority's Private Property page for additional information for affected property owners and private property contact information:

https://hsr.ca.gov/programs/private_property/

Submission 840 (Leah Retherford, August 20, 2020)

Burbank - Los Angeles - RECORD #840 DETAIL

Status : Action Pending
Record Date : 8/20/2020
Submission Date : 8/20/2020
Interest As : Individual
First Name : Leah
Last Name : Retherford

Stakeholder Comments/Issues :

840-1479

This is such an important project for CA and the US. A functioning high speed rail line will make the case federally that the US should be connected by high speed rail. Thank you for showing that this is possible despite all the political and bureaucratic hurdles

Response to Submission 840 (Leah Retherford, August 20, 2020)

840-1479

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 680 (Sofia Rivas, July 8, 2020)

Burbank - Los Angeles - RECORD #680 DETAIL

Status : Action Pending
Record Date : 7/8/2020
Submission Date : 7/8/2020
Interest As : Individual
First Name : Sofia
Last Name : Rivas

Stakeholder Comments/Issues :

680-700

The proposed map of the High Speed Rail Project indicates that it will create a stop right next to an Elementary and Middle school. This project would create an unsafe environment for these children, their families, and the community members surrounding the school. It is very disturbing that children in grades K-8, along with their families, were not taken into account when this proposal was created. My 2 little brothers attend this school and I am personally not comfortable with a high speed train being located directly next to their school on Main st. It also concerns me that this train is going to displace several local businesses that have become a staple to the community. I kindly urge you to consider these factors, as many low income communities are often not considered and even ignored when projects such as these are created in their communities.

Response to Submission 680 (Sofia Rivas, July 8, 2020)

680-700

The commenter states that the HSR project will create a stop right next to an Elementary and Middle school. While it may have appeared as such due to the scale of the maps in the Draft EIR/EIS, the Burbank to Los Angeles Project Section only has two stops, one at the proposed Burbank Airport Station and the other at the existing Los Angeles Union Station.

The commenter expresses concern that the HSR project will create an unsafe environment around schools. The potential for the construction and operation of the HSR Build Alternative to result in impacts on children's health and safety is evaluated in Appendix 3.12-C, Children's Health and Safety Risk Assessment.

While the HSR Build Alternative would be constructed and operate primarily within an existing railroad corridor in urban areas of Burbank, Glendale, and Los Angeles, as described in Section 3.12.7, IAMFs and mitigation measures would be implemented to address impacts on children's health and safety from the HSR project. Construction impacts that could affect children's health and safety (e.g., traffic hazards, air emissions, noise and vibration, and use of hazardous materials near schools) are described in Section 3.12.6.3, Impact SOCIO #14, Temporary Impacts on Children's Health and Safety from Construction. Implementation of IAMFs would avoid and/or minimize impacts related to temporary changes in access, increases in noise and dust, and visual changes; therefore, temporary impacts on children's health and safety from construction of the HSR Build Alternative would be less than significant. Additionally, Impact SOCIO#18, Permanent Impacts on Children's Health and Safety from Operations, addresses permanent impacts to children's health and safety from operation of the HSR system. Refer to Section 3.2, Transportation, for information on the location and nature of permanent impacts on access and circulation. Out-of-direction travel distances required due to road closures would not result in long detours, and the Authority would work with the local jurisdictions to provide additional access as needed. The HSR Build Alternative would be grade-separated from the existing roads, so there would be no conflict between school buses and the HSR trains. The HSR Build Alternative would provide new grade-separated crossings, which would remove roadway conflicts with the railroad corridor and improve safety and access for buses, vehicles, pedestrians, and bicyclists resulting in a beneficial effect related to children's health and safety. Refer to Section 3.11, Safety and Security, for additional information including the risks of HSR

680-700

train accidents, accidents associated with seismic events, and fires. Furthermore, the analysis of many of these issues mentioned in this paragraph specifically analyze health and safety risks for nearby sensitive land uses including schools.

Therefore, this Final EIR/EIS addresses the commenter's concerns regarding safety in the vicinity of schools.

The commenter also expresses general concern for business displacements in low-income communities. As described in Section 5.6.3.1 in Chapter 5, Environmental Justice, the HSR Build Alternative would result in a total of 84 nonresidential displacements, including commercial, industrial, and retail businesses and affecting an estimated 1,747 employees. These nonresidential displacements would occur in the City of Burbank (39 displaced businesses), the City of Glendale (20 displaced businesses), and the City of Los Angeles (25 displaced businesses). Approximately half of the nonresidential displacements would be in communities with low-income and/or minority populations. As such, nonresidential displacement impacts would not be predominately borne by minority population and/or low-income populations because these impacts would be similar for low-income and/or minority populations, as well as non-low-income and/or nonminority populations. Therefore, the HSR Build Alternative would not result in disproportionately high, adverse effects on nonresidential displacements.

As discussed in Section 3.12.4.2, IAMFs are incorporated into the HSR Build Alternative design to help avoid and/or minimize displacement impacts. SOCIO-IAMF#2 would provide relocation assistance to all persons displaced by the HSR Build Alternative in compliance with the Uniform Act. SOCIO-IAMF#3 would establish an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owners. These IAMFs minimize the potential for construction of the HSR Build Alternative to relocate businesses outside their existing communities. Also, refer to Appendix 3.12-B, Relocation Assistance Benefits.

In order to understand the potential impacts, there has been an extensive public and agency outreach program to provide opportunities for public involvement throughout the EIR/EIS process. Specific environmental justice-related meetings were held with local officials; the general public, local and regional organizations; government agencies; as well as with representatives from affected communities. The Authority's outreach efforts

Response to Submission 680 (Sofia Rivas, July 8, 2020) - Continued

680-700

are ongoing, and outreach to minority and low-income populations will continue throughout the development of the HSR project to ensure that these communities have the opportunity for meaningful involvement in the project as described in Section 5.5 of this Final EIR/EIS. Chapter 9, Public and Agency Involvement, includes detailed information on the numerous opportunities for participation that have occurred. The purpose of these efforts was to gain the input of minority and low-income populations regarding the project and so the analyses and conclusions in this EIR/EIS accurately reflect the setting and potential impacts of the project in those communities.

Submission 823 (Craig Rose, August 16, 2020)

Burbank - Los Angeles - RECORD #823 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Craig
Last Name : Rose

Stakeholder Comments/Issues :

823-1462

We must start building high speed rail to protect California of the future!

Response to Submission 823 (Craig Rose, August 16, 2020)

823-1462

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 862 (Leif Roswold, August 28, 2020)

Burbank - Los Angeles - RECORD #862 DETAIL

Status : Action Pending
Record Date : 8/28/2020
Submission Date : 8/28/2020
Interest As : Individual
First Name : Leif
Last Name : Roswold

Stakeholder Comments/Issues :

862-1575

Very worried about the impact on the LA river and the planned revitalization of it. Staying along i5 would be a vastly preferable option for local communities.

Response to Submission 862 (Leif Roswold, August 28, 2020)

862-1575

Refer to Standard Response BLA-Response-Chapter 2 Alt-01: Alternatives.

The comment expresses concern about the project impact on the Los Angeles River and the planned revitalization of the river. The comment also states that an alignment along I-5 would be a preferable option for local communities.

The alternatives analysis documented in the Final Program EIR/EIS (Authority and FRA 2005) and the Tier 2 preliminary alternatives analysis (PAA) and supplemental alternatives analysis (SAA) have provided the supporting rationale for the elimination of other potential alternatives than the HSR Build Alternative evaluated in this Final EIR/EIS. The other alternatives resulted in more impacts, were not reasonable, and/or would not meet the purpose and need for the project. The alternatives development and analysis are documented in Chapter 2 and explain the rationale for the evaluation of the HSR Build Alternative presented in this Final EIR/EIS. In particular, Chapter 3 of the Final Program EIR/EIS defined key HSR design criteria that would avoid and minimize potential negative environmental consequences. Though these criteria did include maximum use of existing transportation corridors such as I-5, the criteria also included minimizing footprint impacts and associated direct impacts to parklands, and biological and water resources.

Impacts on the Los Angeles River and its planned revitalization are discussed in Sections 3.7.6 and 3.15.6 of this Final EIR/EIS. The HSR Build Alternative may require temporary construction easements on portions of the planned Los Angeles River Bike Path extension. The remaining portion of the existing Los Angeles River Bike Path and portions of the extension outside of the construction area would remain open for public use during construction. If the extension of the Los Angeles River Bike Path exists at the time of HSR construction, construction activities would temporarily interrupt connectivity and use of the bike path. However, detours would be implemented during construction, in coordination with the agency with jurisdiction over the bike path, so that access around the construction area would be maintained. Moreover, all facilities and parklands used as temporary construction easements would be returned to their pre-construction condition by the end of the construction period.

Submission 649 (Hank Scheetz, June 19, 2020)

Burbank - Los Angeles - RECORD #649 DETAIL

Status : Action Pending
Record Date : 6/22/2020
Submission Date : 6/19/2020
Interest As : Individual
First Name : Hank
Last Name : Scheetz

Stakeholder Comments/Issues :

Yes my name is Hank Sheets S-C-H-E-E-T-Z. My phone number is 818-247-8167. My address is 843 Pelanconi Avenue in Glendale 91202. I'm calling regarding the Burbank to Los Angeles high speed rail project. I live on Pelanconi close to San Fernando, where there is an overpass and they're gonna go underneath. I'm concerned that because of the short distance to be able to lower the street even though they're gonna raise the rail they're gonna lower the street and right now traffic from Pelanconi to go across the railway into the Disney center is somewhat blocked by a small island, although people do drive around it sometimes, but if this street is lowered and goes under the rail. I'm afraid my small 1-block street Pelanconi Avenue will become a feeder street for traffic going into the Disney Center. This is not acceptable it'll ruin the neighborhood it's all residential. I need some feedback and some understanding of how this is gonna work and what's gonna be done to make sure that Pelanconi Avenue doesn't become a feeder to go in across San Fernando and under the rail way into the Disney Center. I would appreciate some sort a call back or feedback to make me understand this better. Thank you.

649-668

Response to Submission 649 (Hank Scheetz, June 19, 2020)

649-668

The commenter expresses concern regarding the improvements proposed on Pelanconi Avenue and resulting traffic impacts as a result of the High-Speed Rail (HSR) Build Alternative. As discussed in Section 2.5.2.9 of this Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS), a grade separation at the intersection of Pelanconi Avenue and Flower Street/San Fernando Road is included as an early action project for the HSR Build Alternative. As a part of this early action project, this intersection would be lowered to accommodate a grade separation at the current railroad crossing location at Flower Street, in addition to the raising of the railroad. While the existing median would be modified on Flower Street under the raised railroad tracks, the overall width of Flower Street would remain the same. There is no project need to remove the turn restrictions that are enforced by the raised medians at the Pelanconi Avenue/Flower Street/San Fernando Road intersection. Therefore, at the completion of construction, traffic patterns will not be changed by the rebuilding of this intersection. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 726 (Hank Scheetz, July 28, 2020)

Burbank - Los Angeles - RECORD #726 DETAIL

Status : Action Pending
Record Date : 7/28/2020
Submission Date : 7/28/2020
Interest As : Individual
First Name : Hank
Last Name : Scheetz

Stakeholder Comments/Issues :

To HSR Authority re: Draft EIR/EIS for Burbank to L.A. portion of the HSR Project.

My concerns are addressed in the attached Word document relative to the Grade Separation at the intersection of San Fernando Rd and Pelanconi Ave/Flower St.

Your consideration on my concerns would be greatly appreciated. Could you please acknowledge receipt of my email and correspondence?

Best wishes and be well,

Hank Scheetz
L. A. Metro
Sr. Manager, Third Party Administration

213 312-3187-O
213 276-5144-M

Metro.net | facebook.com/losangelesmetro | @metrolosangeles Metro provides excellence in service and support.

