

CALIFORNIA HIGH-SPEED RAIL

Burbank to Los Angeles Section

2014 SCOPING REPORT

APPENDIX F

Scoping Comment Letters Received

November 2014



This Page Intentionally Left Blank

Appendix F

Scoping Comment Letters Received

Appendix F.1 Federal Agency Letters

Appendix F.2 State Agency Letters

Appendix F.3 Local Agency Letters

Appendix F.4 Letters From Elected Officials

Appendix F.5 Letters From Businesses & Organizations

Appendix F.6 Letters From Individuals

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX F CONTENTS BY ORDER OF APPEARANCE IN SUB-APPENDICES

Appendix F.1 – Federal Agency Letters		
Agency	Submission Number	Page Number
United States Department of the Interior, Fish and Wildlife Service	F001	F.1-1
United States Environmental Protection Agency	F002	F.1-3

Appendix F.2 – State Agency Letters		
Agency	Submission Number	Page Number
California Department of Parks & Recreation	S001	F.2-1
California Department of Fish and Wildlife, South Coast Region	S002	F.2-3
California Department of Fish and Wildlife, South Coast Region	S003	F.2-4
California State Lands Commission	S004	F.2-14
California State Lands Commission	S005	F.2-20
Caltrans, Division of Environmental Planning	S006	F.2-25
Caltrans, Division of Environmental Planning	S007	F.2-26
Native American Heritage Commission	S008	F.2-29
State Water Resources Control Board	S009	F.2-34

Appendix F.3 – Local Agency Letters		
Agency	Submission Number	Page Number
City of Los Angeles, Department of City Planning	L001	F.3-1
County of Los Angeles, Department of Parks and Recreation	L002	F.3-43
County of Los Angeles, Department of Public Works	L003	F.3-46
County of Los Angeles, Department of Public Works	L004	F.3-51
Los Angeles County Metropolitan Transportation Authority	L005	F.3-54
Metropolitan Water District	L006	F.3-56

Appendix F.4 – Letters From Elected Officials		
No submissions from Elected Officials were received during scoping for the Burbank to LA NOP/NOI.		

Appendix F.5 – Letters From Businesses and Organizations		
Business or Organization	Submission Number	Page Number
CMI Management, Inc.	B001	F.5-1
Glendale Rancho Neighborhood Association	B002	F.5-2
LA River Revitalization Corporation	B003	F.5-4
Los Angeles Homba Hongwanji Buddhist Temple	B004	F.5-5
Natural Resources Defense Council	B005	F.5-8
S/T Neighborhood Council	B006	F.5-18
Southern California Gas Company Environmental Services	B007	F.5-19
The Walt Disney Company	B008	F.5-20
Union Pacific Railroad	B009	F.5-22

Appendix F.6 – Letters From Individuals¹			
Last Name	First Name	Submission Number	Page Number
Asimow	Steven	I001	F.6-1
Avanes	Adrinen	I002	F.6-2
Baldwin	Xavier	I003	F.6-4
Benitez	Michelle	I004	F.6-5
Betts	Byron E.	I005	F.6-6
Biera	Olivia	I006	F.6-12
Bocek	Daniel	I007	F.6-13
Browne	Tom	I008	F.6-15
Campbell	Mark	I009	F.6-16
Coppedge	David	I010	F.6-17
Croels	Caroline	I011	F.6-18
Croels-Decker	Arlette	I012	F.6-19
Dillard	Joyce	I013	F.6-20
Durrer	Sarah	I014	F.6-21
Dyson	Paul	I015	F.6-22
Friedman	Alexander	I016	F.6-24
Garibian	Tony	I017	F.6-25
Grindley	William	I018	F.6-27
Kerner	Ken	I019	F.6-29
Larson	Julie	I020	F.6-30
Logan	John and Rain	I021	F.6-31
MacAdams	Susan	I022	F.6-32
MacAdams	Susan	I023	F.6-38
MacAdams	Susan	I024	F.6-40
Martel	Donald	I025	F.6-58
May	Marlena	I026	F.6-60

