

## 20 ELECTED OFFICIALS

# Submission 4101 (Declan Floyd, Office of State Senator Anthony Portantino, September 16, 2022)

**Palmdale - Burbank - RECORD #4101 DETAIL**

**Status :** Unread  
**Record Date :** 9/16/2022  
**Interest As :** Local Elected  
**First Name :** Declan  
**Last Name :** Floyd  
**Attachments :** Senator Anthony Portantino HSR Public Comment Letter.pdf (124 kb)

**Stakeholder Comments/Issues :**

Please see the below and the attached.

Sincerely,

Kyle Simerly  
 Public Information Officer  
 California High-Speed Rail Authority<<https://hsr.ca.gov/>>

D: (916) 330-5607  
 C: (916) 718-5733  
[kyle.simerly@hsr.ca.gov](mailto:kyle.simerly@hsr.ca.gov)<<mailto:kyle.simerly@hsr.ca.gov>>

From: Floyd, Declan <[Declan.Floyd@sen.ca.gov](mailto:Declan.Floyd@sen.ca.gov)>  
 Sent: Friday, September 16, 2022 2:46 PM  
 To: HSR boardmembers@HSR <[boardmembers@hsr.ca.gov](mailto:boardmembers@hsr.ca.gov)>; HSR info@HSR <[info@hsr.ca.gov](mailto:info@hsr.ca.gov)>  
 Subject: From the Office of Senator Anthony Portantino

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

Good Afternoon,

Attached is a letter from Senator Portantino regarding the Palmdale-Burbank DEIR public comment period. Please do not hesitate to contact our office with any questions.

Thank you,

Declan Floyd  
 Office of Senator Anthony J. Portantino  
 601 E Glenoaks Blvd. Suite 210  
 Glendale, CA. 91207  
 (818) 409-0400  
 (818) 409-1256 fax

CAPITOL OFFICE  
 1021 O STREET  
 SUITE 7630  
 SACRAMENTO, CA 95814  
 TEL (916) 651-4025  
 FAX (916) 651-4925

GLENDALE DISTRICT OFFICE  
 601 EAST GLENOAKS BLVD.  
 SUITE 210  
 GLENDALE, CA 91207  
 TEL (818) 409-0400  
 FAX (818) 409-1256

SATELLITE OFFICE  
 201 EAST BONITA AVE.  
 SAN DIMAS, CA 91773  
 TEL (909) 599-7351  
 FAX (909) 599-7692

SENATOR.PORTANTINO@SENATE.CA.GOV



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 CULTURAL EXCHANGE  
 CHAIR

September 16, 2022

Tom Richards  
 Chair, California High Speed Rail Authority  
 770 L Street, Suite 620  
 Sacramento, CA 95814

Dear Chairman Richards,

The Draft Environmental Impact Report for the California High Speed Rail Palmdale-Burbank segment that was recently released is many thousands of pages long; it would be nearly impossible for someone to read and understand the entire document well enough to provide informed comments within the current time frame of 60 days. I understand that there is a tight schedule to ensure timely completion of the Palmdale-Burbank segment, but the public comment period for the DEIR is one of the most critical elements of the entire process, allowing citizens to engage with a project that will directly affect their neighborhoods and communities.

I respectfully request that the DEIR public comment period be extended from 60 to 90 days to allow for more robust public interaction with the document before the Authority makes official edits and moves forward with planning and executing the Palmdale-Burbank High Speed Rail segment.

Sincerely,

Hon. Anthony J. Portantino  
 Senator, 25<sup>th</sup> District

4101-7677

## Response to Submission 4101 (Declan Floyd, Office of State Senator Anthony Portantino, September 16, 2022)

### 4101-7677

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

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

# Submission 4142 (Walter Garcia, Office of Councilmember Monica Rodriguez, October 3, 2022)

<b>Palmdale - Burbank - RECORD #4142 DETAIL</b>	
<b>Status :</b>	Action Pending
<b>Record Date :</b>	10/3/2022
<b>Interest As :</b>	Local Elected
<b>First Name :</b>	Walter
<b>Last Name :</b>	Garcia
<b>Stakeholder Comments/Issues :</b>	

Hello:

4142-9107

My name is Walter Garcia; I'm Councilwoman Monica Rodriguez's Communications Director. Do you guys have a flyer to share for the in-person events? We'd like to share on our social media platforms.

I look forward to hearing from you.

-WG

----- Forwarded message -----

From: California High-Speed Rail <info@hsr-email.com>

Date: Fri, Sep 30, 2022 at 4:10 PM

Subject: INVITATION: Palmdale to Burbank Project Section In-Person Info Sessions October 8 & 12

To view this email as a web page, go here.

<[http://view.hsr-](http://view.hsr-email.com/?qs=2580ea9f9a315ab65eae246d1654e054a0f79817e56f82ff10c6577f0e5db7189035459ccda53af960b3e5f1e96dea6410a7bc86199a32420d38634ce4b719ca34e448716e479bd76b21d7a8c7d348dd)

[email.com/?qs=2580ea9f9a315ab65eae246d1654e054a0f79817e56f82ff10c6577f0e5db7189035459ccda53af960b3e5f1e96dea6410a7bc86199a32420d38634ce4b719ca34e448716e479bd76b21d7a8c7d348dd](http://view.hsr-email.com/?qs=2580ea9f9a315ab65eae246d1654e054a0f79817e56f82ff10c6577f0e5db7189035459ccda53af960b3e5f1e96dea6410a7bc86199a32420d38634ce4b719ca34e448716e479bd76b21d7a8c7d348dd)

Palmdale to Burbank Project Section

Dear Project Stakeholder:

The California High-Speed Rail Authority (Authority) invites you to join us for the upcoming in-person information sessions, which will focus on the release of the project-level Draft EIR/EIS for the Palmdale to Burbank Project Section. During the information sessions, you will have the opportunity to receive more information about the Palmdale to Burbank Project Section as well ask questions about the project and the Draft EIR/EIS.

The in-person information sessions will be held on:

\*Information Session - Northern Section: Palmdale, Acton/Agua Dulce and

Santa Clarita\*

- Date: Saturday, October 8, 2022

- Time: 10:00 a.m. to 12:00 p.m.

- Location: High Desert School – 3620 Antelope Woods Rd, Acton, CA 91350

<[http://click.hsr-](http://click.hsr-email.com/?qs=9097bab8d568b9ccfea932a021b85866bf092d95764133fa4f3600542066ca0553415782c9ec689552123ce5fdaaea5a2b56d19ff974b70)

[email.com/?qs=9097bab8d568b9ccfea932a021b85866bf092d95764133fa4f3600542066ca0553415782c9ec689552123ce5fdaaea5a2b56d19ff974b70](http://click.hsr-email.com/?qs=9097bab8d568b9ccfea932a021b85866bf092d95764133fa4f3600542066ca0553415782c9ec689552123ce5fdaaea5a2b56d19ff974b70)>

\*Information Session - Southern Section: San Fernando Valley\*

- Date: Wednesday, October 12, 2022

- Time: 5:00 p.m. to 7:00 p.m.

- Location: Montague Charter Academy – 13000 Montague St, Pacoima, CA

91331

<[http://click.hsr-](http://click.hsr-email.com/?qs=9097bab8d568b9cc6ede9f884e685b139cddd0a3aa5e9b028e4955785076d2203f35b3fe9680876283ceee1eb7dd61c0517c375cab90f0d8)

[email.com/?qs=9097bab8d568b9cc6ede9f884e685b139cddd0a3aa5e9b028e4955785076d2203f35b3fe9680876283ceee1eb7dd61c0517c375cab90f0d8](http://click.hsr-email.com/?qs=9097bab8d568b9cc6ede9f884e685b139cddd0a3aa5e9b028e4955785076d2203f35b3fe9680876283ceee1eb7dd61c0517c375cab90f0d8)>

The Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) is available for public review and comment from September 2, 2022, to December 1, 2022

<[http://click.hsr-](http://click.hsr-email.com/?qs=9097bab8d568b9cc768d94e29e68cade4d348df17b51994204716dfff5aa33d1d9fcae6ae3eb3e6e28d0d09aaa213558e8ddf387938549a)

[email.com/?qs=9097bab8d568b9cc768d94e29e68cade4d348df17b51994204716dfff5aa33d1d9fcae6ae3eb3e6e28d0d09aaa213558e8ddf387938549a](http://click.hsr-email.com/?qs=9097bab8d568b9cc768d94e29e68cade4d348df17b51994204716dfff5aa33d1d9fcae6ae3eb3e6e28d0d09aaa213558e8ddf387938549a)>

Comments

must be received electronically or postmarked on or before 5 p.m. PST on December 1, 2022.