Burbank to L.A. EIR Response-High Speed Rail Comments

From: Hank Scheetz

Phone: 818 247-8167

Address: 843 Pelanconi Ave., Glendale CA 91202

To whom it may concern regarding my comments in response to the HSR Burbank to Los Angeles portion of the HSR Project.

I live in Glendale at 843 Pelanconi Ave. My street is one (1) block long, situated between Glenoaks Blvd and San Fernando Rd.

The Project design will be changing the rail at-grade crossing at Pelanconi/Flower to be depressed, requiring the widening of San Fernando and lowering of Pelanconi Ave at San Fernando Rd. This will also require property takes along San Fernando Rd. This is a signaled intersection.

San Fernando Rd., at Pelanconi Ave. has a small sliver of a concrete island to supposedly stop vehicles from going directly across San Fernando Rd from Pelanconi to Flower or from Flower to Pelanconi Ave. Currently, vehicles will drive around this median, since the median does not go completely across the intersection. Vehicles will wait for the signal and drive around the median to go north or south along San Fernando Rd. depending on whether they are coming from Pelanconi or Flower.

Pelanconi Ave. is only one (1) block long and is completely Residential and our street can experience a great deal of traffic, when there is Fwy 134 and Fwy 5 congestion. If this design is used to depress the crossing for HSR, then Pelanconi Ave will be come a cut through for traffic to go under the tracks and not use San Fernando where they must wait to make a turn into the Disney Campus area.

To compound the problem, Kellogg Ave. intersects Pelanconi Ave, allowing additional traffic to try and find relief from congestion to go from Glenoaks to San Fernando by using Pelanconi Ave as a pass thru connector.

Pelanconi Ave is one (1) block long and is completely Residential and has great deal of family activity with families and children, and pets, using Pelanconi as a nice scenic pathway. The increased traffic, which sometimes goes at high rates of speed, creates a very unwanted and unsafe condition.

Solution 1: I suggest that a complete island median, across the intersection at Pelanconi, be placed to eliminate the possibility of traffic from Pelanconi to go directly under the tracks into the Disney Campus area or traffic from Flower to cross San Fernando Rd and use Pelanconi as a tie-in to Glenoaks Blvd.

Solution 2: Blocking traffic from going from Pelanconi Ave. to San Fernando Rd., would be a better solution, stopping any traffic, caused by this design, to impact the Residential environment of Pelanconi Ave. This would make the street safer and could also make the design of the intersection at Pelanconi Ave and San Fernando Rd less impactful to the neighborhood and possibly soften the depression of Pelanconi Ave to go under the rail. I feel this would be a better solution.

726-1009

726-1010

726-1011

Submission 726 (Hank Scheetz, July 28, 2020) - Continued

Your consideration in this matter would be appreciated.

Best wishes and be well,

Hank Scheetz

Response to Submission 726 (Hank Scheetz, July 28, 2020)

726-1009

Refer to Standard Response BLA-Response-Section 3.2 TRAN-02: Permanent Traffic Impacts.

Refer to Standard Response BLA-Response-Section 3.2 TRAN-02: Permanent Traffic Impacts for general information regarding road closures and detours during construction. More specific information addressing this comment is provided below. The commenter expresses concern regarding the improvements proposed on Pelanconi Avenue and resulting traffic impacts as a result of the HSR Build Alternative. Refer to Standard Response BLA-Response Section 3.2 TRAN-02: Permanent Traffic Impacts. As discussed in Section 2.5.2.9 of this Final EIR/EIS, a grade separation at the intersection of Pelanconi Avenue and Flower Street/San Fernando Road is included as an early action project for the HSR Build Alternative. As a part of this early action project, this intersection would be lowered to accommodate a grade separation at the current railroad crossing location at Flower Street in addition to the raising of the railroad. Furthermore, the existing median would be modified on Flower Street, and the overall width of Flower Street would remain the same. Based on the design of the grade separation provided in this section, there would be no project need to remove the turn restrictions that are enforced by the raised medians. Therefore, at the completion of construction, traffic patterns will not be changed by the rebuilding of this intersection. No revisions to this Final EIR/EIS have been made in response to this comment.

726-1010

The commenter recommends an island median at Pelanconi Avenue. Refer to response to comment 726-1009, contained in this chapter, regarding Pelanconi Avenue.

726-1011

The commenter recommends blocking traffic at Pelanconi Avenue to San Fernando Road. Refer to response to comment 726-1009, contained in this chapter, regarding Pelanconi Avenue. There is no identified project operational impact that would necessitate new restrictions on turn movements/access at the Flower Street-Pelanconi Avenue/San Fernando Road intersection.

Submission 817 (John Scott, August 16, 2020)

Burbank - Los Angeles - RECORD #817 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : John
Last Name : Scott

Stakeholder Comments/Issues :

With the devastating wildfires of recent years serving notice, global warming is only adding fuel to naturally occurring natural disasters and at shorter intervals. The recent rolling electrical blackouts and widespread cliff side erosion due to rising ocean levels are harbingers of a greatly reduced quality of life without significant carbon reduction. High speed rail service won't by itself solve these problems but does offer tangible carbon reduction compared to automobiles. It can also serve notice to the world that America is serious about its carbon problem. It can also complement the rail service serving the San Diego corridor. as Americans, let's take pride in meeting this pivotal moment in our history and see this project to completion!

817-1457

Response to Submission 817 (John Scott, August 16, 2020)

817-1457

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 816 (ARTHUR SCOTTI, August 16, 2020)

Burbank - Los Angeles - RECORD #816 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : ARTHUR
Last Name : SCOTTI

Stakeholder Comments/Issues :

816-1456

I took the train from San Jose to Burbank some years ago and would have used it for my many trips to San Francisco had this option been available! Please approve this Environmental Impact Statement.
Thank you,
Art Scotti

Response to Submission 816 (ARTHUR SCOTTI, August 16, 2020)

816-1456

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 811 (Bhavin Shah, August 16, 2020)

Burbank - Los Angeles - RECORD #811 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Bhavin
Last Name : Shah

Stakeholder Comments/Issues :

811-1451 | I fully support this project specifically the Burbank to Los Angeles section. I believe it will help greatly with
811-1452 | regional transportation, including with commuters. I was wondering if you are coordinating with Metro on the
North Hollywood to Pasadena Bus Rapid transit project. This would allow people in Glendale to commute to
Burbank airport and take the HSR.

Response to Submission 811 (Bhavin Shah, August 16, 2020)

811-1451


Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

811-1452

The commenter asks if the Authority is coordinating with the Los Angeles Metropolitan Transportation Authority (Metro) on the transit agency's North Hollywood to Pasadena Bus Rapid Transit (BRT) Project. Although there is currently not a direct nexus planned between Metro's BRT project and the Burbank to Los Angeles Project Section of the HSR project, the Authority is supportive of improvements to mobility in and around proposed HSR stations.

Submission 836 (Tim Shates, August 19, 2020)

		Burbank to Los Angeles Project Section Draft Environmental Impact Report/Environmental Impact Statement Comment Form	
NAME: Charles Shates		DATE: 8/19/20	
AFFILIATION: N/A			
ADDRESS: PO Box 223		EMAIL: ctshates@yahoo.com	PHONE: (805) 646-4585
CITY: Ojai		STATE: CA	ZIP: 93024
*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES			
COMMENTS: <p>I strongly support the development of high-speed rail in California and throughout the United States. Therefore, I approve of the Burbank to Los Angeles Draft EIR/EIS. Please proceed with the project as quickly as possible while adhering to the most prudent safety measures.</p>			
<small>Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act. *Please complete the email section if you want to be placed on the Authority's email list.</small>			
<small>YOU MAY MAIL YOUR COMMENTS TO: ATTN: BURBANK TO LOS ANGELES DRAFT EIR/EIS COMMENT, 395 S GRAND AVENUE, SUITE 2050, LOS ANGELES, CA 90071 OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO BURBANK_LOS.ANGELES@HSR.CA.GOV COMMENTS CAN ALSO BE MADE BY LEAVING A VOICEMAIL ON THE PROJECT SECTION HELPLINE: 877-977-1660 COMMENTS WILL BE ACCEPTED FROM MAY 29 TO JULY 16, 2020. FOR THE LATEST PROJECT UPDATES OR CHANGES TO THE COMMENT PERIOD, PLEASE VISIT WWW.HSR.CA.GOV</small>			

836-1475

Response to Submission 836 (Tim Shates, August 19, 2020)

836-1475

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 652 (Alastair Shearman, June 22, 2020)

Burbank - Los Angeles - RECORD #652 DETAIL

Status : Action Pending
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Alastair
Last Name : Shearman

Stakeholder Comments/Issues :

652-1432

Hello, can you please remove me from your paper mailing list?

My name and address on file are:

Alastair Shearman
3856 Rhodes Ave
Studio City CA 91604-2403

Thank you!

Response to Submission 652 (Alastair Shearman, June 22, 2020)

652-1432

The commenter requests to be removed from the paper mailing list. It has been confirmed that this commenter has been removed from the Authority's Outreach mailing list.

Submission 691 (Alastair Shearman, July 7, 2020)

Burbank - Los Angeles - RECORD #691 DETAIL

Status : No Action Required
Record Date : 7/7/2020
Submission Date : 7/7/2020
Interest As : Individual
First Name : Alastair
Last Name : Shearman

Stakeholder Comments/Issues :

691-1435 | Please remove me from your paper mailing list:
Alastair Shearman
3856 Rhodes Ave
Studio City CA 91604

Thank you.

Response to Submission 691 (Alastair Shearman, July 7, 2020)

691-1435

The commenter requests to be removed from the paper mailing list. It has been confirmed that this commenter has been removed from the Outreach mailing list.

Submission 805 (Robert Shepard, August 13, 2020)

Burbank - Los Angeles - RECORD #805 DETAIL

Status : Unread
Record Date : 8/13/2020
Submission Date : 8/13/2020
Interest As : Individual
First Name : Robert
Last Name : Shepard

Stakeholder Comments/Issues :

805-1443

Good morning,
I am writing to inquire what the current status and timeline is for the Burbank to Los Angeles High Speed rail project.

Thank You for any help with this request,
Robert Shepard

<https://www.avast.com/sig-email?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=webmail&utm_term=icon>
Virus-free.
www.avast.com
<https://www.avast.com/sig-email?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=webmail&utm_term=link>
<#DAB4FAD8-2DD7-40BB-A1B8-4E2AA1F9FDF2>

Response to Submission 805 (Robert Shepard, August 13, 2020)

805-1443

The commenter requests the current status and timeline for the HSR Project schedule. The HSR Project is currently undergoing the final phase of the environmental analysis with the preparation of this Final EIR/EIS. As discussed in Section 2.9.3, Table 2-18, of this Final EIR/EIS, the schedule for construction was anticipated to occur from 2020 until July 2029. The proposed dates were based on the Authority's 2016 Business Plan, which was the approved business plan at the time studies were initiated for the Draft EIR/EIS. In addition, as discussed in the Authority's updated 2020 Business Plan (available online: https://hsr.ca.gov/docs/about/business_plans/2020_Business_Plan.pdf) the Record of Decision is now anticipated for this Final EIR/EIS in June 2021. Although these activities cannot begin until after the Authority approves the Final EIR/EIS and the Record of Decision, the duration of each activity is accurate and what was assumed in the analysis of construction impacts in this EIR/EIS.

Submission 725 (Sharon Shon, July 28, 2020)

Burbank - Los Angeles - RECORD #725 DETAIL		725-1006
Status :	Action Pending	
Record Date :	7/28/2020	
Submission Date :	7/28/2020	
Interest As :	Individual	
First Name :	Sharon	
Last Name :	Shon	
Stakeholder Comments/Issues :		
To Whom it May Concern,		
725-1003	- I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address: - We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.	affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.
725-1004	- We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, *will *severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."	725-1007 - Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.
725-1005	- Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.	725-1008 - We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.
725-1006	- As referenced above, over 75% (soon to be 80%) of our community are	Thank you for your time, Sharon Shon (RiverPark Homes: 2700 Chaucer St. Unit #50)

Response to Submission 725 (Sharon Shon, July 28, 2020)

725-1003

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

725-1004

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

725-1005

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

725-1006

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

725-1007

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

725-1008

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community

Submission 720 (Candace Shure, July 27, 2020)

Burbank - Los Angeles - RECORD #720 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Candace
Last Name : Shure

Stakeholder Comments/Issues :

Hello,

I hope you are well during these uncertain times. I currently reside in the Taylor Yard community and own a home with my husband , two small children, and dog. We are very worried about the prospect of the HSR being built so incredibly close to our home for many reasons I've listed below. Please take the time to review our serious concerns. I can be reached via email or cell at 213-709-3074.