Appendix F.6 – Letters From Individuals¹			
Last Name	First Name	Submission Number	Page Number
McGrath	Peter	I027	F.6-61
Morton	Pat	I028	F.6-62
Orcholski	Gerald	I029	F.6-63
Patterson	Michael	I030	F.6-64
Rodriguez	Andrew	I031	F.6-65
Russell Brown	J.	I032	F.6-66
Salinsky	Eugene	I033	F.6-68
Sanderson	Joseph	I034	F.6-69
Sarkissian	Greg	I035	F.6-70
Serridge	Anna	I036	F.6-71
Sherback	Harvey	I037	F.6-73
Squires	Janet	I038	F.6-75
Steinbruecker	Rick	I039	F.6-76
Sucich	Yvonne	I040	F.6-77
Sweeny	Dianne M.	I041	F.6-78
Unknown	Naveen	I042	F.6-80
Unknown	James	I043	F.6-81
Unknown	Unknown	I044	F.6-82
Uyemutsu	Ryan	I045	F.6-83
Wagner	Evan	I046	F.6-84
Walsh	John	I047	F.6-85
Williams	Tom	I048	F.6-88
Williams	Tom	I049	F.6-90
Wilsa	Bonita	I050	F.6-98
Winstead	Ruth	I051	F.6-99

Note: ¹ Comment letters organized alphabetically by individual's last name and chronologically by date/time of submission.

This Page Intentionally Left Blank

Appendix F.1

Federal Agency Letters

Agency	Submission Number	Page Number
United States Department of the Interior, Fish and Wildlife Service	F001	F.1-1
United States Environmental Protection Agency	F002	F.1-3

Submission F001 (Karen Goebel, United States Department of the Interior,
Fish and Wildlife Service, August 18, 2014)



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008



In Reply Refer To:
FWS-LA-14B0374-14CPA0249

AUG 18 2014

Mr. Mark A. McLoughlin
Director of Environmental Services
Attention: Burbank to Los Angeles Section EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, California 90012

Subject: Notice of Intent to Prepare a Joint Environmental Impact Report and Environmental Impact Statement for the California High-Speed Rail System, Burbank to Los Angeles Section, Los Angeles County, California (ER 14/0460)

Dear Mr. McLoughlin,

We have reviewed the above referenced Notice of Intent (NOI), which was received on July 28, 2014. Our primary concern and mandate is the protection of public fish and wildlife resources and their habitats. We have legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. We are also responsible for administering the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*). We offer the following comments in keeping with our agency's mission to work "with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people."

The project proposes the construction of the Burbank to Los Angeles section of the proposed 800 mile California high speed rail (HSR) system, with electric propulsion and steel-wheel-on-steel-rail trains capable of operating speeds up to 220 miles per hour on a dedicated system of fully grade-separated, access-controlled steel tracks.

Our main concern regarding the project is its potential to impact sensitive species and habitats along the Los Angeles River and in Elysian Park. Riparian habitat within the Los Angeles (LA) River channel in this area is known to be occupied by the federally endangered least Bell's vireo (*Vireo bellii pusillus*). In addition, the federally threatened coastal California gnatcatcher (*Poliophtila californica californica*) has the potential to occur within coastal sage scrub if this habitat type is present along the proposed alignment within Elysian Park. We recommend that impacts to these sensitive habitats and species be avoided. In addition, the project should avoid impacts to restoration and mitigation areas, including the LA River Ecosystem Restoration Project (U.S. Army Corps of Engineers 2013).

Submission F001 (Karen Goebel, United States Department of the Interior,
Fish and Wildlife Service, August 18, 2014) - Continued

Mr. Mark A. McLoughlin (FWS-LA-14B0374-14CPA0249)

2

We appreciate the opportunity to comment on the referenced NOI and to participate in the transportation planning process. If you have any questions regarding this letter, please contact Sally Brown of this office at 760-431-9440, extension 278.

Sincerely,


For Karen A. Goebel
Assistant Field Supervisor

cc:

Flo Gardipee, U.S. Fish and Wildlife Service, Sacramento, California
Sarvy Mahdavi, U.S. Environmental Protection Agency, Los Angeles, California
Veronica Chan, U.S. Army Corps of Engineers, Los Angeles County, California
Lisa Chetnik Treichel, United States Department of the Interior, Office of Environmental Policy and Compliance, Washington, D.C.
David Valenstein, Federal Railroad Administration, Washington, D.C.

Literature Cited

U.S. Army Corps of Engineers. 2013. Los Angeles River Ecosystem Restoration Integrated Feasibility Report; Draft Feasibility Study and Environmental Impact Statement/Environmental Impact Report. September 2013.