Please use this link

<[http://click.hsr-](http://click.hsr-email.com/?qs=9097bab8d568b9cc2fab62c9333dd027285ba65a4d5ed9870a73a5340e0fd385e5180a3f86f41d568c5a2c4ab7e62c53ac6d8d4464c65ee2)

[email.com/?qs=9097bab8d568b9cc2fab62c9333dd027285ba65a4d5ed9870a73a5340e0fd385e5180a3f86f41d568c5a2c4ab7e62c53ac6d8d4464c65ee2](http://click.hsr-email.com/?qs=9097bab8d568b9cc2fab62c9333dd027285ba65a4d5ed9870a73a5340e0fd385e5180a3f86f41d568c5a2c4ab7e62c53ac6d8d4464c65ee2)>

to access the document and information on how to provide formal comments.

These two information sessions are not the only informational opportunities for this project section. In conjunction with the public review period for the Draft EIR/EIS, the Authority also invites the public to participate in an online open house and an online public hearing. The open house meeting will provide the public an overview of the environmental document, opportunity for attendees to review and ask questions about the Draft EIR/EIS, and information on where to access the environmental document and

## Submission 4142 (Walter Garcia, Office of Councilmember Monica Rodriguez, October 3, 2022) - Continued

how to participate in the public comment process. The public hearing will provide an opportunity to submit verbal comments on the Draft EIR/EIS.

\*Online Open House\*

<<http://click.hsr-email.com/?qs=9097bab8d568b9cc0cd73832a7e2e9af795d7e4bcf7952ab96e96ca92fb5b13127bb3675ae8f551421db5ccb59659d011765c96d08a10e40>>

\*October 6, 2022\*

\*5:00 p.m. – 7:30 p.m.\*

English Presentation at 5:00 p.m. – 6:30 p.m.

Spanish Presentation at 6:30 p.m. – 7:30 p.m.

Visit [www.hsr.ca.gov](http://www.hsr.ca.gov)

<<http://click.hsr-email.com/?qs=9097bab8d568b9cc7c7ddfb70e941477dce53ac6614588e566da698e9a1194804a0729de336cb39e6473dd01366033f819498f3cd1fabb77>>

\*Online Public Hearing\*

<<http://click.hsr-email.com/?qs=9097bab8d568b9cc98da4dad7c19cc73791f745b90c401672c6a848811169d5fcaf8a83de5012531eec6cfa15a7f605ec6191e297760e47c>>

\*

\*October 18, 2022\*

\*3:00 p.m. – 8:00 p.m.\*

Visit [www.hsr.ca.gov](http://www.hsr.ca.gov)

<<http://click.hsr-email.com/?qs=9097bab8d568b9cc7c7ddfb70e941477dce53ac6614588e566da698e9a1194804a0729de336cb39e6473dd01366033f819498f3cd1fabb77>>

\*Opportunity to provide public comment

The Palmdale to Burbank Project Section will connect two key population centers in Los Angeles County by linking future multi-modal transportation hubs in Palmdale and Burbank. Both of these stations were approved by the Authority Board of Directors as part of other project sections. The Palmdale Station was approved by the Authority Board of Directors as part of the Bakersfield to Palmdale Project Section in August 2021, while the Burbank Airport Station was approved by the Authority Board of Directors as part of the Burbank to Los Angeles Project Section in January 2022. This project section will provide a critical link between the Bakersfield to Palmdale and the Burbank to Los Angeles Project Sections.

For your reference, you can find a news release regarding this document and the process behind it here.

<<http://click.hsr-email.com/?qs=9097bab8d568b9cc82d969663a78a4041141ef5a5ef9ae0fe82f1e7e21e983e68ef034940551b>>

d91d6432252bc57bedf87dc5b341d56692>

Thank you for your interest in the high-speed rail project. We look forward to continuing to work with you throughout this process.

The Authority is issuing this document as lead agency under the California Environmental Quality Act (CEQA), and also under National Environmental Policy Act (NEPA) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) effective as of July 23, 2019. The MOU is between the State of California and the Federal Railroad Administration (FRA) under a program commonly known as NEPA assignment (the MOU assigned FRA's NEPA responsibilities for the project to the State of California).

Sincerely,

\*LaDonna DiCamillo\*

Southern California Regional Director

California High-Speed Rail Authority

Palmdale to Burbank Project Section

(800) 630-1039

[Palmdale\\_Burbank@hsr.ca.gov](mailto:Palmdale_Burbank@hsr.ca.gov) <[Palmdale\\_Burbank@hsr.ca.gov](mailto:Palmdale_Burbank@hsr.ca.gov)?subject=>

\*SEE MORE AT [WWW.HSR.CA.GOV](http://WWW.HSR.CA.GOV)

<<http://click.hsr-email.com/?qs=9097bab8d568b9cc525e0f3af9baa17053c1a7645fe3fc0b19060efd71bda011c4e0b52c90f04a486c66a1178d973a4777480f6aa3b0e6>>

\*California High-Speed Rail Authority\*

[palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov) <[palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)?subject=>

(800) 630-1039

[image: Facebook]

<<http://click.hsr-email.com/?qs=9097bab8d568b9cc4773dddbdf02f9f818877587e8647ff4c2b5c5d60f4d32c304dbf0c3fe7b1d8f5e73e5475e210a082922cbbddc1e013>>

[image: Twitter]

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[image: Instagram]

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[image: YouTube]

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## Submission 4142 (Walter Garcia, Office of Councilmember Monica Rodriguez, October 3, 2022) - Continued

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<<https://www.monicarodriguez.org/>>

\*Anissa Raja,\* Planning Deputy

Councilwoman Monica Rodriguez, 7th District

200 N Spring Street, Rm 455, Los Angeles, CA 90012

Phone: 213-473-7007 Fax: 213-847-0707

[www.monicarodriguez.org](http://www.monicarodriguez.org)

[image: <https://www.facebook.com/MonicaRodriguezCD7/>]  
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<<http://instagram.com/mroddcd7>> [image: [www.twitter.com/mroddcd7](http://www.twitter.com/mroddcd7)]  
<<http://www.twitter.com/mroddcd7>>

## Response to Submission 4142 (Walter Garcia, Office of Councilmember Monica Rodriguez, October 3, 2022)

### 4142-9107

The commenter requested to receive a copy of a flyer for in-person meetings. The commenter's request was responded to by the Authority. CEQA and NEPA require a Final EIR and EIS to respond to the comments received on environmental issues (see 14 C.C.R. §15088(a) and Federal Railroad Administration Procedures for Considering Environmental Impacts 14(s)). This comment does not address the sufficiency of the Draft EIR/EIS, nor does it suggest edits to the document. No change has been made to the document in response to this comment.

## Submission 4182 (Arturo Garcia Mendoza, Office of Assemblywoman Luz Rivas, October 10, 2022)

**Palmdale - Burbank - RECORD #4182 DETAIL**

**Status :** Delimited  
**Record Date :** 10/10/2022  
**Interest As :** State Elected  
**First Name :** Arturo  
**Last Name :** Garcia Mendoza  
**Attachments :** PB\_4182\_A\_GarciaMendoza\_Comment\_Form\_Original.pdf (313 kb)

**Stakeholder Comments/Issues :**

Hi Jane,

I hope all is well.

I want to share an inquiry we received recently about the HSR.

"Susan Lustig 10/1/2022

1. This is very confusing. According to this map, <https://www.svanc.com/.../HSR-Sun-Valley-Impacts-9-2022.pdf> it seems the CA High Speed Rail will be demolishing the Pacifica Hospital for their HSR as it goes down San Fernando Rd. Would really like some clarification on this please. Also it seems the iconic Pink Motel is also in the way.

After looking at your interactive map it mentions a partial acquisition for Pacifica Hospital at 9449 San Fernando Rd, Sun Valley, CA 91352 and the Pink Motel at 9457 San Fernando Rd, Sun Valley, CA 91352.

What does partial acquisition exactly mean for existing Hospital and Pink Motel?

Thanks for your time!