720-917

the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

720-918

- Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

720-919

- We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

720-914

- We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

Thank you again for your attention and for your time in advance,

Candace Shure

720-915

- We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, *will *severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

720-916

- Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

720-917

- As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and

Response to Submission 720 (Candace Shure, July 27, 2020)

720-914

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

720-915

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

720-916

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

720-917

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

720-918

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

720-919

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community

Submission 780 (Stephanie Simpson, August 3, 2020)

Burbank - Los Angeles - RECORD #780 DETAIL

Status : Action Pending
Record Date : 8/3/2020
Submission Date : 8/3/2020
Interest As : Individual
First Name : Stephanie
Last Name : Simpson

Stakeholder Comments/Issues :

Dear CA High Speed Rail Authority Staff:

I am a resident of the Taylor Yard community of homes. My home along with several others, either face or are in close proximity to the railroad Right of Way. The HSR project would cause the Union Pacific freight train, Amtrak and Metrolink tracks to be relocated 30 ft closer to our community in order to accommodate the HSR tracks. I have serious concerns on the finding of the DEIR/DEIS as it pertains to our community and believe that the Noise/Vibration/Air Quality studies carried out in our community to be flawed and/or have not considered current receptors and ground conditions. I would like for you to address the following:

We are concerned that only 2 receptor points were measured in our entire 400 home community. There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

Due to the method of estimating the noise and vibration impacts (the difference between our current level and the post HSR construction level), we are very concerned that the true impact from these factors are not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak trains 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full re-measurement with many receptor points especially on the higher floors, and complete

780-1324

780-1325

780-1326

780-1327

780-1328

consideration of moving existing trains 30 ft closer to our homes. Over 75% of the homes (305 units) in the Taylor Yards community comprise affordable housing units that house Extremely Low Income, Very Low Income, and Low Income families and seniors. However, no Environmental Justice impacts to this community have been analyzed. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

We are very concerned about the air pollution caused during construction and the increased proximity caused by moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected and mitigation measures provided.

We are also fearful that the approval of the FEIR without factoring in any mitigation measures will lead to an immediate impairment of the property values. We don't believe the DEIR factored deterioration of property values in the analysis and I would like to understand what compensation will be provided to property owners who will experience a reduction in their property values.

We look forward to receiving due and satisfactory considerations to our well justified concerns.

Sincerely,
 Stephanie Simpson
 TY Taylor 41 Owner

780-1321

780-1322

780-1323

780-1324

Response to Submission 780 (Stephanie Simpson, August 3, 2020)

780-1321

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The comment expresses concerns about the findings of the Draft EIR/EIS and claims that the noise and vibration and air quality studies are flawed and have not considered existing conditions. The noise and vibration, and air quality technical studies and analysis contained in this Final EIR/EIS have been prepared in accordance with applicable HSR guidelines and with state and federal regulations. Existing noise measurements were taken as shown on Figure 3.4-5, Existing Noise Measurement Locations, in Section 3.4, Noise and Vibration. The noise measurement locations were chosen based on proximity to sensitive uses and ability to be taken within public right-of-way while also remaining within the noise RSA. While specific measurements were not taken within the Taylor Yard community, there were specific reasons for the locations chosen. During the noise monitoring for the HSR project, construction was prevalent in the area surrounding Taylor Yard, which would have artificially elevated existing noise levels and reduced the margin for impact. Measurements were taken at various distances from the existing operations to establish the expected noise environment without construction activities.

The vibration studies conducted for the Draft EIR/EIS considered the effects of moving the existing tracks closer to residences. The vibration levels from the existing trains and HSR trains would increase by less than 3 vibration velocity decibels (VdB), depending on the distance, and would be below the FRA's vibration impact criteria of 72 VdB for frequent operations as defined in Table 3.4-10 of this Final EIR/EIS. The vibration levels generated by all elements of construction are well below the thresholds of damage as shown in Table 3.4-9 for even the most sensitive building types.

The relocation of the existing railroad tracks is discussed in Section 3.3.6.3, under Impact AQ #11: Localized Air Quality Impacts during Train Operations in this Final EIR/EIS. The text explains that the centerline of the tracks would move closer to sensitive receptors by up to 24 feet. The outermost track of the realignment near the Taylor Yard community would be moved up to approximately 32 feet closer to the residential areas than under existing conditions. As described in Section 3.3.6.3, the track relocation would not cause a significant air quality impact under CEQA because the project would not result in a change to the number of passenger or freight trains or

780-1321

the travel speed of any trains, and future diesel train emissions are expected to decline due to the increased use of the cleaner USEPA Tier 4 locomotive engines, which applies to all line-haul locomotive engines manufactured or remanufactured in 2015 or later.

Refer to Responses to Comments 780-1322, 780-1323, 780-1324, 780-1326, and 780-1327, contained in this chapter, for responses to the concerns listed.

780-1322

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

780-1323

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

780-1324

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

Response to Submission 780 (Stephanie Simpson, August 3, 2020) - Continued

780-1325

Refer to Standard Responses BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities, BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

780-1326

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

780-1327

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

780-1328

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-02: Impacts to Property Values.

The commenter expresses concern that the HSR project could lead to the impairment of property values unless mitigation measures are implemented.

The Final EIR/EIS would not be approved but would be certified and published. Appropriate mitigation included in the Final EIR/EIS would be included in the Record of Decision (ROD), which will contain formal commitments required for project approval. The ROD will require the Authority to implement the adopted mitigation measures as the project advances through final design and construction.

Section 3.12.6, Impact SOCIO#17 of this Final EIR/EIS and Section 6.3.4.1, Long-term Impact to Property Values, in the Community Impact Assessment (CIA) Technical Report summarizes the potential property value impacts of the HSR project (this report can be provided upon request to the Authority). Studies related to both conventional rail and HSR stations that have been conducted to date offer no clear consensus on findings due to the limited availability of existing literature. Property value increases can result from both new access to an 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 detailed throughout this Final EIR/EIS, the project incorporates standardized HSR features to avoid and minimize effects. These features are referred to as IAMFs and will be implemented during project design, construction, and operation, as relevant to the HSR project section, to avoid or reduce effects. These features are considered part of

Response to Submission 780 (Stephanie Simpson, August 3, 2020) - Continued

780-1328

the project, and the EIR/EIS explains how they will work and describes their effectiveness. If significant impacts are determined to occur even with the implementation of IAMFs, feasible mitigation measures are identified and implemented as required under CEQA. As such, project impacts to any properties affected by the HSR project would be avoided, minimized, or mitigated, as appropriate.

Property owners who believe they have suffered a loss may file a claim with the State of California Government Claims Board. More information may be obtained online at <https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim>

No revisions have been made to this Final EIR/EIS in response to this comment.

Submission 781 (Eleanor Simpson, August 3, 2020)

Burbank - Los Angeles - RECORD #781 DETAIL

Status : Action Pending
Record Date : 8/3/2020
Submission Date : 8/3/2020
Interest As : Individual
First Name : Eleanor
Last Name : Simpson

Stakeholder Comments/Issues :

Dear CA High Speed Rail Authority Staff:

781-1329 I am a resident of the Taylor Yard community of homes. My home along with several others, either face or are in close proximity to the railroad Right of Way. The HSR project would cause the Union Pacific freight train, Amtrak and Metrolink tracks to be relocated 30 ft closer to our community in order to accommodate the HSR tracks. I have serious concerns on the finding of the DEIR/DEIS as it pertains to our community and believe that the Noise/Vibration/Air Quality studies carried out in our community to be flawed and/or have not considered current receptors and ground conditions. I would like for you to address the following:

781-1330 We are concerned that only 2 receptor points were measured in our entire 400 home community. There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

781-1331 Due to the method of estimating the noise and vibration impacts (the difference between our current level and the post HSR construction level), we are very concerned that the true impact from these factors are not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

781-1332 Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak trains 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full re-measurement with many receptor points especially on the higher floors, and complete

781-1332 consideration of moving existing trains 30 ft closer to our homes.

781-1333 Over 75% of the homes (305 units) in the Taylor Yards community comprise affordable housing units that house Extremely Low Income, Very Low Income, and Low Income families and seniors. However, no Environmental Justice impacts to this community have been analyzed. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

781-1334 Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

781-1335 We are very concerned about the air pollution caused during construction and the increased proximity caused by moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected and mitigation measures provided.

781-1336 We are also fearful that the approval of the FEIR without factoring in any mitigation measures will lead to an immediate impairment of the property values. We don't believe the DEIR factored deterioration of property values in the analysis and I would like to understand what compensation will be provided to property owners who will experience a reduction in their property values.

We look forward to receiving due and satisfactory considerations to our well justified concerns.

Sincerely,
 Eleanor Simpson
 TY Taylor 41 Owner

Response to Submission 781 (Eleanor Simpson, August 3, 2020)

781-1329

Refer to Response to Comment 780-1321, contained in this chapter.

781-1330

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

781-1331

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

781-1332

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

781-1333

Refer to Standard Responses BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities, BLA-Response-GENERAL-05: Taylor Yard Community.

781-1334

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

781-1335

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

781-1336

Refer to Response to Comment 780-1328, contained in this chapter.

Submission 804 (Ralph Smithers, August 13, 2020)

Burbank - Los Angeles - RECORD #804 DETAIL

Status : Action Pending
Record Date : 8/13/2020
Submission Date : 8/13/2020
Interest As : Individual
First Name : Ralph
Last Name : Smithers

Stakeholder Comments/Issues :

804-1442

I think it's a bad idea. The next time there is looting, the criminal looters from downtown Los Angeles can take a high speed train to Burbank , in order to loot and destroy businesses. Look what happened to Santa Monica. Part of that was a result of the Expo Line between Los Angeles and Santa Monica.

Response to Submission 804 (Ralph Smithers, August 13, 2020)

804-1442

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project.

Submission 668 (Scott Spaeth, Student, July 5, 2020)

Burbank - Los Angeles - RECORD #668 DETAIL

Status : Action Pending
Record Date : 7/5/2020
Submission Date : 7/5/2020
Interest As : Individual
First Name : Scott
Last Name : Spaeth

Stakeholder Comments/Issues :

Hi Council members,

668-687

I am a huge supporter of this High Speed Raul project. Please remove barriers to its approval and expedite its construction. CA needs more transit options and to reduce our dependence on environmentally-destructive cars.

Thank you,

Scott Spaeth

Response to Submission 668 (Scott Spaeth, Student, July 5, 2020)

668-687

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 638 (SUSAN STAMBAUGH, June 5, 2020)

Burbank - Los Angeles - RECORD #638 DETAIL

Status : Action Pending
Record Date : 6/5/2020
Submission Date : 6/5/2020
Interest As : Individual
First Name : SUSAN
Last Name : STAMBAUGH

Stakeholder Comments/Issues :

638-657 | This proposed High-Speed Rail will come very close to my home. It may come right through it. I would like to see a detailed map of what is proposed as of June, 2020. I would like to know whether I need to plan to move.

Response to Submission 638 (SUSAN STAMBAUGH, June 5, 2020)

638-657

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain.

The commenter states that the HSR project may go through his property and requests a detailed map on what is proposed. Refer to Appendix 3.12-D, Property Acquisitions and Easements, for a detailed map showing expected property acquisitions and easements required. Additionally, refer to Standard Response, BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain, for information on the property acquisition and relocation process.