Submission F002 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

AUG 25 2014

David Valenstein
Federal Railroad Administration
1200 New Jersey Avenue, SE
Mail Stop 20, W38-219
Washington, DC 20590

Mark McLoughlin
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Subject: EPA Scoping Comments for the Burbank to Los Angeles Section of the California High-Speed Rail System

Dear Mr. Valenstein and Mr. McLoughlin:

Thank you for the opportunity to review the Notice of Intent to prepare an Environmental Impact Statement for the Burbank to Los Angeles section of the California High-Speed Rail System. We completed our review pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and Section 404 of the Clean Water.

The U.S. Environmental Protection Agency, Federal Railroad Administration, and California High-Speed Rail Authority engaged in close coordination on the statewide system during the programmatic phase of this project. In addition, EPA provided project level scoping comments on April 25, 2007 in response to the Notice of Intent for the Palmdale to Los Angeles project section. We understand that FRA and CHSRA have decided to divide the Palmdale to Los Angeles section into two distinct project sections for the purpose of project-level environmental analysis; one section extends from Palmdale to Burbank, and the other extends from Burbank to Los Angeles. Please find our detailed comments on the Burbank to Los Angeles section enclosed. Our comments include, but are not limited to, recommendations to: (1) promote a robust range of alternatives; (2) integrate NEPA and Clean Water Act Section 404 processes; (3) avoid, minimize, and mitigate impacts to Waters of the U.S.; (4) coordinate with the Los Angeles River Urban Waters Partnership and ensure that HSR does not adversely impact restoration efforts; (4) and avoid, minimize, mitigate, and fully disclose impacts to environmental justice communities.

EPA, U.S. Army Corps of Engineers, FRA, and CHSRA are engaging in project-level early coordination under a November 2010 agreement entitled *Integrated National Environmental Policy Act and Clean Water Act Section 404 Memorandum of Understanding (NEPA/404 MOU)*. The NEPA/404 MOU lays out an early coordination strategy and specific decision points. Signatories work to reach agreement on: Purpose and Need for the project at Checkpoint A, Range of Alternatives for the Draft EIS at Checkpoint B, and the Preliminary Least Environmentally Damaging Practicable Alternative and Draft Mitigation Plan at Checkpoint C. The process is designed to facilitate early identification and resolution of potential issues through a transparent process. For the Merced to Fresno and Fresno to Bakersfield

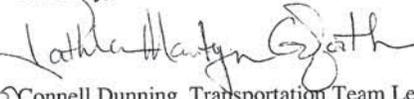
Submission F002 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

project sections, we believe that early coordination made the environmental review process more efficient and improved environmental outcomes. We believe that lessons learned from the San Joaquin Valley sections should inform the Burbank to Los Angeles section early coordination and Draft EIS processes. For example, the information that EPA and Corps need to provide agreement at Checkpoints is now listed in the *NEPA/404 Data Needs Document*, and EPA has already provided agreement on methodologies for assessing several environmental impact categories, such as environmental justice. We look forward to working through the NEPA/404 early coordination process for the Burbank to Los Angeles project section.

We also continue to be available to partner with CHSRA on overall environmental sustainability, including the Los Angeles River Restoration Project and station-area planning, as discussed in our enclosed comments. We hope to continue our quarterly meetings to address a wide range of sustainability issues, including green building, renewable energy, and promoting resilient, livable communities. We applaud the CHSRA for promoting environmental sustainability through aggressive goals and policies, which are described on their website. EPA's work on sustainability for the California HSR system is guided by a September 2011 *Memorandum of Understanding for Achieving an Environmentally Sustainable HSR System for California*.

We look forward to working with the Palmdale to Burbank and Burbank to Los Angeles project teams. We ask that CHSRA please set up an in-person NEPA/404 kickoff meeting for these sections to review the overall process, expectations of each agency, and new points of contact. We are happy to discuss our comments. Sarvy Mahdavi, the aquatic resources lead for the project, can be reached at mahdavi.sarvy@epa.gov or 213-244-1830. Jen Blonn, the NEPA lead for this project, can be reached at blonn.jennifer@epa.gov or 415-972-3855.