Kind regards,

Arturo Garcia-Mendoza, District Director  
Office of Assemblywoman Luz Rivas  
9300 Laurel Canyon Blvd. 1st Floor  
Arleta, CA 91331  
Phone: (818) 504-3911  
Email: [Arturo.Garcia-Mendoza@asm.ca.gov](mailto:Arturo.Garcia-Mendoza@asm.ca.gov)

**From:** [Noemi Luna](#)  
**To:** [Laura Hernandez](#); [Paulo Lopez](#)  
**Subject:** RE: HSR Inquiry - Pacifica Hospital Sun Valley  
**Date:** Monday, October 10, 2022 9:57:28 AM  
**Attachments:** [image010.jpg](#)  
[image011.png](#)  
[image012.png](#)  
[image013.png](#)  
[image014.gif](#)  
[image015.png](#)  
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[image019.png](#)  
[image020.png](#)  
[image021.jpg](#)  
[image022.jpg](#)  
[image023.png](#)

Paulo,  
Please add to CommentSense.

I will then QC and close as needed.

**Noemi Luna**  
*Project Manager*  
Mobile: (626) 637-7804 | Email: [nluna@mbimedia.com](mailto:nluna@mbimedia.com)

**From:** Laura Hernandez <[lhernandez@mbimedia.com](mailto:lhernandez@mbimedia.com)>  
**Sent:** Monday, October 10, 2022 8:45 AM  
**To:** Noemi Luna <[nluna@mbimedia.com](mailto:nluna@mbimedia.com)>  
**Cc:** Paulo Lopez <[plopez@mbimedia.com](mailto:plopez@mbimedia.com)>  
**Subject:** FW: HSR Inquiry - Pacifica Hospital Sun Valley

Noemi,

Another inquiry that should be recorded on CommentSense and closed.

Thanks,

**Laura Hernandez**  
*Project Manager*  
Cell: (626) 637-7803 | Email: [lhernandez@mbimedia.com](mailto:lhernandez@mbimedia.com)



**MBI Media**  
Phone: (626) 967-1510  
Fax: (626) 967-1718  
[www.mbimedia.com](http://www.mbimedia.com)



# Submission 4182 (Arturo Garcia Mendoza, Office of Assemblywoman Luz Rivas, October 10, 2022) - Continued



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Please consider the environment before printing this email.

**From:** Geneveva Arellano <[garellano@arellanoassociates.com](mailto:garellano@arellanoassociates.com)>  
**Sent:** Friday, October 7, 2022 12:25 PM  
**To:** Laura Hernandez <[lhernandez@mbimedia.com](mailto:lhernandez@mbimedia.com)>; Noemi Luna <[nluna@mbimedia.com](mailto:nluna@mbimedia.com)>; Paulo Lopez <[plopez@mbimedia.com](mailto:plopez@mbimedia.com)>  
**Subject:** FW: HSR Inquiry - Pacifica Hospital Sun Valley

Hi MBI Team:

I am forwarding you this email inquiry that should be uploaded/recorded into CommentSense and closed. Let me know if you have any questions.

**Geneveva L. Arellano**  
Principal  
Arellano Associates  
P • 909.627.2974  
E • [GArellano@arellanoassociates.com](mailto:GArellano@arellanoassociates.com)

**From:** Geneveva Arellano  
**Sent:** Thursday, October 6, 2022 1:52 PM  
**To:** [Arturo.Garcia-Mendoza@asm.ca.gov](mailto:Arturo.Garcia-Mendoza@asm.ca.gov)  
**Cc:** Brown, Jane@HSR <[Jane.Brown@hsr.ca.gov](mailto:Jane.Brown@hsr.ca.gov)>; DiCamillo, LaDonna@HSR <[LaDonna.DiCamillo@hsr.ca.gov](mailto:LaDonna.DiCamillo@hsr.ca.gov)>; Kenworthy, Beverly@HSR <[Beverly.Kenworthy@hsr.ca.gov](mailto:Beverly.Kenworthy@hsr.ca.gov)>; Roberto Rodriguez <[roberto.rodriguez@senerusa.com](mailto:roberto.rodriguez@senerusa.com)>; Simon, Rick(PB)HSR <[rick\\_simon@hsr.ca.gov](mailto:rick_simon@hsr.ca.gov)>; Elisabeth Rosenson <[ERosenson@ArellanoAssociates.com](mailto:ERosenson@ArellanoAssociates.com)>  
**Subject:** HSR Inquiry - Pacifica Hospital Sun Valley

Good afternoon Arturo,

Thank you for forwarding the inquiry you received below from Susan Lustig of the Sun Valley Area Neighborhood Council to Jane Brown of the Authority. Jane shared it with me as a member of the Outreach Team to assist with its response.

The answer overall to this question is that the Authority will not be acquiring these properties, but

4182-7589


they are temporarily affected during construction due to their location and proximity to the Sheldon Street grade separation that is being proposed, and they can remain in operation during construction. In the Draft EIR/EIS and on our maps, we must show this as a "partial acquisition" (orange shading) because they will be temporarily affected.

For your information, both Sheldon Street and San Fernando Boulevard are being lowered so that Sheldon Street can go underneath the rail corridor. Because we are lowering San Fernando Boulevard as well, the driveways for Pacifica Hospital and the Pink Motel will need to be adjusted to match with a lower street profile. That driveway work will extend a short distance into their properties, which is why we denote them as partial acquisition. Again, they are not a full acquisition and can remain open for business during construction.

I hope this answers the inquiry. If you like, I can forward this information directly to Susan Lustig for you as I have been in touch with her on other inquiries as well, or you may want to handle directly. Let me know and I am happy to take care of that for you.

Thank you again for reaching out to us. Let us know as you receive any other inquiries with which we can help.

Thanks!

**Geneveva L. Arellano**  
Principal  
5851 Pine Avenue, Suite A | Chino Hills, CA 91709  
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**From:** Garcia-Mendoza, Arturo <[Arturo.Garcia-Mendoza@asm.ca.gov](mailto:Arturo.Garcia-Mendoza@asm.ca.gov)>  
**Sent:** Wednesday, October 5, 2022 1:56 PM  
**To:** Brown, Jane@HSR <[Jane.Brown@hsr.ca.gov](mailto:Jane.Brown@hsr.ca.gov)>  
**Subject:** HSR Inquiry- Pacifica Hospital Sun Valley

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

Hi Jane,

I hope all is well.

I want to share an inquiry we received recently about the HSR.

## Submission 4182 (Arturo Garcia Mendoza, Office of Assemblywoman Luz Rivas, October 10, 2022) - Continued

**“Susan Lustig 10/1/2022**

1. This is very confusing. According to this map <https://www.svanc.com/.../HSR-Sun-Valley-Impacts-9-2022.pdf> it seems the CA High Speed Rail will be demolishing the Pacifica Hospital for their HSR as it goes down San Fernando Rd. Would really like some clarification on this please. Also it seems the iconic Pink Motel is also in the way.

”

After looking at your interactive map it mentions a partial acquisition for Pacifica Hospital at 9449 San Fernando Rd, Sun Valley, CA 91352 and the Pink Motel at 9457 San Fernando Rd, Sun Valley, CA 91352.

What does partial acquisition exactly mean for existing Hospital and Pink Motel?

Thanks for your time!