Submission 761 (Burbank Station, July 30, 2020)

Burbank - Los Angeles - RECORD #761 DETAIL

Status : Action Pending
Record Date : 7/30/2020
Submission Date : 7/30/2020
Interest As : Individual
First Name : Burbank
Last Name : Station

Stakeholder Comments/Issues :

Please address my comments as part of the record for the Burbank to Los Angeles Draft EIR/EIS. I ask that this comment be addressed in one response and not divided amongst several comment responses:

761-1161

My comment is primarily focused on the Authority prematurely selecting a Preferred Alternative related to Burbank Airport Station. Based on the information provided in EIR/EIS and preceding Alternatives Analysis documents (which were not made publicly available as part of the Draft EIR/EIS), the Authority's judgement is eliminating Burbank Airport Station Option A (at-grade) before being fully assessed in the Draft EIS/EIR could be considered arbitrary and capricious as the decision process and screening were illogical and the alternatives were developed with errors that the authority failed to correct.

Illogical Screening Process:

Page 2-30 states the following, "Therefore, in 2018, the Burbank Airport Screening Report withdrew Option A primarily due to community and potential environmental justice concerns. Option A had the greatest amount of residential and business displacements and noise/vibration and visual impacts, and it also had the worst intermodal connections." The Authority neglected to include this Screening Report as part of the Draft EIR/EIS and the document is not available online, yet here are some concerns the Authority failed to consider when eliminating Option A:

1.

Although Option A does have environmental concerns, Option B (the Preferred Alternative) has more substantial environmental impacts related to hazardous materials which may not be able to be fully mitigated. As noted in Section 3.10.8.2 of the Draft EIR/EIS, trenching and ground disturbance activities would disturb hazardous materials. Burbank Station Option A would have minimized those ground disturbances, especially in a heavily contaminated site around Burbank Airport. How did the Authority weigh harmful environmental impacts appropriately against community impacts

761-1161

when comparing alternatives?

Additionally, concerns with Option A seem to revolve around the number of property takes necessary to implement the station. How much property did the Authority take to build Fresno station and the connecting alignment? The Authority has acquired thousands of acres of property in the Central Valley and has displaced hundreds of property owners. Yet when it comes to the more urbanized and wealthier areas of the state (Southern and Northern California), the Authority seems to weigh residential property takes as a higher environmental concern. To build this system appropriately, the Authority will need to take residential properties and the Agency must have the fortitude to follow through with it (rather than taking steps to avoid it as much as possible to the detriment of the rail system). Can the Authority provide a comparison on the number of residential property takes (both completed and proposed) in the Central Valley, compared to the proposed property takes in Northern and Southern California? The results will surely show that more residential take occurs in the poorer Central Valley as opposed to the wealthier Northern and Southern Sections. This clear bias to property acquisition presents a programmatic environmental justice issue that the Authority needs to address.

1.

Option B (the Preferred Alternative) requires the approval of FAA, as the alignment traverses under the runway and property of Burbank Airport. "Coordination with the FAA on impacts related to aviation is currently ongoing" (pg. 3.2-81). Thus, FAA has not made a formal determination on whether Option A is even feasible. If the FAA was onboard with the project's preferred alternative, FAA would have signed onto the Draft EIR/EIS as a Cooperating Agency. Since they have not, implementation of Option B will take longer as FAA will need their own NEPA document to approve the airport impacts. Option A would have eliminated any concerns or delay associated with the FAA, and thus should have been considered before eliminating the station alternative. Can the Authority provide assurance that FAA will approve your design? Please provide FAA's formal correspondence on this matter.

2.

The Authority has failed to quantify how Option A has worse intermodal connections compared to Option B. Qualitatively, both options provide an equal amount of intermodal connections: Option A has HSR and Metrolink

Submission 761 (Burbank Station, July 30, 2020) - Continued

761-1161

while Option B has HSR and the airport. Can the Authority provide the quantitative ridership analysis that supports the statement that Option A is worse? Based on the Appendix 2-E, the methodology to determine station access/egress does not appropriately account for air mode connections. Figure B5 in Appendix E-2 does not include an air mode in the validation of mode access. Thus based on the materials presented, the Authority only has qualitative measures to assess intermodal connectivity.

If looking at neighborhood and transit connectivity, Option A provides better intermodal connections than Option B as it centralizes rail transportation in the immediate vicinity to two stations: Burbank Airport South (Amtrak's Pacific Surfliner and Metrolink Ventura County Line) and Burbank Airport North (HSR and Metrolink Antelope Valley Line). Option B introduces a new third airport rail station within a ½ mile radius and thus is not conducive to making rail to rail or rail to transit intermodal connections. With Option A, rail users can easily catch either the next HSR or Metrolink train to points south from one station, which is not possible under Option B. Option A also provides better connections to neighborhoods and the surrounding transit system (as users won't need to access the airport to reach the station).

Option A also allows for the Authority to attract more local riders, which is necessary as the rail service will be in direct competition with most of Burbank Airport's air market. Most of Burbank's Airport origin/destination passengers come from California locations that will be served by CHSRA (Bay Area Airports/Sacramento) (see BTS Statistics). The Authority will need to offer competitive travel times and fares to attract demand to/from Burbank.

The argument that Option A is farther than Option B from the Airport and is thus "worse" is moot. Both stations are within a ½ mile catchment area of the new airport terminal. There are plenty of examples in the US of rail to airport connections including Newark, SFO, and TF Green, all of which do not have direct rail to terminal connections, yet those airports still manage to capture intermodal connections between the two modes. Did the Authority look at covered walkways to connect Option A to the air terminal? The distance between Option A and the future Burbank Airport Terminal is roughly the same distance as the existing Airport terminal and the walkway to the Rental Car Facility. If a direct air terminal to rail station is necessary, why hasn't the Authority realigned the alignment off the Caltrain corridor in Northern California to create a direct rail/air connection at SFO? A direct rail/air connection at SFO is more appropriate as CHSRA would be providing more connecting passengers rather than competing passengers at Burbank. Can Authority provide any qualitative

761-1161

analysis to validate that Option A's distance from the terminal creates a "worse" intermodal connection? What quantitative ridership or travel demand estimates does the Authority have between rail to air and air to rail passengers?

Station Design Errors:

1.

The Burbank Station Screening Report shows inconsistencies in the design as it relates to the future Metrolink Antelope Valley corridor. The figure showing Option A includes a double track alignment for Metrolink while Option B only shows a single track alignment for Metrolink. Thus, the figures showing Option A require more right of way (thus generating more community impacts) than Option B (the Preferred Alternative). Can Authority provide a justification as to why Metrolink requires two tracks under Option A but not Option B? Metrolink tracks should be consistent between the two Options.

2.

Burbank Station is over-designed as a four track, two platform station. A four track two platform station is appropriate at termini stations or at stations where train overtakes are necessary. According to the Authority's own service/station stopping plan (Figure 3-2 in Appendix 2-C) Burbank Station is planned to be served by every service being planned as part of the Phase 1 stopping pattern, thus no overtakes would occur at Burbank Station. The Authority's planned service accounts for overtakes to occur between Palmdale and San Jose. If passing tracks are needed in between Palmdale and Burbank, why do they need to occur at Burbank station and not at another less impactful location along the HSR alignment? In what service plan has the authority identified the need for four tracks at Burbank Station? The proposed alternatives need to respond to the service demands of the proposed CHSRA program, and neither of these alternatives adequately respond to the service characteristics being proposed as part of the program. This over design is never justified in any Authority documentation for the Draft EIR/EIS. Since a four track, two platform station is excessive at Burbank Airport, both the footprints of Options A and B are larger than the necessary two track one platform station layout. Station footprints would be minimized with a two track, one platform station. Thus, Option A should be reconsidered as community impacts should be minimized with a smaller station footprint.

3.

The proposed station areas for both Option A and Option B failed to

Submission 761 (Burbank Station, July 30, 2020) - Continued

761-1161

account for the surrounding communities and land use context. For example, Option A including a transit station in the middle of a residential neighborhood north of San Fernando Blvd. The road network would require buses to transverse local streets to access the transit station. Why wasn't there an attempt to move the transit station closer to Hollywood Way, where transit connections would be more appropriate? Similarly, station entrances north of San Fernando Blvd. were not appropriately placed in relation to the existing community. What modifications did the Authority look at to accommodate station entrances more appropriately? The Authority's design fails to account for neighborhood context and is a "cookie-cutter" design.

Volume 7 of the Draft EIR/EIS includes renderings of the proposed land use surrounding Option B (the preferred alternative). These renderings include massive surface parking lots. This type of use is inconsistent with the City of Burbank and airport land use plans surrounding the station. Also, if the parking is necessary at the Airport property, wouldn't the airport authority claim ownership and build the lots to capture parking revenues? Does the Authority have an agreement in place to acquire the property?

With the massive surface lot surrounding Burbank Airport Station, it's clear that the Authority intends to eventually build Transit Oriented Development (TOD) and value capture development surrounding the station. Unfortunately, Option B limits the Authority's ability to maximize TOD/value capture, as most of the land is owned by the Airport Authority (thus the development benefits would not be materialized by the Authority) and the land has height restrictions associated with the airspace surrounding the airport. Option A on the other hand allows for more dense, intense TOD as it is just outside the FAA height restrictions and includes more industrial properties that are ripe for TOD development. Can the Authority provide a qualitative assessment on the potential TOD development between Option A and Option B? Please validate that Option B would create more TOD (that the Authority would directly benefit from rather than other property owners) than Option A.

Construction Costs:

Taking the illogical screening process which did not balance environmental, regulatory, and intermodal connections appropriately or the station and station area design errors noted above, the Authority selected a Preferred Alternative (Option B) at a cost estimate of over \$3.5 Billion, which is more than double the cost of Option A. According to the most recent and previous CSHRA Business Plans, the Authority does not have the money to build the investments needed in Southern California nor have they

761-1161

identified a long term funding source. So, how can the Authority justify picking the extremely expensive Option B with such limited funding? Does the Authority take into account a constrained funding source when selecting alternatives? The \$3.5 billion estimate will surely require more contingency and additional cost overruns as tunneling provides more risk than at-grade construction. It appears the Authority is not taking into account limited funding opportunities or constrained spending when selecting alternatives. The Authority's decision is based all on future "funny" money which may never materialize. Although Option A is expensive at around \$1.5 Billion, by including it in the Draft EIR/EIS, it would give the Authority the option to invest in a more constrained opportunity if the funding materializes. I suspect that the Authority will not be able to act on this NEPA decision as the funding will not occur during the years immediately after a ROD, and the Authority will have to re-initiate NEPA at later date (with more program costs) to restudy station and alignment options under more constrained funding.

Overall:

Based on the information provided above, the Authority erroneously eliminated Burbank Station Option A and the next iteration of the EIR/EIS process must include a fair comparison of Options A and B so the public can appropriately weigh another logical station alternative as Burbank Station Option B has too many environmental, regulatory (FAA's decision), development, and funding unknowns to validate it as the Preferred Alternative. Burbank Station Option A meets the Purpose and Need of the CHRSA Program and has lesser or equal impacts when compared to Option B and should be presented to the public appropriately.

Response to Submission 761 (Burbank Station, July 30, 2020)

761-1161

The commenter expresses opposition to the selection of Option B for the Burbank Airport Station. As described in Section 2.4.2.2, Station Option A and the surface alignment were both withdrawn because they had greater environmental impacts than Station Option B and the below-grade alignment. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 839 (Joshua Steinberg, August 19, 2020)

Burbank - Los Angeles - RECORD #839 DETAIL

Status : Action Pending
Record Date : 8/19/2020
Submission Date : 8/19/2020
Interest As : Individual
First Name : Joshua
Last Name : Steinberg

Stakeholder Comments/Issues :

Hello,

839-1478

I am writing to comment* in favor* of the Burbank-Los Angeles route for the upcoming EIS. The area is already built up, and will run alongside roads and the interstate. Meanwhile, the environmental benefits for the whole State of California will be enormous.