Sincerely,


Kathleen Dunning, Transportation Team Lead
Environmental Review Section

Enclosures: EPA's Detailed Comments

Cc via email:

Spencer MacNeil, U.S. Army Corps of Engineers
Flo Gardipee, U.S. Fish and Wildlife Service
Sally Brown, U.S. Fish and Wildlife Service
Carol Armstrong, City of Los Angeles
Carol Barrett, City of Burbank
Susan Nakamura, South Coast Air Quality Management District
Jan Zimmerman, Regional Water Quality Control Board

Submission F002 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

EPA SCOPING COMMENTS FOR THE BURBANK TO LOS ANGELES SECTION OF THE CALIFORNIA HIGH-SPEED RAIL SYSTEM, AUGUST 25, 2014

Range of Alternatives

California High-Speed Rail Authority prepared several Alternatives Analysis reports for the Palmdale to Los Angeles section. These reports describe potential alignments and station locations for connecting Palmdale, San Fernando Valley, and Los Angeles. Federal Railroad Administration and CHSRA recently decided to split the overall section into separate Palmdale to Burbank and Burbank to Los Angeles sections. In doing so, some alternatives that were being considered within the Palmdale to Los Angeles Alternatives Analyses are no longer being carried forward, such as the San Fernando Station option and the Branford Street Station option. If these alternatives, and any others from the Alternatives Analysis process, are not going to be carried forward, then it is important for FRA and CHSRA to clearly provide a rationale to support their elimination. Along with other factors, the rationale should demonstrate that they do not contain the Least Environmentally Damaging Practicable Alternative because only the LEDPA can be permitted under Clean Water Act Section 404.

Recommendation for Early Coordination (Prior to the DraftEIS):

The *Integrated National Environmental Policy Act and Clean Water Act Section 404 Memorandum of Understanding (NEPA/404 MOU)* establishes Checkpoint B as the time when signatories work to reach agreement on the Range of Alternatives for the Draft EIS. During Checkpoint B, please provide data to support elimination of alternatives that were proposed through the Palmdale to Los Angeles Alternatives Analysis process and are not being carried forward. The level of information that EPA needs in order to provide agreement at Checkpoint B is described in the *NEPA/404 Data Needs Document*.

Clean Water Act Section 404

The purpose of CWA Section 404 is to restore and maintain the chemical, physical, and biological integrity of the nation's waters by prohibiting avoidable discharges of dredged or fill material, or discharges that would result in significant adverse impacts on the aquatic environment. Fundamental to the CWA Section 404(b)(1) Guidelines is the principle that dredged or fill material cannot be discharged into aquatic ecosystems, unless it can be demonstrated that no other less environmentally damaging practicable alternatives can achieve the applicant's project purpose.

EPA recommends that sensitive areas and associated species be avoided and that the Draft EIS evaluates all temporary and permanent impacts from creating new transportation corridors, such as potential fragmentation, associated loss of wildlife connectivity, and all effects that may be a result of noise, light, and overhead electrification cables. EPA has worked closely with Corps, FRA, and CHSRA on methodologies for identifying and evaluating impacts to Waters of the U.S. throughout the San Joaquin Valley EIS processes. CHSRA prepared technical papers, and EPA and Corps provided feedback. Although natural resources differ between project sections, lessons learned from these past sections can provide a valuable starting place for the Burbank to Los Angeles project team.

Recommendations for the Draft EIS:

- Follow through with commitments made in the statewide Final Programmatic EIS. For example, "Avoidance and minimization measures would be incorporated into the development, design, and implementation phases at project-level environmental analysis. In addition, close coordination should occur with the regulatory agencies to develop specific

Submission F002 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

design and construction standards for stream crossings, infrastructure setbacks, monitoring during construction, and other best management practices” (Final Programmatic EIS, Page 3.17-13).

- Analyze a range of alternatives in the Draft EIS that fulfills the requirements of the CWA Section 404(b)(1) Guidelines.
- Although EPA does not advocate for any particular alternative as the preferred alignment option, EPA continues to support the project objective of using existing transportation corridors, to the extent feasible, due to the high potential for indirect impacts associated with creating a new corridor. Assess the permanent and temporary impacts on Waters of the U.S. from all construction-related as well as operations-related activities, and incorporate design measures and modifications to avoid and minimize impacts to water resources.
- Quantify the avoidance benefits achieved by each alternative studied, for example, number of stream crossings avoided, acres of Waters of the U.S. avoided, etc.
- Quantify indirect impacts of all proposed alternatives in order to help determine the LEDPA.
- Demonstrate that all potential impacts to Waters of the U.S. have been avoided and minimized to the maximum extent practicable. If these resources cannot be avoided, the Draft EIS analyses should clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and minimization of impacts.
- Identify all protected resources with special designations and all special aquatic sites and waters within state, local, and federal protected lands.
- Identify waterbodies that are impaired and would be affected by the proposed alignments, and discuss methods to ensure that no alternatives will further impair water quality.
- Use methodologies from the Fresno to Bakersfield EIS process to identify, evaluate, avoid, minimize, and mitigate impacts to Waters of the U.S.