Kind regards,

*Arturo Garcia-Mendoza*, District Director  
Office of Assemblywoman Luz Rivas

9300 Laurel Canyon Blvd. 1<sup>st</sup> Floor  
Arleta, CA 91331

Phone: (818) 504-3911

Email: [Arturo.Garcia-Mendoza@asm.ca.gov](mailto:Arturo.Garcia-Mendoza@asm.ca.gov)

Stay Connected with Assemblywoman Luz Rivas:



## Response to Submission 4182 (Arturo Garcia Mendoza, Office of Assemblywoman Luz Rivas, October 10, 2022)

### 4182-7589

Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter requests further information on property acquisitions, including the partial acquisitions of the Pacifica Hospital and the Pink Motel and Cafe in Sun Valley. Parcel acquisitions are further discussed in Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations. Land use displacements were determined by evaluating the extent to which the project would impact land uses within the footprint and identifying those properties where the current use would not be able to continue after construction. For this analysis, project design files showing the extent of the project were imported into a geographic information systems dataset along with parcel boundary data from the Los Angeles County Assessor to identify situations where the proposed project facilities would affect a building, driveway, parking lot, or other key feature of a property in a way that may affect that feature's viability after construction. Based on the nature of impacts, the Authority determined where a full acquisition, partial acquisition, permanent easement (surface, subterranean, or aerial), temporary easement, or some combination of these would be required. These decisions were based on experience acquiring properties affected by other regional transportation projects. If the area required for the project appeared not to be critical to the property's primary function as a residence or business and/or the remaining portion of the property could be reconfigured to continue serving its purpose without significant disruption to occupants, a partial acquisition was determined. In some circumstances, temporary rights might be required from property owners for materials storage, construction activities, or access, but these activities would not impact the primary function of the property or cause undue disruption to the occupants, and the area would revert to its former use after construction activities were completed. The Refined SR14, SR14A, E1, and E1A Build Alternatives would require the partial acquisition of the Pacifica Hospital parking lot, and would have little to no impact on the property after construction. As discussed in Impact CUL#4 in Section 3.17, Cultural Resources, the Refined SR14, SR14A, E1, and E1A Build Alternatives would not result in the acquisition of the Pink Motel and Cafe. The E2 and E2A Build Alternatives would avoid and therefore not result in effects to either property.

## Submission 4187 (Carlo Basail, Tom Lackey, Assemblyman, 36th District, October 8, 2022)

**Palmdale - Burbank - RECORD #4187 DETAIL**

**Status :** Action Pending  
**Record Date :** 10/11/2022  
**Interest As :** Individual  
**First Name :** Carlo  
**Last Name :** Basail

**Stakeholder Comments/Issues :**

4187-7554

Request link for interactive map.

## Response to Submission 4187 (Carlo Basail, Tom Lackey, Assemblyman, 36th District, October 8, 2022)

### 4187-7554

The commenter requested a link to the interactive map. The commenter's request had been noted, and the public outreach team provided a link to the interactive maps in October 2022. Both of the links provided to the commenter were available on the Authority's website during the public circulation of the Draft EIR/EIS. The interactive map for the Palmdale to Burbank Section preferred alternative can be found on the Authority's website:

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

[https://gis.data.ca.gov/datasets/83492c31c5604917856580447ab09f76\\_0/explore?location=34.840974%2C-118.040600%2C7.00](https://gis.data.ca.gov/datasets/83492c31c5604917856580447ab09f76_0/explore?location=34.840974%2C-118.040600%2C7.00).

# Submission 4408 (Anissa Raja, Office of Councilmember Monica Rodriguez, December 1, 2022)

**Palmdale - Burbank - RECORD #4408 DETAIL**

**Status :** No Action Required  
**Record Date :** 12/1/2022  
**Interest As :** Local Elected  
**First Name :** Anissa  
**Last Name :** Raja  
**Attachments :** 11.30.2022 Response Letter to CA HSR.pdf (184 kb)  
 11.30.2022\_Response\_Letter\_to\_CA\_HSR.pdf (184 kb)

**Stakeholder Comments/Issues :**

Hello,

Attached is the letter for Councilwoman Monica Rodriguez's comments regarding the Palmdale to Burbank alignment. Thank you for your time and attention.

Thank you,

----- Forwarded message -----

From: Anissa Raja <anissa.raja@lacity.org>  
 Date: Wed, Nov 30, 2022 at 6:58 PM  
 Subject: Palmdale to Burbank Draft EIR/EIS Comment  
 To: <palmdale.burbank@hsr.ca.gov>  
 Cc: Kenworthy, Beverly@HSR <beverly.kenworthy@hsr.ca.gov>

Hello,

Attached is the letter for Councilwoman Monica Rodriguez's comments regarding the Palmdale to Burbank alignment. Thank you for your time and attention.

Best,

--

\* <<https://monicarodriguez.org/>>\*

\*Anissa Raja,\* Planning & Legislative Deputy

Councilwoman Monica Rodriguez, 7th District

200 N Spring Street, Rm 455, Los Angeles, CA 90012

Phone: 213-473-7007 Fax: 213-847-0707

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 <<http://instagram.com/mrodcd7>>[image: [www.twitter.com/mrodcd7](http://www.twitter.com/mrodcd7)]  
 <<http://www.twitter.com/mrodcd7>>

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\* <<https://monicarodriguez.org/>>\*

\*Anissa Raja,\* Planning & Legislative Deputy

Councilwoman Monica Rodriguez, 7th District

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 <<http://instagram.com/mrodcd7>>[image: [www.twitter.com/mrodcd7](http://www.twitter.com/mrodcd7)]  
 <<http://www.twitter.com/mrodcd7>>

# Submission 4408 (Anissa Raja, Office of Councilmember Monica Rodriguez, December 1, 2022) - Continued



MONICA RODRIGUEZ  
COUNCILWOMAN, 7<sup>TH</sup> DISTRICT

November 30, 2022

Brian P. Kelly  
CEO  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

Dear Mr. Kelly:

As the elected representative of the Seventh Council District in the City of Los Angeles, I am submitting my comments for the Draft Environmental Report/ Environmental Impact Statement (DEIR/EIS) related to the Palmdale-Burbank section. The state's approximately 38 mile long "Preferred Alternative" (known as SR14A) would connect the cities of Palmdale and Burbank and partially use the existing Metrolink right-of-way to the extent possible for approximately three miles in the San Fernando Valley. The opportunities and potential benefits of a project like the High Speed Rail can be transformative if planned carefully—incorporating, instead of dividing, communities as well as stimulating, instead of hindering, economic expansion.

Trains operating along the Preferred Alternative would be fully underground through the community of Acton, the Angeles National Forest, the San Gabriel Mountains National Monument, and the Pacific Crest Trail. Through the northern part of the San Fernando Valley, SR14A is proposed to emerge near the Hansen Dam Spreading Grounds, with a bridge over the Hansen Dam spillway that would then follow the Metrolink/Union Pacific Corridor near Sheldon Street to Burbank.

From its beginnings as a center for heavy industry, and an area where many factory workers and low-income families lived, the Northeast Valley has lacked strategic planning and investment for decades. This has resulted in a built environment that exemplifies the negative traits associated with poor urban planning practices and west coast sprawl. As a first-of-its-kind project, the High Speed Rail Authority has an opportunity to apply an equity-focused lens for project development, fostering a transition to a more sustainable future. It is my hope, as an elected representative of the

4408-10283

project area, that this investment leads to a safer, more vibrant, and people-oriented built environment.

Many local residents have raised concerns about the alignment resurfacing in Pacoima. As an environmental justice community, Pacoima has already borne the brunt of pollution—it is surrounded by three freeways, bisected by a railroad, and home to the Whiteman Airport, a local airport that has seen repeated accidents in addition to contributing to pollution. The neighborhood also has one of the greatest concentrations of waste-sorting facilities and junk car-processing plants in the city and is short on open space and sidewalks. My priority is to ensure we plan for and attempt to incorporate mitigation efforts that will center the needs of residents, businesses and the environment.

The proposal calls for grade separations that will divide and destroy many long standing communities if not thoughtfully designed and executed. This proposed alignment will visually and physically bifurcate the community, further limiting its economic development potential. We often see train to vehicle accidents along the existing Metrolink route. As such, additional safety measures will need to be implemented, especially in areas where the train is at surface level.

**With that goal in mind, I have the following comments based on the DEIR/EIS, as well as precedents set by transit projects undertaken by other agencies:**

4408-10284

- **Safety measures around trenches where the train begins to elevate at Montague Street:**

- Ensure construction impacts are mitigated to the highest degree. My district is not getting the connectivity or economic benefits of a station, yet it is enduring the impacts of construction. As a historically "Disadvantaged Community" (DAC), the project should include thoughtful environmental mitigation strategies to avoid further burdening the community.
- Detail out safety measures proposed for installation for pedestrian and vehicular safety where the proposed alignment crosses Montague Street (where it surfaces).

4408-10285

- **Short and long-term construction impacts and mitigations efforts:**

- Include the highest safety standards and protocols regarding tunneling depth, vibration, and general safety for properties above tunnel areas (i.e. Sylmar).
- Provide detailed information regarding tunneling and safety measures to impacted residents, including a hotline to get questions and concerns addressed.
- Minimize construction impacts to local circulation for businesses, corridors, other high-traffic areas.
- Ensure strong environmental controls to reduce the impacts from noise, dust, and other pollutants to surrounding residences and businesses.