Thanks,
Joshua Steinberg

Response to Submission 839 (Joshua Steinberg, August 19, 2020)

839-1478

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 833 (George Stewart, August 18, 2020)

Burbank - Los Angeles - RECORD #833 DETAIL

Status : Action Pending
Record Date : 8/18/2020
Submission Date : 8/18/2020
Interest As : Individual
First Name : George
Last Name : Stewart

Stakeholder Comments/Issues :

833-1472

This project is very important to bringing this important transportation link into the 21st Century. I am hoping to see steps taken forward with this project very soon.

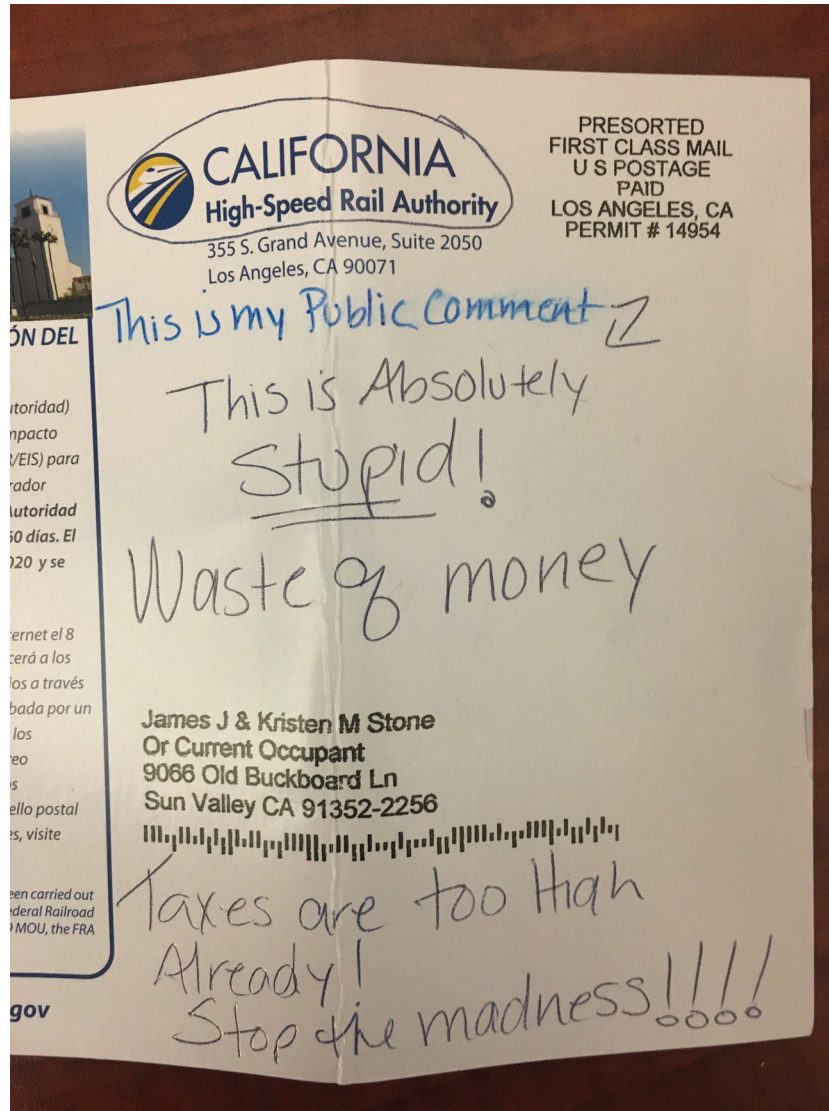
Response to Submission 833 (George Stewart, August 18, 2020)

833-1472

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 771 (James Stone, July 30, 2020)



Response to Submission 771 (James Stone, July 30, 2020)

771-1241

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project.

Submission 626 (Michelle Sulahian, June 4, 2020)

Burbank - Los Angeles - RECORD #626 DETAIL

Status : Action Pending
Record Date : 6/4/2020
Submission Date : 6/4/2020
Interest As : Individual
First Name : Michelle
Last Name : Sulahian

Stakeholder Comments/Issues :

626-643 | I am 100% supportive of the HSR project, and as a San Fernando Valley resident, am very excited for the project to continue to move forward. Transportation is so important for us, and it will allow us to not have to rely on cars, reducing our carbon footprint, and allowing for another mode of transportation. You have my full support for the route that has been identified in the most recent study for BUR-Union Station.
Thank you

Response to Submission 626 (Michelle Sulahian, June 4, 2020)

626-643

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the High-Speed Rail (HSR) Project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 807 (Eric Sullivan, August 16, 2020)

Burbank - Los Angeles - RECORD #807 DETAIL

Status : Unread
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Eric
Last Name : Sullivan

Stakeholder Comments/Issues :

807-1447

As a frequent visitor to California to see friends and family and a former resident of Nevada from where I left for countless vacations in the LA-Burbank area, I write to offer my full support for the ongoing completion of this project. Californias roadways are notoriously congested, limiting the enjoyment of both visitors and residents. As recently as March 2019 during a visit where I drove between LA and San Francisco, I was stunned by the amount of traffic I encountered (and as a current resident of Chicago, this is saying something). High speed rail is a common sense way forward to both decrease travel times and reduce carbon emissions. While every effort should be made to limit the environmental impact of track work and other infrastructure requirements on native plants and wildlife, this project is so clearly a net environmental benefit for the state that it must be given approval to move forward. I humbly ask that you consider this strong endorsement of support in your decision making. Thank you.

Response to Submission 807 (Eric Sullivan, August 16, 2020)

807-1447

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 778 (Carrie Sutkin, July 31, 2020)

Friday July 31, 2020

California High Speed Rail Authority –
Burbank to Los Angeles Draft EIR/EIS Comment
355 S Grand Avenue, Suite 2050
Los Angeles, CA 90071
Email Burbank_Los.Angeles@hsr.ca.gov

Dear High-Speed Rail Project Team:

778-1302

This letter is to express my concerns about potential environmental impacts on the neighborhood of Elysian Valley Riverside, Glassell Park, Cypress Park. At a recent public hearing, local residents, mostly seniors spoke out about the cumulative impacts of infrastructure projects on our neighborhoods. EVRNC President Frank Mendoza and I also met with your staff on ZOOM, to discuss some of these concerns in particular. Unfortunately, EVRNC was not able to make quorum last night, because of a conflicting webinar on the Program EIR on the LA County 2020 Master Plan, therefore, I am sending this letter, as a concerned citizen.

778-1303

- **Noise Levels exceed standards** We have background noise, from Metrolink maintenance yard, and Golden State Freeway. What are maximum and minimum levels of noise, for our area, including your trains and existing: Metrolink, Amtrak, and Freight traffic. What is allowed? What is healthy? What is current? What will the trains sound like and what will the maintenance yard sound like? Where will it be?

778-1304

- **Impact of Soil dust migration during construction, on surrounding sensitive uses (High Schools, Parks, residences). Please reference and include in your analysis:** Cumulative environmental impacts of your project and these: Taylor Yard Bridge, US Army Corps Maintenance Project, G-1 daylight stream study, G-2 Paseo del Rio Proposed path along G-2 for public access. Seasonal bird nesting from April to September. Air quality monitoring, per DTSC requirements around the sensitive uses (schools, parks, housing).

778-1305

- **Wildlife impacts during construction and ongoing operations of High-Speed Rail** The LA river attracts animals, birds, fish and native plants, and trees and reeds and invasive growth in the river. We expect even more investment in parks and habitat over the next ten years, as the City, US Army Corps of Engineers, State Parks and Recreation and the SMMC complete restoration of parcels G1 and G2---100 acres.

778-1306

- **Impact on Air quality of construction and train traffic once completed and operating** Cumulative impacts of several projects going on in our immediate area should be analyzed in your EIR: Taylor Yard Bridge, US Army Corps Maintenance Project, G-1 daylight stream study, G-2 Paseo del Rio Proposed path along G-2 for public access, high schools, the park users, nesting season, and air quality monitoring, which should

778-1306

continue throughout construction, of the current Taylor Yard Bridge. Dust suppression is a requirement of these current projects per DTSC requirements.

778-1307

- **Pedestrian and cyclist safety from Elysian Valley to Rio de los Angeles.** The new Taylor Yard Bridge is currently under construction, between Altman and Birkdale on the west bank, will touch down near your proposed project on the east bank in 2021. The City of Los Angeles and the Metropolitan Transportation Authority are funding the bridge. Though it is in under construction, we have still not seen the final design for pedestrians, to come off the bridge and walk into Rio de Los Angeles State Park. Ensure that the Final EIR for the HSR shows us, from a pedestrian's perspective--- details of the fencing, surfaces, lights, grades, and crossings of any rail lines and sound walls.

778-1308

- **Vibration of rails** How will you monitor that the rails are not being negatively impacted by the natural vibration of the engines on the lines, to prevent derailments?

778-1309

- **Earthquake Fault Zone** Our area is impacted by liquefaction, and an earthquake zone. How will your project, mitigate the impacts and monitor these conditions throughout the life of your project?

778-1310

- **Aesthetic Issues** DEIR discusses a block wall, the length of your ROW, from Fletcher, over the LA River to the end of Elysian Valley Riverside. However, there is no discussion of coverage; Our walls get tagged with graffiti and there is no one to remove it. So, I request, as a neighbor that you cover these walls with landscape screen- green vegetative material, like a vine, or ivy that is irrigated and maintained free of graffiti. [See Design guidelines: LA River Master Plan-1996; LA County Landscape and Design Guidelines; LA River Revitalization Plan; Rio de Los Angeles Improvement Overlay; Boyle Heights Community Plan, US ARBOR 20 Final EIR]

778-1311

778-1312

I support the HSR, if done carefully, in Southern California, where we have a long history of brownfields, and environmental injustice against communities of color. We live in residential zones, hundreds of feet from the newly revitalizing LA river and your high speed rail corridor. It is important that you propose mitigations to protect the environment and humans in our area, from negative impacts of the proposed California High-Speed Rail-Burbank to Union Station.

Respectfully,

Carrie A Sutkin

Carrie Sutkin, DPPD
2438 Gatewood Street
Los Angeles, CA 90031

Response to Submission 778 (Carrie Sutkin, July 31, 2020)

778-1302

Refer to Standard Response BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities.

The comment expresses concern regarding potential environmental impacts on the neighborhoods of Elysian Valley Riverside, Glassell Park, and Cypress Park.

These neighborhoods are located along the HSR alignment in the city of Los Angeles, and environmental impacts to these neighborhoods are analyzed throughout this Final EIR/EIS. These neighborhoods are located within the direct and indirect impact RSAs for population and community impacts. For a detailed analysis of socioeconomic and community impacts, refer to Section 3.12.6 within Section 3.12, Socioeconomics and Communities.

778-1303

The commenter has expressed concern about the existing noise from surrounding transportation and supporting facilities. The assessment of existing noise levels through noise monitoring is included within Section 3.4.5.1 of this Final EIR/EIS. The existing daily noise levels in the communities in question range from 53.1 to 78.0 A-weighted decibels (dBA) day-night sound level (Ldn). The noise levels generated by HSR operations are expected to range from 51.9 to 67.4 dBA Ldn. The assessment of potential impacts is based on the guidance included in the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA 2012). If it is determined that the project would create noise levels in excess of the levels presented in Figure 3.4-2 of Section 3.4, a moderate or severe impact will be identified. It is expected that the proposed HSR trains will have quieter pass-bys than the existing trains due to the lighter weight of the HSR trains and the lack of diesel engines. Once specific details of the Central Maintenance Facility are developed during final design, as required by N&V-MM#6, a specific noise analysis will determine potential impacts and necessary noise reduction measures.