Los Angeles River

The national Urban Waters Federal Partnership is a partnership of 14 federal agencies working to reconnect urban communities with their waterways by improving coordination among agencies and collaborating with community-led revitalization efforts. The Los Angeles River Watershed is one of the seven original locations designated under this national partnership. EPA appreciates CHSRA’s participation in several meetings of the Los Angeles River Watershed Partnership, with the objective of discussing how possible rail alignments overlay with planned revitalization efforts taking place on the Los Angeles River. Since these initial meetings, both the HSR alternatives and watershed restoration plans have evolved. As alternatives in the Burbank to Los Angeles section continue to be refined, it will be important for the CHSRA to conduct additional outreach to the Los Angeles River Watershed Urban Waters Partnership to identify how alternatives may overlap with planned restoration projects. EPA also supports CHSRA’s ongoing collaboration with Metropolitan Transportation Authority (Metro) on early investment projects which complement the City’s revitalization efforts.

Recommendations for Early Coordination and the Draft EIS:

- Continue to coordinate with the Los Angeles River Watershed Urban Waters Federal Partnership in order to: (1) minimize adverse impacts from the HSR on the revitalization efforts taking place in the Los Angeles River Watershed, and (2) complement ongoing efforts related to the revitalization of the Los Angeles River Watershed. Please document coordination with the Los Angeles River Urban Waters Partnership and measures to protect the Los Angeles River Watershed in the Draft EIS.

Submission F002 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

- Please describe how the HSR project interacts with the proposed alternative (Alternative 20) in the U.S. Army Corps of Engineers' Los Angeles River Ecosystem Restoration Feasibility Study, and include a map displaying HSR alignments and Alternative 20 features. The map should highlight potential areas of overlap, potential conflicts, and areas for coordination between the HSR project and Alternative 20.
- Please describe how the HSR project interacts with other proposed restoration projects within the Los Angeles River Watershed that are identified through coordination with the Los Angeles River Watershed Urban Waters Partnership.

Air Quality

The Burbank to Los Angeles section of the HSR system is within the South Coast Air Basin, which is in nonattainment status for the National Ambient Air Quality Standards for ozone and particulate matter with a diameter of 2.5 microns or less (PM_{2.5}). It is also designated maintenance status for particulate matter with a diameter of 10 microns or less and carbon monoxide. The South Coast Air Basin has some of the worst ozone and PM_{2.5} problems in the U.S. It will, therefore, be very important for CHSRA to minimize emissions from construction to the greatest extent possible. The proposed project may be subject to general conformity and/or transportation conformity, depending on emission levels and project features. For guidance on general conformity, please see EPA's website at <http://www.epa.gov/airquality/genconform/index.html>. For guidance on transportation conformity, please see EPA's website at <http://www.epa.gov/omswww/stateresources/transconf/>.

Recommendations for the Draft EIS:

- If required, the Draft EIS should include the draft general conformity determination with related mitigation commitments.
- FRA and CHSRA should work with the South Coast Air Quality Management District to ensure that anticipated emissions from the proposed project are consistent with the Air Quality Management Plan.
- To the extent that the proposed train system will require modification of the existing road network and construction of parking lots and transit facilities, the Draft EIS should identify whether elements of this project will require funding or approval by the Federal Highway Administration or Federal Transit Administration. In addition, the Draft EIS should demonstrate that FHWA or FTA -funded or -approved project elements are included in a conforming transportation plan and a transportation improvement program. FRA and CHSRA should work with the South Coast Air Quality Management District and Southern California Association of Governments to ensure that applicable elements of the proposed project are consistent with future revisions of the Regional Transportation Plan.
- Identify sensitive receptors and include carbon monoxide and particulate matter hotspot analyses in the Draft EIS, especially where parking lots and road modifications are proposed.
- Please include all measures to mitigate construction emissions from the Fresno to Bakersfield section Record of Decision, and assess whether any innovative new technologies have become available following completion of the Fresno to Bakersfield ROD.