4408-10286

- **Workforce opportunities and business impact mitigation:**

- Prioritize hiring from the local community for construction related activities.
- Provide clear restitution plans for small businesses and commercial corridors impacted by acquisition.

4408-10283



## Submission 4408 (Anissa Raja, Office of Councilmember Monica Rodriguez, December 1, 2022) - Continued

4408-10287

- **Community engagement:**
  - Provide a comprehensive timeline of property acquisitions or HSR impacts to properties that are undergoing construction related to other projects that are in existence (ie. Caltrans Interstate 210 Pavement Preservation Plan).
  - Conduct periodic community outreach to discuss upcoming construction impacts at key stages of the project, including but not limited to when plans are being developed for: grading, traffic management, or when lane closures etc. are required.
  - Create community advisory group composed of local residents that allows community members to voice concerns and assist with information sharing about project updates and upcoming impacts with their community groups and constituencies.

4408-10288

- **Opportunities for beautification:**
  - Incorporate art or decorative elements by local artists where sound walls or other structures are needed.
  - Implement native landscaping.
  - Develop a robust streetscape and safety plan at Montague Street, where the train rises to the surface.

To fully realize the potential benefits this project could have for the region at large, the Authority and the communities along the corridor must work together to achieve these shared goals. I look forward to continuing this dialogue and finding common ground.

Sincerely,



Monica Rodriguez  
Los Angeles City Councilwoman, Seventh District

cc: Honorable Mayor Eric Garcetti, City of Los Angeles  
Honorable Luz Rivas, Assembly Member, 39th District  
Honorable Bob Hertzberg, Senator, 18th District  
Beverly Kenworth, Southern California Regional Director, CHSR  
Connie Llanos, General Manager, Department of Transportation, City of Los Angeles  
Vince Bertoni, Planning Director, Department of City Planning, City of Los Angeles



## Response to Submission 4408 (Anissa Raja, Office of Councilmember Monica Rodriguez, December 1, 2022)

### 4408-10283

Refer to Standard Response PB-Response-S&S-2: Accidents and Explosions, PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter refers specifically to the SR14A Build Alternative and provides descriptions about the proposed project and describes concerns about impacts on Pacoima, an environmental justice community, including grade separations that could visually and physically divide communities and limit economic development potential. The commenter is also concerned about safety due to train and vehicle accidents along the existing Metrolink route. The commenter provides an overview of the existing pollution that affects Pacoima residents, including existing freeways, railroads, the Whiteman Airport, waste sorting facilities, junk-car processing plants, as well as low access to open space and sidewalks. The commenter expresses their priority to ensure there is a plan for and incorporation of mitigation efforts that will center the needs of residents, businesses, and the environment.

Section 5.4.1 of the Draft EIR/EIS recognizes Sylmar, Pacoima, Sun Valley, and Lake View Terrace as environmental justice communities in the San Fernando Valley. The analyses provided in Section 5.7.2.2, Air Quality and Global Climate Change; Section 5.7.2.6, Hazardous Materials and Wastes; and Section 5.7.2.7, Safety and Security in Chapter 5, Environmental Justice, of the Draft EIR/EIS, evaluate the potential for the project to result in adverse effects on air quality, hazardous materials, and safety effects, and the potential for the project to result in disproportionately high and adverse effects for these resources topics on environmental justice communities, which includes Pacoima. Impact avoidance and minimization features (IAMFs) and mitigation measures will be implemented as part of the project to ensure impacts pertaining to air quality during construction, hazardous materials and wastes, and safety and security will be minimized, avoided, and mitigated. Please also refer to Appendix 2-E, Impact Avoidance and Minimization Features, and Appendix 3.1-C, Standardized Mitigation Measures, in Volume 2 of the Final EIR/EIS, for full descriptions of IAMFs and mitigation measures that will be implemented as part of the project.

Section 5.7.2 of the Draft EIR/EIS identifies adverse effects related to business displacements in Pacoima and Sun Valley for the Refined SR14, SR14A, E1, and E1A Build Alternatives. Please refer to Standard Response PB-Response-SOCIO-1: Parcel

### 4408-10283

Acquisitions and Relocations, which includes further discussion of residential and business displacements.

The Authority determined that the Refined SR14, SR14A, E1, and E1A Build Alternatives will not visually or physically divide communities in Pacoima and Sun Valley. As described in Impact SOCIO#2, in Section 3.12, Socioeconomics and Communities of the Draft EIR/EIS, construction of these Build Alternative would require at-grade alignment and ancillary facilities (adit windows) to be located within the Los Angeles neighborhoods of Pacoima and Sun Valley (see Figure 3.12-8). From Montague Street into Burbank, these Build Alternatives would be within the San Fernando Boulevard/Metrolink corridor, requiring the displacement of businesses and one residence along this corridor. However, because the San Fernando Boulevard/Metrolink corridor already divides the existing residential neighborhoods along the corridor, the project section construction would be limited to widening this existing barrier, which would not create a new division. Intermediate window options SR14-W1 or SR14-W2 would be either directly north or directly south of the I-210/SR 118 intersection. These intermediate window options would cause some business displacements but no residential displacements. Because window options SR14-W1 and SR14-W2 would be adjacent to two major freeways that already divide existing residential communities, the intermediate window would only result in displacements at the edge of this existing division.

Incorporation of AVQ-IAMF#1 and AVQ-IAMF#2 will require application of the Authority's aesthetic guidelines to minimize visual effects and guide the development of nonstation area structures based on local aesthetic preferences. The contractor will be required to consult with local jurisdictions on how best to involve the community in the aesthetic review process and solicit input from local jurisdictions on their aesthetic preferences. Implementation of Mitigation Measures AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, and AVQ-MM#6 would further reduce the various effects on visual quality. These measures will incorporate local design and aesthetic preferences into viaduct design, require vegetation screening and landscape treatments adjacent to HSR infrastructure including elevated guideways and along the embankment, and require the planting of vegetation within land for the project not used for HSR supporting infrastructure.

## Response to Submission 4408 (Anissa Raja, Office of Councilmember Monica Rodriguez, December 1, 2022) - Continued

### 4408-10283

The commenter requests additional safety measures be implemented specific to train and vehicle accidents. Note that the project would be entirely grade separated, as described in Draft EIR/EIS Section 2.3: "Additionally, the HSR safety criteria recommend avoiding surface intersections on dedicated HSR alignments. This means that, in planning the California HSR System, the Authority has sought to utilize grade separated overheads or underpasses for roadways, or roadway closures and modifications to existing systems that do not span planned rights-of-way. Each of the six Build Alternatives would be fully grade-separated." Additionally, as described in Section 2.3.1 of the Draft EIR/EIS, the system would be access-controlled with intrusion detection and monitoring systems. An access-controlled system helps prevent entry into the corridor by unauthorized vehicles, people, animals, and objects.

As discussed under Impact S&S#12 in Section 3.11 of the Draft EIR/EIS, because the Palmdale to Burbank Project Section would be fully grade-separated and access-controlled, there would be low potential for train collisions with vehicles, bicycles, or pedestrians. As described in Section 2.5.2.2 of the Draft EIR/EIS (page 2-87), and as depicted in drawing number CV-R1022-S14 (Refined SR14 Build Alternative) and drawing number CV-R4030-E1 (E1 Build Alternative) in Volume 3 of the Draft EIR/EIS, the Refined SR14, SR14A, E1, and E1A alternatives would modify the existing at-grade crossing at Sheldon Street near MP 17.05 to add a new grade-separated railroad bridge over Sheldon Street underpass. This would improve safety along the Metrolink corridor in Pacoima and Sun Valley by eliminating an existing grade crossing.

The commenter also identified existing pollution from past projects. The Authority conducted a cumulative impacts analysis as part of the Draft EIR/EIS, which considered other past, present, and reasonably foreseeable future actions or projects that contribute to environmental impacts. Please refer to Section 3.19, Cumulative Impacts, for the Authority's analysis of cumulative impacts.