778-1304

The comment lists several projects that the commenter states should be considered in the cumulative analysis. This comment also states that seasonal bird nesting surveys and air quality monitoring should occur. The cumulative projects considered in the cumulative analysis in Section 3.19, Cumulative Impacts, of the Draft EIR/EIS and this Final EIR/EIS included consideration of the cumulative projects listed in Tables 3.19-2 and 3.19-3. These projects included consideration of the Taylor Yard G2 Project, including the Taylor Yard Bikeway/Pedestrian Bridge over the Los Angeles River and the Taylor Yard G2 River Park Project. Additionally, the analysis considered the U.S. Army Corps of Engineers (USACE) Los Angeles River Ecosystem Restoration Project. The Authority is not aware of any other USACE maintenance projects. The Paseo del Rio Project has been added to the list of cumulative projects in Section 3.19 (and to Appendix 3.19-A) and considered in the cumulative analysis. The addition of this project did not change findings in Section 3.19 of this Final EIR/EIS.

As discussed in Section 3.7.7 of this Final EIR/EIS, Mitigation Measures BIO-MM#14 and BIO-MM#15 would be implemented to avoid potential temporary construction effects and temporary maintenance effects on nesting birds and raptors.

The cumulative air quality analysis included in the Draft EIR/EIS considered the cumulative projects listed in Tables 3.19-2 and 3.19-3, and included a discussion of cumulative dust impacts, specifically particulate matter less than 2.5 microns in diameter (PM_{2.5}) and less than 10 microns in diameter (PM₁₀). Additionally, the impact of soil dust migration during construction was analyzed in Section 3.3, Air Quality and Global Climate Change, in this Final EIR/EIS. As discussed in Section 3.3.6.3 under Impact AQ #1, the contractor would employ dust control measures during construction as required by AQ-IAMF#1 to minimize air quality impacts from fugitive dust to nearby sensitive uses. As detailed in Impact AQ #1, PM_{2.5} and PM₁₀ emissions would not exceed South Coast Air Quality Management District (SCAQMD) thresholds during construction and impacts related to dust during construction would be less than significant.

The Department of Toxic Substances Control (DTSC) requires air quality monitoring if naturally occurring asbestos (NOA) is present. As stated in Section 3.3.6.3 under Impact AQ #4 in Section 3.3, Air Quality and Global Climate Change, in this Final EIR/EIS, the project is not located in an area with reported NOA. As such, it is not anticipated that any NOA would be found on-site. If NOA is discovered during project construction, HSR

Response to Submission 778 (Carrie Sutkin, July 31, 2020) - Continued

778-1304

would follow all DTSC requirements. No revisions to this Final EIR/EIS have been made in response to this comment.

778-1305

The commenter states that the Los Angeles River supports a variety of wildlife and plant species, and states that it is expected that increased investment in parks and habitat will take place over the course of the next decade as various stakeholders complete restoration projects. The Authority acknowledges the ecological importance of the Los Angeles River as well as restoration activities being implemented and planned along the river corridor. These planned actions were reviewed and considered during the planning and environmental analysis associated with the HSR project. A detailed assessment of impacts on wildlife during construction and operation of the HSR project is provided in Section 3.7.6 of this Final EIR/EIS. Mitigation measures to address these impacts are provided in Section 3.7.8 of this Final EIR/EIS. No revisions to this Final EIR/EIS have been made in response to this comment.

778-1306

The comment lists several projects that the commenter states should be considered in the cumulative analysis. The cumulative projects considered in the analysis in Section 3.19, Cumulative Impacts, of this Final EIR/EIS, including the cumulative air quality analysis, considered the cumulative projects listed in Tables 3.19-2 and 3.19-3. The Burbank to Los Angeles Project Section includes dust suppression through incorporation of AQ-IAMF #1. Additionally, the cumulative air quality analysis considered the projects suggested by the commenter, including the Taylor Yard G2 Project, the Taylor Yard Bikeway/Pedestrian Bridge over the Los Angeles River, and the Taylor Yard G2 River Park Project. The commenter also states that the EIR/EIS should consider impacts on nesting birds. This impact is evaluated under Impact BIO #2 and mitigated through implementation of BIO-MM#14. Additionally, the analysis considered the USACE Los Angeles River Ecosystem Restoration Project. The Authority is not aware of any other USACE maintenance projects. The Paseo del Río Project has been added to the list of cumulative projects in Section 3.19 and considered in the cumulative analysis.

778-1307

The commenter requests that the Final EIR/EIS provides details regarding fencing, surfaces, grades, and crossings of any project features that would affect the new Taylor Yard pedestrian bridge. The Authority acknowledges this request; a general plan for the bicycle and pedestrian connection from the Taylor Yard Bridge to the Rio de Los Angeles State Park is shown in Volume 3.3, Sheets CV-T0141 through CV-T3141 of this Final EIR/EIS. It includes a new path and sidewalk along Kerr Road and underneath the railroad tracks and bridge to be rebuilt as part of the project. Additional data requested by the commenter is not available at this stage of design, and will be included in the plans prepared at the 30% level of engineering design, which will commence after the completion of this Final EIR/EIS during future phases of design as the project progresses to construction. No revisions to this Final EIR/EIS have been made in response to this comment.

778-1308

The commenter requests clarification on potential vibration impacts to the rails as a result of the project. The vibration generated by the HSR vehicles would have no effect on the rails, and there would be no concerns regarding derailments from engine vibration because the HSR trains will be electrically powered. Furthermore, should any damage be incurred on the rails, repairs would be made prior to further operations. No revisions to this Final EIR/EIS have been made in response to this comment.

Response to Submission 778 (Carrie Sutkin, July 31, 2020) - Continued

778-1309

The commenter requests clarification on how the effects of liquefaction and earthquakes will be mitigated over the life of the HSR project. Section 3.9.6.3 of this Final EIR/EIS addresses the effects of earthquakes, including surface fault rupture, liquefaction, and other seismically induced ground failure events during construction and operation of the HSR project. As discussed in this section, the probability that an earthquake, surface fault rupture, liquefaction, or other seismically induced ground failure event would occur during construction is low, although the HSR project has incorporated several project features to minimize the effects of these events during construction. Specifically, as listed in Section 3.9.4.2 of this Final EIR/EIS, GEO-IAMF#1 requires preparation of a Construction Management Plan (CMP) and GEO-IAMF#10 requires implementation of appropriate construction guidelines and standards to minimize the risks of seismic events, including earthquakes, surface fault rupture, liquefaction, and other seismically induced ground failure events, during construction. During final design, GEO-IAMF#7 requires that all components of the HSR project be evaluated and designed for large seismic ground shaking. Lastly, standard earthquake measures would be implemented during construction to protect construction workers and others living and working in the vicinity of the HSR project during construction. During operation, the impacts of earthquakes, surface fault rupture, liquefaction, and other seismically induced ground failure events would be addressed by additional project features. GEO-IAMF#6 requires the installation of early warning systems triggered by strong ground motion associated with seismic events and the monitoring of active faults during operation. GEO-IAMF#8 requires the installation of instruments monitoring ground motion and a control system to temporarily shut down operations during or after an earthquake. Slope monitoring by a Registered Engineering Geologist, as required under GEO-IAMF#2, would be performed at sites identified in the CMP where a potential for long-term instability from seismic loading exists.

778-1310

The commenter requests that sound barriers in the Elysian Park community be covered with vegetation to thwart graffiti. As discussed in Section 3.16.4.2 of the Draft EIR/EIS and this Final EIR/EIS, the Authority is committed to balancing a consistent, project-wide aesthetic with the local context for the HSR non-station structures (AVQ-IAMF#1, Aesthetic Options). Mitigation is also provided to use for vegetation used as screening, as discussed under AVQ-MM#4, which provides requires for vegetation screening along at-grade and elevated guideways that are adjacent to residential areas (Section 3.16.7.1). Further, AVQ-MM#7 provides requires for sound barrier treatments that include designs to deter graffiti and materials that are easily maintained for graffiti removal, as discussed in Section 3.16.7.1. No revisions to this Final EIR/EIS have been made in response to this comment.

778-1311

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Response to Submission 778 (Carrie Sutkin, July 31, 2020) - Continued

778-1312

The commenter states that it is important that the Authority propose mitigation to protect the environment and residents near the alignment from negative impacts.

As detailed throughout this Final EIR/EIS, the project incorporates impact avoidance and minimization features (IAMFs) that will be implemented during project design, construction, and operation to avoid or reduce project effects. These features are considered part of the project, and the EIR/EIS explains how they would be implemented and describes their effectiveness. If significant impacts are determined to occur even with the implementation of IAMFs, then feasible mitigation measures are identified to reduce, minimize, and avoid environmental impacts as required under the California Environmental Quality Act. As such, area residents would be protected from negative impacts of the HSR project.

IAMFs that would minimize impacts on the Los Angeles River would include BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#5, BIO-IAMF#8, BIOIAMF#11, AQ-IAMF#1, HMW-IAMF#6, and HYD-IAMF#1.

No revisions have been made to this Final EIR/EIS in response to this comment.

Submission 837 (Nadia Swanson, August 19, 2020)

Burbank - Los Angeles - RECORD #837 DETAIL

Status : Action Pending
Record Date : 8/19/2020
Submission Date : 8/19/2020
Interest As : Individual
First Name : Nadia
Last Name : Swanson

Stakeholder Comments/Issues :

Dear Authoritative heads,

837-1476

I am writing in support of the proposed railway initiative being discussed. Ca traffic is inundating and any measure to alleviate it should be implemented. It would reduce air pollution, ease a little traffic, reduce accidents, save people time, and generate revenue if kept at an affordable rate. With all the new housing developments should come mass transit options.

I am in support of the Burbank-LA rail way.

Sincerely,

Nadia Swanson
2727 Greenock Ct
Carlsbad, Ca
92010

Sent from my iPhone

Response to Submission 837 (Nadia Swanson, August 19, 2020)

837-1476

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 826 (Sprague Terplan, August 17, 2020)

Burbank - Los Angeles - RECORD #826 DETAIL

Status : Action Pending
Record Date : 8/17/2020
Submission Date : 8/17/2020
Interest As : Individual
First Name : Sprague
Last Name : Terplan

Stakeholder Comments/Issues :

826-1465

I support the construction of this project and hope that it will be built as soon as possible and in a financially responsible manner.

Response to Submission 826 (Sprague Terplan, August 17, 2020)

826-1465

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 875 (Charles Tien, August 31, 2020)

Burbank - Los Angeles - RECORD #875 DETAIL 875-1619

Status : Action Pending
Record Date : 8/31/2020
Submission Date : 8/31/2020
Interest As : Individual
First Name : Charles
Last Name : Tien

Stakeholder Comments/Issues :

Dear CHSRA, Councilmember, County Supervisor, State Assembly Member, Senator, and Representatives,

My name is Charles Tien and I'm a board member for a community of homes that include 305 affordable housing units (soon to be 405 affordable units) and 95 market rate homes.

875-1616 | We have followed the progression of the high speed rail closely and reviewed the draft EIR/EIS. In general, we have serious concerns that the voices and needs of our community have not been addressed, and that the process of measuring the impact of the HSR on our community was not fully complete. At its worst, it could imply that short cuts were taken to gloss over the real concerns of our community.

I go into further detail below:

875-1617 | - We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points "especially along the affordable housing apartment units" located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. Why is this so unfairly balanced? We need more receptor points measured.

875-1618 | - We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, "will "severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

875-1619 | - Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents

875-1619 | especially those living on the higher floors ("many affordable housing units are on the higher floors"). We are requesting full transparency on how you arrived at your estimate of "no vibration impact", including how all of the above would only result in a 1-2VdB increase (we disagree and contest these results), a full remeasurement with many receptor points especially on the higher floors, and a more complete consideration of moving existing trains 30 ft closer to our homes.

875-1620 | - As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. *We request that a full Environmental Justice study be completed*. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

875-1621 | - In terms of air quality, we do not accept the explanation that "increased use of cleaner USEPA Tier 4 locomotive engines" will counteract the air quality effects of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. This is betting on something with no guarantee since the CHSRA does not control those trains, and is an irrelevant argument. The fact of the matter is, air quality will be affected and we demand direct remediation and consideration here as well as a more complete study completed.