Environmental Justice and Community Involvement

Executive Order 12898 addresses environmental justice in minority and low income populations, and the Council on Environmental Quality developed guidance on how to address environmental justice in the environmental review process (<http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf>). EPA worked with FRA

Submission F002 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

and CHSRA on the environmental justice methodology and mitigation measures for the Merced to Fresno and Fresno to Bakersfield sections. We appreciate changes to those EISs to address our concerns, and we believe the methodologies and mitigation measures from those documents can serve as a good model for this HSR section.

Recommendations for the Draft EIS:

- Describe opportunities to gather public input and incorporate it into decision making in order to promote context sensitive alignments and designs.
- Use the methodology from the Fresno to Bakersfield Final EIS as a starting place for the Burbank to Los Angeles environmental justice analysis. Ensure that the analysis identifies all low-income, minority, or linguistically isolated populations that may be affected by the proposed alignments. Within those communities, identify potential impacts to community cohesion, such as impacts to important community facilities and division of an existing neighborhood from the rail alignment or supporting infrastructure.
- Identify how the proposed alternatives may affect the mobility of low-income or minority populations in the surrounding area.
- Provide specific mitigation measures for any anticipated adverse impacts to community members, and include the mitigation measures from the Fresno to Bakersfield Record of Decision.
- Given the current volume of freight and passenger rail infrastructure that already exists in the Los Angeles region, it is important to minimize community and environmental impacts by ensuring that new rail infrastructure is integrated with existing infrastructure to the extent possible. Please describe: (1) existing rail infrastructure (freight rail right-of-way, yards, passenger stations, etc); (2) plans for expansion in freight and passenger rail; and (3) CHSRA's coordination with freight and passenger rail operators and efforts to best align right-of-way to minimize impacts.

Noise Impacts

The Draft EIS should address the potential noise and vibration impact to residents, businesses, and wildlife related to the construction and operation of the proposed project. Potential impacts to human health and welfare and wildlife activity are important with a project of this magnitude, particularly in light of the maximum speed and resulting sounds and vibrations that high speed trains could produce.

Recommendations for the Draft EIS:

- Use the methodology for assessing noise and vibration impacts from the Fresno to Bakersfield Final EIS. Clearly indicate the threshold (noise level) which would trigger implementation of mitigation measures.

Rail Stations

The Burbank to Los Angeles HSR section includes stations at Burbank's Bob Hope Airport and downtown Los Angeles. The City of Burbank and the Burbank-Glendale-Pasadena Airport Authority are already in the planning process to create multimodal connections and transit-oriented development around the Bob Hope Airport. In addition, master planning is ongoing for improved rail facilities and real estate development at Los Angeles Union Station.

Submission F002 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

CHSRA has offered grants to cities to create station-area plans. CHSRA also created reference documents, including *HST Station Area Development: General Principles and Guidelines* and *Urban Design Guidelines*, which are available on CHSRA's website. FRA created a reference entitled *Station Area Planning for High-Speed and Intercity Passenger Rail*, which is available on FRA's website.

We believe continued outreach to Burbank and Los Angeles through the station area planning grant program and use of the principles outlined in CHSRA and FRA's reference documents will be critical to achieving station areas that maximize community benefits and minimize environmental impacts. EPA has technical expertise and has developed numerous resources on sustainable development and smart growth strategies. We also administer grant programs to support smart growth planning. We hope to continue to partner with CHSRA and interested cities on station-area planning.

Recommendations for the Draft EIS:

- Identify the locations of proposed stations, parking lots, and additional supporting infrastructure.
- Please make both the methodology and the assumptions in the growth inducing analysis as transparent as possible to the public and decision makers. Estimate induced population growth in the San Fernando Valley that could result from the Burbank HSR station, and analyze associated environmental impacts, such as increased regional water demand.
- Describe the expected land use changes associated with station locations, and identify the associated environmental impacts of those land use changes.
- Minimize parking lots to the greatest extent possible at the stations.
- Coordinate with local and regional transit providers to maximize station access by transit.
- Design the stations to be pedestrian and bicycle-friendly.
- Design stations to be multi-modal hubs. To the extent possible, co-located multiple modes of transport within a single station, and make transfers between modes seamless.
- Partner with the City of Burbank and the City of Los Angeles through CHSRA's station area planning grant program to promote "smart growth" policies.
- Continue to partner with EPA and other federal and State agencies to promote smart growth, green building, and other environmentally sustainable practices.