The commenter also identifies that there are opportunities and potential benefits for a project like this that could incorporate instead of divide communities and stimulate instead of hinder economic expansion, that the Authority has the opportunity to apply an equity focused lens for project development, and that the commenter's priority is to ensure the Authority incorporates mitigation efforts that will center the needs of

### 4408-10283

residents, businesses, and the environment. The Authority agrees with the commenter. To that end, during November and December 2023, and January 2024, the Authority conducted listening sessions with EJ communities in Pacoima and Sun Valley to seek feedback on potential additional measures that would avoid, minimize, and mitigate project impacts in EJ communities and would address concerns of EJ communities about the project's adverse effects. The Authority has also developed offsetting mitigation measures (OMM) to offset disproportionately high and adverse effects (DHAE) on minority and low-income populations. See Section 5.8, in Chapter 5, Environmental Justice of this Final EIR/EIS, along with Appendix 5-B for additional information on IAMFs and OMM EJ Community Benefits (e.g., street safety improvements, workforce development programs, school communication and community connectivity).

In order to minimize both temporary and permanent disruption to neighborhoods and communities, the Authority has identified multiple Impact Avoidance and Minimization Features (IAMF), Offsetting Mitigation Measures (OMM) and Mitigation Measures (MM) including measures to reduce and/or minimize effects to communities (e.g., communities of Pacoima and Sun Valley in the San Fernando Valley): EJ-OMM#1 (Construction Jobs and Opportunities, Training and Workforce Development), EJ-OMM#2 (Community Connectivity Workshop), EJ-OMM#3 (Montague Street Improvements), EJ-OMM#4 (Intermediate Window (SR14-W2), Conveyor belt usage requirements and school coordination), EJ-IAMF#1 (Authority EJ Ombudsman and Contractor's EJ Liaison), EJ-IAMF#2 (Business Spotighting), EJ-IAMF#3 (EJ Community-Inclusive Development of Aesthetic Treatments and Community Cohesion Enhancements), EJ-IAMF#4 (EJ Business Relocation/Displacement Assistance), EJ-IAMF#5 (EJ Community Post-Construction Communication), EJ-IAMF#6 (Non-Regulatory Supplemental and Informational Monitoring), SOCIO-IAMF#1 (Implementation of a Construction Management Plan), NV-IAMF#1 (minimization of noise near sensitive receptors), AQ-IAMF#1 (implementation of a fugitive dust control plan), TR-IAMF#2 (implementation of best management practices through a Construction Transportation Plan) as well as SO-MM#1 (Implement measures to reduce impacts associated with the division of residential neighborhoods) and SO-MM#2 (Implement measures to reduce impacts associated with the division of communities). For additional discussion about the potential for temporary and permanent disruptions to neighborhoods, please refer to

## Response to Submission 4408 (Anissa Raja, Office of Councilmember Monica Rodriguez, December 1, 2022) - Continued

### 4408-10283

Impact SOCIO#1: Temporary Disruption to Community Cohesion or Division of Existing Communities from Construction and Impact SOCIO#2: Permanent Disruption to Community Cohesion or Division of Established Communities from Construction in Section 3.12, Socioeconomics and Communities.

### 4408-10284

The commenter requested mitigation for construction impacts and pedestrian and vehicle safety measures around trenches where the HSR tracks surface and cross Montague Street.

Adverse construction-period noise effects would occur within 110 and 176 feet of construction activities during the daytime, and within 348 and 555 feet of construction activities during the nighttime. Adverse ground-borne vibration effects would also occur as a result of construction activities. Adverse vibration effects would occur between 105 and 230 feet from construction activities. Further, construction of each of the six Build Alternatives would require spoil haul routes. In the area near Montague Street, N&V-IAMF#1 would avoid and minimize construction-related noise and vibration effects on sensitive receivers by requiring temporary noise barriers, routing of truck traffic away from residential streets, avoiding pile driving where possible, and other typical construction practices contained in the FTA and FRA guidelines for minimizing construction noise and vibration. Implementation of Mitigation Measures N&V-MM#1 and N&V-MM#2 would further reduce construction-related noise and vibration on sensitive receptors by implementing a noise-monitoring program and requiring the contractors to meet project pile driving criteria. Nonetheless, as shown in Impact N&V#1 in the Draft EIR/EIS, the Authority concluded that construction noise impacts would be significant and unavoidable.

In the area near Montague Street, fugitive dust emissions will be reduced through implementation of a dust control plan (AQ-IAMF#1). In addition, the contractor will utilize low-VOC paints to limit the emissions of VOCs, which contribute to ozone formation (AQ-IAMF#2), and renewable diesel fuel to limit criteria pollutant exhaust emissions from off-road and on-road construction equipment (AQ-IAMF#3). Furthermore, the use of Tier 4 off-road construction diesel equipment (AQ-IAMF#4) and model year 2020 or newer on-road trucks (AQ-IAMF#5) would reduce exhaust-related pollutants from construction equipment, and AQ-IAMF#6 would reduce effects associated with new concrete batch plants. Mitigation Measure AQ-MM#1 will offset construction emissions (to the extent that offsets are available) through a South Coast Air Quality Management District rule or contractual agreement by funding equivalent emissions reductions that achieve reductions in the same years as construction emissions occur, thus offsetting project-related air quality effects in real time. Mitigation Measure AQ-MM#2 will require the

## Response to Submission 4408 (Anissa Raja, Office of Councilmember Monica Rodriguez, December 1, 2022) - Continued

### 4408-10284

Authority to enter into an agreement with Antelope Valley Air Quality Management District to mitigate (by offsetting) to net zero (to the extent that offsets are available) the project's actual emissions from construction equipment and vehicle exhaust emissions of VOC, NOx, PM10 and PM2.5. Additionally, Mitigation Measure AQ-MM#3 would reduce the effects of construction emissions through use of zero emission or net-zero emission on-road vehicles and off-road equipment.

Near Montague Street, a construction-period effect on intersections would occur as a result of temporary roadway and lane closures during construction and increased traffic associated with construction activities (e.g., heavy truck traffic and construction worker trips to and from the construction site). Construction-related disruptions caused by the project, such as temporary lane or road closures, underground utility work, or truck traffic, would result in decreases to level of service (LOS) on roadway segments and intersections. The project would incorporate TR-IAMF#2, TR-IAMF#6, and TR-IAMF#7, which will require preparation and implementation of a Construction Transportation Plan (CTP) to minimize construction-related traffic, restrict construction material deliveries during peak-hour travel times, and ensure construction-related travel utilize appropriate truck routes for delivering materials. As required by TR-IAMF#2, the following measures could be applied to ensure pedestrian safety at Montague Street: temporary signage to alert drivers and pedestrians to the construction zone, flag persons or other methods of traffic control, traffic speed limitations in the construction zone, provisions for safe pedestrian and bicycle passage or convenient detour, and safe vehicular and pedestrian access to local businesses and residences during construction. Implementation of TR-IAMF#4 requires the construction contractor to prepare specific construction management plans to address maintenance of pedestrian access during the construction period. Additionally, implementation of Mitigation Measure TR-MM#1 will add travel lanes to affected roadway segments, thereby increasing capacity and improving LOS to adequate levels. Mitigation Measures TR-MM#2 through TR-MM#6 and TR-MM#8 would reduce delays at affected intersections through modified signal timing and phasing, as well as widening, restriping, and reconfiguring intersections, such that intersection operations improve to an adequate LOS. Considering both the IAMFs incorporated into the project and implementation of the above-mentioned mitigation measures, adverse effects on roadways and intersections from construction would not occur under any of the Build Alternatives. Construction-period earthwork and tunneling

### 4408-10284

activities associated with each of the Build Alternatives would generate substantial spoils material (rock and dirt). This spoils material would be hauled via truck to various disposal sites in the Palmdale to Burbank region, which would affect the regional transportation network, causing longer travel times and inconvenience for residents. TR-IAMF#2, TR-IAMF#6, and TR-IAMF#7 will require a CTP, limit spoils hauling hours, and establish spoils hauling routes to minimize transit service effects during spoils hauling. As shown in Table 5-6 through Table 5-11 in Chapter 5, Environmental Justice, of the Draft EIR/EIS, the intersection of San Fernando Road and Branford Street (near Montague Street) would be affected by the Refined SR14, SR14A, E1, and E1A Build Alternatives before implementation of mitigation. Additionally, implementation of Mitigation Measure TR-MM#12 would further reduce spoils hauling effects by requiring the development of a CMP to address traffic circulation during spoils hauling activities.