875-1622 | - Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

We are fearful that the fair consideration of our community was never given. We respectfully await the official response to our concerns, and will continue to call on our elected officials for their support in addressing them.

Regards,

Charles Tien

Response to Submission 875 (Charles Tien, August 31, 2020)

875-1616

Refer to Standard Response BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities.

The commenter states that the community members of an affordable housing community have serious concerns that the voices and needs of the community have not been addressed, and that the process of measuring the impact of the HSR on the community was not fully complete.

To understand the potential impacts, the Authority conducted an extensive public and agency outreach program to provide opportunities for public involvement throughout the EIR/EIS process. EJ-related meetings were held with local officials; public, local and regional organizations; and government agencies, as well as with representatives from affected communities, as shown in Table 5-8, Burbank to Los Angeles Project Section Environmental Justice Targeted Outreach Activity (August 2015–December 2018), in Chapter 5, Environmental Justice. The Authority's outreach efforts are ongoing, and outreach to minority and low-income populations will continue throughout the HSR Project through final design, property acquisition, and construction Chapter 9, Public and Agency Involvement, includes detailed information on the numerous opportunities for participation that have taken place. The purpose of these efforts was to gain the input of minority and low-income populations regarding the project and to obtain their comments as part of the public record, and so the analyses and conclusions in this EIR/EIS accurately reflect the setting and potential impacts of the project in those communities.

The Authority has continued to conduct an extensive public and agency outreach program to provide opportunities for public involvement throughout the EIR/EIS process.

875-1617

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter requested that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

875-1618

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

875-1619

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

875-1620

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

875-1621

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community

Response to Submission 875 (Charles Tien, August 31, 2020) - Continued

875-1622

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

Submission 646 (Benjamin Tomimatsu, June 19, 2020)

Burbank - Los Angeles - RECORD #646 DETAIL

Status : Action Pending
Record Date : 6/19/2020
Submission Date : 6/19/2020
Interest As : Individual
First Name : Benjamin
Last Name : Tomimatsu

Stakeholder Comments/Issues :

646-667

I've looked over the EIR and overall agree with the designs I've seen, but my main question is why have a completely separate HSR set of tracks than Metrolink/Amtrak. Why not commit to the area and provide an upgraded 4 track ROW for use by all agencies. An arrangement like that which is seen back east would provide a simpler and safer station arrangement than what you are offering and utilize the ROW most efficiently.

Response to Submission 646 (Benjamin Tomimatsu, June 19, 2020)

646-667

Refer to Standard Response BLA-Response-Chapter 2 Alt-01: Alternatives.

The commenter raises a question regarding the range of alternatives and requests consideration of a shared track alternative. The commenter's support of the HSR Project is acknowledged. Please refer to BLA-Response-Chapter 2 Alt-01: Alternatives for more information about the range of alternatives. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 735 (Brian Tomita, July 29, 2020)

Burbank - Los Angeles - RECORD #735 DETAIL

Status : Action Pending
 Record Date : 7/29/2020
 Submission Date : 7/29/2020
 Interest As : Individual
 First Name : Brian
 Last Name : Tomita

Stakeholder Comments/Issues :

[-] I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

735-1056 | - We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

735-1057 | - We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, *will *severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

735-1058 | - Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

735-1059 | - As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

735-1060 | - Erecting a sound barrier only on the western end of the river would

735-1060 | bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

735-1061 | - We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Sincerely,

Brian Tomita

Response to Submission 735 (Brian Tomita, July 29, 2020)

735-1056

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

735-1057

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

735-1058

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

735-1059

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

735-1060

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

735-1061

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 708 (Brandon Tomyoy, July 27, 2020)

Burbank - Los Angeles - RECORD #708 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Brandon
Last Name : Tomyoy

Stakeholder Comments/Issues :

Hello,

I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

708-850

full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

708-851

Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

708-852

We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Regards,
 Brandon Tomyoy
 Taylor Yard Resident

708-847

We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

708-848

We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

708-849

Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

708-850

As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a

Response to Submission 708 (Brandon Tomyoy, July 27, 2020)

708-847

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter requested that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

708-848

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

708-849

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

708-850

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

708-851

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

708-852

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 620 (Hutch Topikian, June 2, 2020)

Burbank - Los Angeles - RECORD #620 DETAIL

Status : Action Pending
Record Date : 6/2/2020
Submission Date : 6/2/2020
Interest As : Individual
First Name : Hutch
Last Name : Topikian

Stakeholder Comments/Issues :

620-713 | Hi, I misplaced my letter regarding meeting(s) at Glendale, Ca. and Atwater Village Ca.

Could you provide date and times?

Thank you,

Hutch Topikian

Response to Submission 620 (Hutch Topikian, June 2, 2020)

620-713

The commenter requested information regarding the town halls to be conducted during the comment period. On June 2, 2020, the commenter was informed of the date and times of information sessions and town hall meetings. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 714 (Hung and Tina Tran, July 27, 2020)

Burbank - Los Angeles - RECORD #714 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Tina
Last Name : Tran

Stakeholder Comments/Issues :

Hi,

I am a resident of the Taylor Yard community of homes and have the following serious concerns I would like for you to address:

- 714-878 | We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.
 - 714-879 | We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."
 - 714-880 | Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.
 - 714-881 | As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.
 - 714-882 | Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.
 - 714-883 | We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.
- We appreciate you attention to our concerns and look forward to a reply.

Sincerely,
 Hung and Tina Tran

Response to Submission 714 (Hung and Tina Tran, July 27, 2020)

714-878

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

714-879

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

714-880

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

714-881

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

714-882

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

714-883

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 618 (Daniel Ulhar, June 1, 2020)

Burbank - Los Angeles - RECORD #618 DETAIL

Status : Action Pending
Record Date : 6/1/2020
Submission Date : 6/1/2020
Interest As : Individual
First Name : Daniel
Last Name : Ulhar

Stakeholder Comments/Issues :

618-637

My name is Daniel Ulhar. I am calling at 9:40 AM on Monday June 1st. I would like to receive a copy of the Burbank to LA project section Draft EIR/EIS and associated documents. If you can mail them to Daniel Ulhar 8048 Stone Place, Ventura, CA 93004. I'm a former City Planner and would like to comment on the document. So I would like to comment on the Draft EIR/EIS for the Burbank to Los Angeles project section. Please mail to Daniel Ulhar at 8048 Stone Place, Ventura, CA 93004. Thank you.

Response to Submission 618 (Daniel Ulhar, June 1, 2020)

618-637

The commenter requested a copy of the EIR/EIS. On June 1, 2020, the commenter was directed to the online version of the Draft EIR/EIS document available on the Authority's website. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 666 (Zennon Ulyate-Crow, July 4, 2020)

Burbank - Los Angeles - RECORD #666 DETAIL

Status : Action Pending
Record Date : 7/4/2020
Submission Date : 7/4/2020
Interest As : Individual
First Name : Zennon
Last Name : Ulyate-Crow

666-685

solution to air travel in terms of reducing the carbon footprint for mid-range travel, is now spending billions of dollars to serve a local airport that's entire existence relies on the same short-haul trips HSR should be replacing.

By simply just not building a station at Burbank Airport, CAHSR will save on billions of dollars while also staying true to their commitment that they are the climate change solution to our long-range transportation needs.

Stakeholder Comments/Issues :

666-685

The \$1 Billion+ being spent on creating the Hollywood Airport station would be much better spent instead improving regional transportation in the Valley so that it is more connected with Union Station, allowing for the twofold benefit of both saving time and construction costs to HSR while also creating a very real benefit for interregional transportation in the LA Area.

Rather than create a train station surrounded in parking lots serving an airport that predominantly has local flights between LA and the Bay Area/Central Valley, the exact same travel demographic HSR is trying to compete for, my suggestion would be to give Metro the money that you would've spent building the costly underground station and track section, and instead let them extend the Metro Red Line from its current terminus in NoHo to Burbank Airport with the funds that would become available. This would accomplish two things. One, you would achieve your goal of greater connecting Burbank Airport with the greater LA region as once part of the Metro rail network, especially with all the planned, funding sources secured, rail lines being constructed over the next few decades, the airport will be accessible for people all across the LA Region. Number two, you would reduce travel times between LA and San Francisco, which we know is a pressing issue at CAHSR since the original proposition mandated a 2 hr 40-minute journey between the two cities, as you would avoid the chicane in the tracks to reach the station and avoid stopping at the station in general. (Also, we full well know an underground station with underground tracks next to a large storm drain and under an airport runway is sure to result in major cost overruns, so just avoiding the station all together would be a major cost-saver).

Now I know that one of the main reasons the Airport station is in consideration is to both serve the large Valley population and also provide a location with large amounts of parking that Southern California residents can park and ride to, but let me ask this, is the continued subsidization of parking and autos truly an idea we want to support in the 21st century? To start off, Metro is already planning and building a host of valley transportation projects such as the East Valley Transit Corridor, the North Valley BRT, the NoHo-Pasadena BRT, and the improvements to the Metro Orange Line, and all of these transportation projects will allow people to connect to the greater LA Metro System, which all centers around Union Station, where HSR will be. So in light of all these projects, especially in the Valley area, connecting LA residents to Union Station quickly and efficiently, it makes no sense to double up on stations, increasing costs and potential delays. Furthermore, all these transportation improvements will just mean more people will have access to quick transportation between Union Station and their homes, removing the need for them to use a car to get to the station in the first place. This is why building a station surrounded in parking lots is a terrible idea, as by doing this we are just encouraging people to hold on to their cars and perpetuating the climate-killing and terrible societal side effects autos have on us all. So in order for CAHSR to truly embrace its vision as a climate-friendly transportation mode we need to realize that serving autos at the expense of dense urban spaces around stations is not the time of thinking we need in this new era of new climate-related realities. Additionally, it seems strange that the transport mode deemed a

Response to Submission 666 (Zennon Ulyate-Crow, July 4, 2020)

666-685

Refer to Standard Response BLA-Response-Chapter 2 Alt-01: Alternatives.

The commenter is suggesting that the money being spent on creating the Hollywood Burbank Airport Station be spent on improving regional transportation. As discussed in Section 1.3.1 of this Final EIR/EIS, the HSR system would support goals, policies, and strategies included in Caltrans' California Transportation Plan 2040 which articulates the state's vision for an integrated multimodal transportation system. Therefore, the HSR project, including the Hollywood Burbank Airport Station, would create a benefit for interregional transportation in the Los Angeles area.

Both above- and below-ground options were considered for the design of the Burbank Airport Station and based on the significant differences in right-of-way requirements, community cohesion, environmental justice concerns, and the substantial street modifications (required by the above-ground option) to San Fernando Road, the below-ground option has fewer environmental impacts and therefore is analyzed in the environmental document.

In addition, as stated in Section 1.2.4.1, air travel demand has been growing steadily in California and nationwide; federal, state, and regional transportation plans forecast continued growth in air travel over the coming decades. In 2015, Hollywood Burbank Airport had more than 1.9 million enplanements (defined as a passenger boarding), which was an increase of more than 2 percent from the previous year and access to both the Hollywood Burbank Airport and Los Angeles International Airport (LAX) is a challenge in the Burbank to Los Angeles Project Section. Despite regional efforts and accessibility improvements such as LAX/FlyAway airport shuttles, access to the region's airports will continue to be a challenge. HSR would fulfill the need for a more easily accessible regional transportation option. Additionally, as stated in Section 2.6.3 of this Final EIR/EIS, in light of the uncertainty regarding the need for station-area parking, this EIR/EIS conservatively identifies parking facilities based on the maximum forecast for parking demand at each station and the local conditions affecting access planning. This approach results in providing the upper range of actual needs and the maximum potential environmental impacts of that range. The Authority has committed to developing a multi-modal access plan prior to design and construction at LAUS. This plan will be done in coordination with Metro and will include a parking strategy that will

666-685

inform the final location, amount, and phasing of parking.