In November 2023, December 2023 and January 2024, since publication of the Draft EIR/EIS, the Authority conducted listening sessions with EJ communities in Pacoima and Sun Valley to seek feedback on potential additional measures that would avoid, minimize, and mitigate project impacts in EJ communities and would address concerns of EJ communities about the project's adverse effects. The Authority has developed additional measures to respond to concerns from environmental justice (EJ) communities, which are listed in Section 5.4.2 in Chapter 5, Environmental Justice, and described in Appendix 2-E, Impact Avoidance and Minimization Features (IAMF) of this Final EIR/EIS. The Authority has also developed offsetting mitigation measures (OMM) to offset disproportionately high and adverse effects (DHAE) on minority and low-income populations. See Section 5.8, in Chapter 5, Environmental Justice of this Final EIR/EIS, along with Appendix 5-B for additional information on IAMFs and OMM EJ Community Benefits (e.g., street safety improvements, workforce development programs, school communication and community connectivity).

For the Refined SR14, SR14A, E1, and E1A Build Alternatives, new EJ-OMM#2 (Community Connectivity Workshop) will require the Authority to work with the City of Los Angeles and the Pacoima and Sun Valley EJ communities (as identified in Section 5.5 of the Final EIR/EIS) to seek input on locally-desired pedestrian connectivity enhancements (e.g., sidewalk continuity improvements, tree planting, bulb-outs/corner extensions, painted crosswalks, reflective/highly visible stop signs, lighting, decorative

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crosswalks, or pedestrian crosswalk motion sensors). New EJ-OMM#3 (Montague Street Improvements) will require the Authority to work with the City of Los Angeles and the Pacoima and Sun Valley EJ communities (as identified in Section 5.5 of the Final EIR/EIS) to seek input on locally-desired safety improvements at Montague Street. These OMMs shall be implemented within an EJ community experiencing disproportionately high and adverse effects as identified in Table 5-28 of the Final EIR/EIS.

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Refer to Standard Response PB-Response-AQ-1: Construction-Period Emissions, PB-Response-AQ-3: Construction Air Quality/Truck Impacts, PB-Response-N&V-2: Noise Mitigation and selection of Proposed Sounds Barriers, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-5: Impacts of Spoils Hauling (Noise), PB-Response-N&V-6: Construction Noise/Truck Impacts, PB-Response-TRA-1: Temporary Traffic Associated with Construction, PB-Response-TRA-2: Impacts of Tunnel Spoils Off-Haul/Deposition, PB-Response-TRA-3: Construction Traffic/Truck Impacts in the San Fernando Valley.

The commenter requested further information on construction effects and proposed mitigation related to the safety of properties above the tunneled alignment, traffic circulation, noise and vibration, and air quality.

Impact GSSP#1, in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, of this Final EIR/EIS, discusses and evaluates the potential for construction activities, including tunneling, to result in ground subsidence. GEO-IAMF#1 will require the Authority to develop and implement a Construction Management Plan (CMP) to identify subsidence-prone areas and minimize the potential for loss or damage during construction. Specifically, the CMP will include topographic surveys to identify whether subsidence has occurred since initial design and establish the final top-of-rail elevations for the HSR system. Where the HSR system is located within floodplain areas, overbuilding the height of the rail bed would anticipate future subsidence. GEO-IAMF#9 requires subsidence monitoring where the potential for long-term subsidence exists, to allow for proactive risk management. In addition, GEO-IAMF#10 identifies established engineering and safety guidelines that, when applied, would minimize hazards related to ground subsidence and settlement. These measures could include improving settlement-prone soils by using preloads and wick drains to prepare soils for new loads, or using well points and sheet pile walls to transfer new ground loads to deeper soils.

Regarding impacts and mitigation related to tunneling vibration, refer to Standard Response PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses. Regarding impacts and mitigation related to traffic circulation during construction, refer to Standard Responses PB-Response-TRA-1: Temporary Traffic Associated with Construction and PB-Response-TRA-3: Construction Traffic/Truck

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Impacts in the San Fernando Valley.

Regarding impacts and mitigation related to dust and other air pollutants during construction, refer to Standard Responses PB-Response-AQ-1: Construction-Period Emissions and PB-Response-AQ-3: Construction Air Quality/Truck Impacts.

Regarding impacts and mitigation related to noise during construction, refer to Standard Responses PB-Response-N&V-2: Noise Mitigation and Selection of Proposed Sounds Barriers, PB-Response-N&V-4: Tunneling Impacts (Noise and Vibration) under Homes and Businesses, PB-Response-N&V-5: Impacts of Spoils Hauling (Noise), and PB-Response-N&V-6: Construction Noise/Truck Impacts.

The commenter also requests the Authority provide detailed information regarding tunneling and safety measures, including a hotline where impacted residents may get questions answered and concerns addressed.

EJ-IAMF#1 (Authority EJ Ombudsman and Contractor's EJ Liaison) requires that multilingual notices (e.g., online information, e-blasts, text messaging, voice messaging or mailers) inform EJ communities of the Authority's hotline for reporting community concerns or complaints regarding construction noise and traffic effects and updates regarding upcoming vehicle, pedestrian, bicycle, transit access disruptions, and planned utility service disruptions.

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Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter requested the Authority prioritize hiring from the local community for construction related activities, and provide clear restitution plans for small businesses and commercial corridors impacted by acquisition.

In November 2023, December 2023 and January 2024, the Authority conducted listening sessions with environmental justice (EJ) communities in Pacoima and Sun Valley to seek feedback on potential additional measures that would avoid, minimize, and mitigate project impacts in EJ communities and would address concerns of EJ communities about the project's adverse effects. In response, the Authority has developed additional measures to respond to concerns from environmental justice (EJ) communities, which are listed in Section 5.4.2 in Chapter 5, Environmental Justice, and described in Appendix 2-E, Impact Avoidance and Minimization Features of this Final EIR/EIS. The Authority has also developed offsetting mitigation measures (OMM) to offset disproportionately high and adverse effects (DHAE) on minority and low-income populations. See Section 5.8, in Chapter 5, Environmental Justice of this Final EIR/EIS, along with Appendix 5-B for additional information on IAMFs and OMMs.

Implementation of New EJ-IAMF#4: EJ Business Relocation/Displacement Assistance, will require the relocation mitigation plan (pursuant to SOCIO-IAMF#3: Relocation Mitigation Plan) include a subsection dedicated to addressing adverse effects to businesses in the EJ communities of Pacoima and Sun Valley (as identified in Section 5.5 of the EIR/EIS) and incorporate a section which includes a description of measures taken or proposed to offset the adverse effects of business displacements and relocations in the Pacoima and Sun Valley EJ communities, including a description of measures to relocate displaced businesses in proximity to their same community. In addition, the Authority shall hold community roundtable meetings to seek and consider input from affected EJ communities prior to finalizing the Authority's Relocation Mitigation Plan.

Implementation of New EJ-OMM#1, Construction Jobs and Opportunities, Training and Workforce Development, will require the Authority's Regional Workforce Development

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Board to develop a Construction Pre-Apprentice training program to provide pre-apprenticeship classes and hands-on construction training primarily to individuals whose jobs have been directly impacted by a business displacement within the Pacoima and Sun Valley EJ communities (as identified in Section 5.5 of the Final EIR/EIS), and within Lake View Terrace if the Authority selects the E2 or E2A Build Alternative. The program shall also include special recruitment and job set-aside programs for jobs created by the project to offset any impacts to jobs associated with business displacements within those EJ communities. The program(s) shall be developed with feedback, input and suggestions made by the Pacoima, Sun Valley, and Lake View Terrace EJ communities during community roundtables held by the EJ Ombudsman.

In implementing New EJ-OMM#1, the Authority shall involve Pacoima Beautiful as part of this program to consider support of its Workforce Development and Economic Opportunities Plan, administered through Los Angeles City College (LACC), in cooperation with the Building Trades Council, Plumbers, Cement Masons, Iron Workers, Teamsters, Sheet Metals Workers, Pipefitters, Electricians and Operating Engineers Building Trades Unions. Further, the Authority shall periodically distribute an updated Jobs Fact Sheet and provide press releases that report construction job creation milestones resulting from dispatching workers to build the high-speed rail system. This Jobs Fact Sheet will include the most recent information regarding the National Targeted Hiring Initiative and the total number of disadvantaged workers. Please also refer to Standard Response SOCIO-1: Parcel Acquisitions and Relocations, for further discussion of residences and businesses that would be displaced by the project.

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Refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations.

The commenter inquires about property acquisitions and the impacts of the HSR project on properties that are undergoing construction related to other projects including the Caltrans Interstate 210 Pavement Preservation Project. The commenter also requests that the Authority conduct periodic community outreach meetings to communicate and discuss construction impacts at key stages of the project, and create a community advisory group composed of local residents to allow community members to voice their concerns and to share information about project updates.

Regarding property acquisitions, please refer to Standard Response PB-Response-SOCIO-1: Parcel Acquisitions and Relocations and EJ-IAMF#4. Information about the specific timing of property acquisitions for the project is unknown at this time. At this stage of project development (i.e., environmental review), the final design has not yet been determined and the funding needed to purchase land has not yet been identified. As the planning and design work advances further, the Authority will identify the precise real property that is necessary for construction and operation of the project. The Authority will contact affected property owners at that time. Pages 118 and 119 of the 2020 Business Plan (available at [https://hsr.ca.gov/docs/about/business\\_plans/2020\\_Business\\_Plan.pdf](https://hsr.ca.gov/docs/about/business_plans/2020_Business_Plan.pdf)) provide an illustration of the stages the Authority will work through as it completes the Palmdale to Burbank Project Section. The Authority is currently in Stage 2 of the Preliminary Engineering and Environmental Approval phase. Early Works, or Stage 4, of the process is the stage during which the Authority will commence right-of-way (property) acquisition. Once the Authority completes this stage, it will move forward with Stage 5 and select a contractor to build the Palmdale to Burbank Project Section. Additional information is available at: <https://hsr.ca.gov/programs/private-property/> and: [https://hsr.ca.gov/wp-content/uploads/docs/programs/private\\_property/Your\\_Property\\_Your\\_HSR.pdf](https://hsr.ca.gov/wp-content/uploads/docs/programs/private_property/Your_Property_Your_HSR.pdf).

Section 3.19 in the Draft EIR/EIS evaluated the cumulative impacts of the HSR Build Alternatives in combination with other past, present, and reasonably foreseeable future actions or projects. The Caltrans I-210 Pavement Preservation project has been added to the evaluation of cumulative projects and has been included in the list of cumulative



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projects in Appendix 3.19-A in the Final EIR/EIS. The Caltrans I-210 Pavement Preservation Project is anticipated to be completed in winter 2024, and therefore would not overlap with construction of the Palmdale to Burbank Project Section. Additionally, the Caltrans I-210 project would entail repaving existing lanes and would not alter the capacity, location, or function of the I-210 freeway. As such, including the Caltrans I-210 project does not change the conclusions presented in the cumulative analysis in the Draft EIR/EIS.

Regarding the commenter's request for periodic community outreach to discuss upcoming construction impacts, the Authority conducted listening sessions with EJ communities in Pacoima and Sun Valley in November 2023, December 2023, and January 2024 following publication of the draft EIR/EIS to seek feedback on potential additional measures that would avoid, minimize, and mitigation project impacts in EJ communities, and would address concerns of EJ communities about the project's adverse effects. The Authority has developed additional measures to respond to concerns from EJ communities, which are listed in Section 5.4.2 in Chapter 5, Environmental Justice, and described in Appendix 2-E, Impact Avoidance and Minimization Features (IAMFs) of this Final EIR/EIS. The Authority has also developed offsetting mitigation measures (OMM) to offset disproportionately high and adverse effects (DHAE) on minority and low-income populations. See Section 5.8, in Chapter 5, Environmental Justice of this Final EIR/EIS, along with Appendix 5-B for additional information on IAMFs and OMM EJ Community Benefits (e.g., street safety improvements, workforce development programs, school communication and community connectivity).

The new EJ-IAMF#1 requires the Authority to create an ombudsman position (liaison) to address the needs of adversely affected EJ communities, including the communities of Pacoima and Sun Valley. The ombudsman shall be a bilingual single point-of-contact for the EJ communities adversely affected by the project. The scope of the EJ ombudsman responsibilities and duties will include those articulated in the EJ-related IAMFs and OMMs, such as implementing programs (e.g., Pacoima and Sun Valley Workforce Development Program, community air quality monitoring) and holding community roundtables to obtain ideas for business spotlighting, aesthetic treatments, as-applicable noise treatments, and intersection and/or safety improvements. Additionally, community-

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specific feedback would be received on the plans not typically reviewed by the general public, including the Construction Safety Transportation Management Plan (SS-IAMF#1) and Transportation Construction Management Plan (TR-MM#12); the latter providing the opportunity for EJ Communities including those residing in the Pacoima neighborhood to review and provide input on the proposed transportation management plans for the project, to ensure impacts to the roadway network during construction are minimized and/or avoided. The EJ Ombudsman shall prepare a report (quarterly, at a minimum) of all concerns and complaints received from EJ Communities and measures taken by the Authority to address those concerns and complaints.

OMMs were developed to offset disproportionately high and adverse effects (DHAE) on minority and low income populations due to their reasonable nexus to project effects and ability to provide substantial benefits to minority and low income populations within the communities wherein these effects would occur. To be considered for Authority implementation as an OMM, potential community improvements were required to have a reasonable nexus, or relationship, to project effects. A community improvement has a "reasonable nexus" if it may reasonably offset a specific identified DHAE on the community such as but not limited to community cohesion, visual, aesthetics, or noise. Benefits from OMMs include construction jobs or opportunities, training, workforce development, community connectivity improvements (e.g., sidewalk continuity improvements or tree plantings), street safety improvements (e.g., painted crosswalks, reflective/highly visual stop signs, lighting, decorative crosswalks, or pedestrian crosswalk motion sensors), and enhanced school coordination during project construction (e.g., avoidance of school dropoff and pickup, hauling intersection restrictions, etc.). Please see Section 5.8, in Chapter 5, Environmental Justice, of this Final EIR/EIS, along with Appendix 5-B for additional information on IAMFs and OMM EJ community benefits.



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### 4408-10288

The commenter requests the Authority incorporate art or decorative elements by local artists for sound walls and other project structures, implement native landscaping, and develop a robust streetscape and safety plan at Montague Street where the HSR tracks surface.

As described in Section 3.16 of the Final EIR/EIS, implementation of AVQ-IAMF#1 and AVQ-IAMF#2 will require application of the Authority's aesthetic guidelines to minimize visual effects and guide the development of non-station area structures based on local aesthetic preferences. The contractor will be required to consult with local jurisdictions on how best to involve the community in the aesthetic review process and solicit input from local jurisdictions on their aesthetic preferences. As explained in Section 3.16.3.3 of the Final EIR/EIS, sound walls can be made from transparent materials or include surface design enhancements to blend with the area's visual context. Aesthetic treatments could include art or decorative elements by local artists, as determined through consultation with local jurisdictions and community members (please refer to AVQ-IAMF#2).

Implementation of Mitigation Measures AVQ-MM#3, AVQ-MM#4, AVQ-MM#5, and AVQ-MM#6, described in Section 3.16 of the Final EIR/EIS, would further reduce the various effects on visual quality. These measures will incorporate local design and aesthetic preferences into viaduct design, require vegetation screening and landscape treatments adjacent to HSR infrastructure including elevated guideways and along the embankment, and require the planting of vegetation within land for the project not used for HSR supporting infrastructure. For vegetation screening along HSR infrastructure adjacent to residential areas, the species of trees to be planted will be selected based on their mature size and shape, growth rate, hardiness, and drought tolerance; no species on the Invasive Species Council of California's list (ISCC 2010) would be planted (please refer to AVQ-MM#4). During final design, the Authority may identify a plant palette that could include native plant species; however, additional considerations would be made during final design to develop a landscaping plan that is consistent with the aesthetics of the HSR system.

In addition, during November 2023, December 2023, and January 2024, the Authority conducted listening sessions with EJ communities in Pacoima and Sun Valley to seek

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feedback on potential additional measures that would avoid, minimize, and mitigate project impacts in EJ communities and would address concerns of EJ communities about the project's adverse effects. As a result, the Authority has developed a new IAMF (EJ-IAMF#3) which would require during future project design convening community meetings to gather input on aesthetic treatment preferences for structures; considering treatment options such as streetscapes, vegetation, community mural, tree planting, and lighting; supporting the Pacoima Beautiful Street Tree Planting program; and considering the reuse of lands purchased by the Authority for plant and/or tree plantings (such as at Boulevard Mine spoils site).

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