To date, the Authority has secured funding through FRA's High-Speed Intercity Passenger Rail Program, California Proposition 1A's Safe, Reliable High-Speed Passenger Train Bond Act adopted by state voters in November 2008, and proceeds from California's Cap-and-Trade program. In 2014, the Legislature also established a continuous funding source for the program from the state's Cap-and-Trade program, which provides the basis for funding the first high-speed passenger rail line in California. In 2017, the Legislature extended the Cap-and-Trade program through 2030. Funding specifically for the HSR project cannot be provided to another agency, such as Los Angeles County Metropolitan Transportation Authority (Metro).

The air quality analysis conducted for the HSR project took into consideration automobile trips throughout the project footprint, including station areas. As discussed in Section 3.3.6.3, the HSR Build Alternative is predicted to have a beneficial effect on (i.e., reduce) statewide emissions of applicable pollutants in 2040. Therefore, the HSR project remains a climate-friendly transportation mode.

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Submission 661 (Michael Vensky, June 29, 2020)

Burbank - Los Angeles - RECORD #661 DETAIL

Status : Action Pending
Record Date : 6/29/2020
Submission Date : 6/29/2020
Interest As : Individual
First Name : Michael
Last Name : Vensky

Stakeholder Comments/Issues :

Hello,

661-681 | I'm interested in the EIR/EIS for the Burbank to Los Angeles Project section. The website provides no details on the actual documents, only how to get them. They said I can request them here.

Please let me know where to download the files from.

FYI: Amazon s3 buckets provide an inexpensive, scalable location on which to host static web content like pdfs.

Michael Vensky
6739 West Ranchitos Drive
Acton, California 93510
ph. 661-268-1801 cell 805-358-8516
mvensky@Qnet.com

Response to Submission 661 (Michael Vensky, June 29, 2020)

661-681

The commenter requested a copy of the Draft EIR/EIS. On June 30, 2020, the commenter was directed to the online version of the Draft EIR/EIS that is available on the Authority's website. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 650 (Alan Weeks, June 22, 2020)

Burbank - Los Angeles - RECORD #650 DETAIL

Status : Action Pending
Record Date : 6/22/2020
Submission Date : 6/22/2020
Interest As : Individual
First Name : Alan
Last Name : Weeks

Stakeholder Comments/Issues :

650-669

Yes good good afternoon this is Alan Weeks and I would like to request a copy of the draft environmental impact report. I attended one of the previous meetings and they sent me this notice that they report was available. So I would appreciate it if I can have a copy. My address is 5242 Mount Helena H-E-L-E-N-A Avenue Los Angeles California 90041. Thank you very much.

Response to Submission 650 (Alan Weeks, June 22, 2020)

650-669

The commenter requested a copy of the Draft EIR/EIS. On June 22, 2020, the commenter was sent electronic copies of the Draft EIR/EIS. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 710 (Joanne Weidman, July 27, 2020)

Burbank - Los Angeles - RECORD #710 DETAIL

Status : Action Pending
Record Date : 7/27/2020
Submission Date : 7/27/2020
Interest As : Individual
First Name : Joanne
Last Name : Weidman

Stakeholder Comments/Issues :

Dear High Speed Rail Authority,

I (Joanne Weidman) spoke briefly at the public hearing held on Zoom on July 8th, and my husband Eric and I both participated in an unofficial Zoom meeting held last week with local members of the CHSRA (and we sincerely thank them for their time). I am a member of the HOA Board of the TY 41 development. We would like to register the following serious concerns regarding your plans.

Respectfully submitted,

Joanne Weidman Eric Weidman 2581 Arvia St. #35 Los Angeles, CA 90065

710-854

- We're concerned that only 2 receptor points were measured in our entire 400 home community (soon to be 500). There should be many more receptor points especially along the affordable housing apartment units located on Via Molina. As a frame of reference, the homes to the west of the LA River in Frogtown have many more receptor points, and are in fact getting a sound barrier to protect them. We want more receptor points measured.

710-855

- We are very concerned that because of the way you calculate noise and vibration impacts (the difference of our current level vs. post HSR construction level) that the true impact is not being considered. Moving a freight train, Metrolink, and Amtrak 30 ft. closer to us, and in addition adding the HSR that will run 200 trains a day, will severely impact both vibration and noise levels. Instead, you have determined our noise level impact as only "moderate."

710-856

- Vibration is of special concern. Your study does not address the potential vibration impact of moving the freight trains, Metrolink, and Amtrak 30 ft closer to our homes. Furthermore, many of our homes rise to 3-4 stories. The vibration impact on upper floors is much higher than on the ground floor. There is increased potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors (many affordable housing units are on the higher floors). We are requesting full transparency on how you arrived at your "moderate" vibration impact, a full remeasurement with many receptor points especially on the higher floors, and complete consideration of moving existing trains 30 ft closer to our homes.

710-857

- As referenced above, over 75% (soon to be 80%) of our community are affordable housing units. Due to the lack of receptor units measured and the lack of consideration in measuring vibration and sound impacts, we feel this is a strong case for an Environmental Justice suit. We request that a full Environmental Justice study be completed. The needs of affordable housing residents must be heard and addressed fairly. It is clearly not fair that homeowners to the west of the river are getting a sound barrier and other mitigation measures, and our residents are not.

710-858

- Erecting a sound barrier only on the western end of the river would bounce more noise and vibration back to our communities. We do not think this has been considered in any of the above measures and also needs to be addressed.

710-859

- We are very concerned about the air pollution caused by construction and moving existing diesel powered trains 30 ft closer, and find no clear study or mitigation procedures in your presentation. We want a full study of how air quality will be affected.

Response to Submission 710 (Joanne Weidman, July 27, 2020)

710-854

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern that only two noise measurements were taken in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

710-855

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

710-856

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

710-857

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter states that that the majority of the homes in the Taylor Yard community are affordable housing units and expresses concern about the assessment of noise impacts.

710-858

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community. No changes have been made to the Final EIR/EIS in response to this comment.

710-859

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community.

Submission 841 (Maurice Wells, Retired MTA New York City Transit employee, August 20, 2020)

Burbank - Los Angeles - RECORD #841 DETAIL

Status : Action Pending
Record Date : 8/20/2020
Submission Date : 8/20/2020
Interest As : Individual
First Name : Maurice
Last Name : Wells

Stakeholder Comments/Issues :

841-1480

I am in favor of the California High Speed Rail Project . This project is providing many people with job opportunities, especially during this pandemic. When this high speed railway is completed , it will provide plenty of permanent job opportunities. The high speed railway will be good for the environment. It will reduce traffic on the freeways , and encourage people to ride the train. The United States need high speed railway. The courtiers in tEurope , Japan, and China, have extensive high speed railway systems. The United States should also have a high speed railway network . I hope this project will be built in its entirety from Southern California, to Northern California.

Response to Submission 841 (Maurice Wells, Retired MTA New York City Transit employee, August 20, 2020)

841-1480

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 867 (Benjamin Whately, August 29, 2020)

Burbank - Los Angeles - RECORD #867 DETAIL

Status : Action Pending
Record Date : 8/29/2020
Submission Date : 8/29/2020
Interest As : Individual
First Name : Benjamin
Last Name : Whately

Stakeholder Comments/Issues :

867-1583

Please be sure the train has proper security "spy" cameras and explain how they will be monitored. Perhaps make cameras appear invisible.

Response to Submission 867 (Benjamin Whately, August 29, 2020)

867-1583

Common safety measures, including security cameras, will be implemented or refined during the final design and construction phases of the project. These safety measures are required by SS-IAMF #3, Hazard Analyses which provides for closed circuit television monitoring and other security measures.

No revisions have been made to this Final EIR/EIS in response to this comment.

Submission 814 (Christer Whitworth, August 16, 2020)

Burbank - Los Angeles - RECORD #814 DETAIL

Status : Action Pending
Record Date : 8/16/2020
Submission Date : 8/16/2020
Interest As : Individual
First Name : Christer
Last Name : Whitworth

Stakeholder Comments/Issues :

814-1454

High Speed Rail makes tremendous sense. Curtailing pollution, lessening traffic congestion are just two benefits. Completion of the project from Los Angeles to San Francisco will fundamentally change how people get around. Having traveled by high speed trains in Europe, my thoughts when doing so are "why don't we have trains like this?"

Most train stations are in the central part of most cities. Stepping off the train from Milan into the heart of Paris is a truly mind-bending experience. No taxi from the airport. You're just there.

Response to Submission 814 (Christer Whitworth, August 16, 2020)

814-1454

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 842 (Barbara Wildermuth, August 20, 2020)

Burbank - Los Angeles - RECORD #842 DETAIL

Status : Action Pending
Record Date : 8/20/2020
Submission Date : 8/20/2020
Interest As : Individual
First Name : Barbara
Last Name : Wildermuth

Stakeholder Comments/Issues :

842-1481

Hi my name is Barbara Wildermuth and my number is 818-956-1384 and I live in Glendale. Yes I think that I object to this train especially now at this time that we are going through all this other stuff it's reprehensible that they're gonna spend \$55 billion on 12 miles of track when our state is suffering so I can't believe the governor said he wasn't gonna go through with this and now he's you know going through with it. I just am so disappointed in in him and this train we don't want it here. Thank you.

Response to Submission 842 (Barbara Wildermuth, August 20, 2020)

842-1481

Refer to Standard Response BLA-Response-GENERAL-03: General Opposition.

The commenter expresses opposition to the HSR project. As shown in the Authority's 2020 Business Plan

(https://hsr.ca.gov/docs/about/business_plans/2020_Business_Plan.pdf), planning for the HSR project has been ongoing since the passing of Proposition 1A in 2008.

Additionally, as stated in the 2020 Business Plan, with the Authority's new leadership and new transparency, Governor Newsom is in support of the HSR project.

Submission 830 (Kathryn Williams, August 17, 2020)

Burbank - Los Angeles - RECORD #830 DETAIL

Status : Action Pending
Record Date : 8/17/2020
Submission Date : 8/17/2020
Interest As : Individual
First Name : Kathryn
Last Name : Williams

Stakeholder Comments/Issues :

California High Speed Rail Authority, I'm writing to comment on the Burbank – Los Angeles segment of the San Francisco – Los Angeles high-speed line. I grew up visiting relatives in Los Angeles and Riverside. I moved to Pasadena after college for an internship. I relocated to the Bay area and lived there for 20 years before moving to Chicago in 1980. In those days, the freeway system, though crowded, still met our needs. I still have relatives in Los Angeles and good friends in the Bay Area. When I visit, we decide on an itinerary based on how long it would take to drive here or there, often abandoning plans for trips to the many amenities these beautiful areas offer. The traffic gridlock tamps down such excursions. What a bummer! This is not good for the economy. And smog has returned! This has a health impact.

830-1469

I hope these high-speed rail plans are implemented soon, so I may enjoy the benefits in my lifetime! And as California goes, so goes the nation. I may even get to enjoy high-speed rail in the midwest!

Best regards,
Kathryn Williams
kmhwilliams1129@gmail.com
773.450.8776

Response to Submission 830 (Kathryn Williams, August 17, 2020)

830-1469

Refer to Standard Response BLA-Response-GENERAL-04: General Support.

The commenter expresses their support for the HSR project. The commenter's support for the HSR Build Alternative is acknowledged.

Submission 631 (Sally Williams Neubauer, June 8, 2020)

Burbank - Los Angeles - RECORD #631 DETAIL

Status : Action Pending
Record Date : 6/8/2020
Submission Date : 6/8/2020
Interest As : Individual
First Name : Sally Williams
Last Name : Neubauer

Stakeholder Comments/Issues :

631-650

This is Sally Williams Neubauer. I would like a copy of the electronic EIR. Could you please send it to beachy2004@yahoo.com. That's he beachy2004@yahoo.com and my phone number is 323-666-9651. Thank you.

Response to Submission 631 (Sally Williams Neubauer, June 8, 2020)

631-650

The commenter requested a copy of the electronic Draft EIR/EIS. On June 9, 2020, the commenter was directed to the online version of the EIR/EIS document that is available on the Authority's website. No revisions to this Final EIR/EIS have been made in response to this comment.