Cumulative Impact Analysis

Cumulative impacts are defined in the Council on Environmental Quality's NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). The cumulative impacts analysis should provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then considering those cumulative impacts in their entirety. These actions include both transportation and non-transportation activities.

Recommendations for the Draft EIS:

- As a starting place, please use the methodologies from the Fresno to Bakersfield Final EIS as an example.
- Identify the current condition of resources as a measure of past impacts, such as the percentage of wetlands lost to date. The purpose of considering past actions is to determine

Submission F002 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

the current health of resources. This information forms the baseline for assessing potential cumulative impacts.

- Identify the future condition of resources based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends.
- Assess the cumulative impacts contribution of the proposed alternatives to the long-term health of resources. Provide a specific measure of the projected impact from the proposed alternatives.
- Where adverse cumulative impacts are identified, the Draft EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts (CEQ's Forty Most Frequently Asked Questions #19).

Appendix F.2

State Agency Letters

Agency	Submission Number	Page Number
California Department of Parks & Recreation	S001	F.2-1
California Department of Fish and Wildlife, South Coast Region	S002	F.2-3
California Department of Fish and Wildlife, South Coast Region	S003	F.2-4
California State Lands Commission	S004	F.2-14
California State Lands Commission	S005	F.2-20
Caltrans, Division of Environmental Planning	S006	F.2-25
Caltrans, Division of Environmental Planning	S007	F.2-26
Native American Heritage Commission	S008	F.2-29
State Water Resources Control Board	S009	F.2-34

Submission S001 (Seans Woods, California Department of Parks & Recreation,
August 29, 2014)



State of California • Natural Resources Agency

Edmund G. Brown, Jr., Governor

DEPARTMENT OF PARKS AND RECREATION

Lisa Mangat, Acting Director

Los Angeles Sector
700 North Alameda Street
Los Angeles, CA 90012

August 29, 2014

Mark A. McLoughlin, Director of Environmental Sciences
ATTN: Burbank to Los Angeles
California High Speed Rail Authority
Southern California Regional Office
700 N. Alameda, Room 3-532
Los Angeles, CA 90012

Dear Mr. McLoughlin:

California State Parks thanks you for the opportunity to review and comment on the California High Speed Rail Supplemental Alternatives Analysis, specifically regarding the Burbank to Los Angeles alignment. Over the past 12 years, California State Parks has invested over \$150 million dollars to bring nature to the city by acquiring and developing three parks in urban Los Angeles: Rio de Los Angeles State Park, Los Angeles State Historic Park and the Baldwin Hills Scenic Overlook. Los Angeles State Historic Park and Rio de Los Angeles State Park were designated by Proposition 12 as Los Angeles River Parkway projects.

In partnership with local communities, we have succeeded in preserving over one hundred acres of open space in the most park-poor region of the most park-poor city in the nation. These parks have not only attracted thousands of visitors every year, but have contributed to the economic revitalization of the surrounding communities. California State Parks' investment in these properties indicates that they rise to the level of statewide significance. We further recognize the Los Angeles River as a resource of statewide and national significance due to its cultural and historic role in the transformation of Los Angeles from a frontier town to the second largest metropolis in the United States. We believe in the river's potential to transform the city once more through positive economic and environmental impacts that would benefit the entire Los Angeles Region.

Most recently, with regard to park development, California State Parks is working in partnership with the City of Los Angeles and the Department of Toxic Substances Control on clean-up of the Bowtie Parcel of Rio de Los Angeles State Park (Parcel G-1 of the Taylor Yard complex) to park standard. This site has been identified as a primary location for a demonstration project by the United States Army Corps of Engineers in the Los Angeles River Ecosystem Feasibility Study. The 18.5 acre parcel is large enough to achieve substantial restoration benefits and offers the potential to incorporate riparian bank-to-bank hydrological and habitat connections. The parcel's use for naturalized open space is consistent with the general plan for Rio de Los Angeles and consistent with the Los Angeles River Revitalization Master Plan's designation of the parcel as habitat/open space within the "Taylor Yard Opportunity Area." With the US Army Corps recent endorsement of Alternate 20 of the Draft Los Angeles Ecosystem Restoration Integrated Feasibility Report which calls for an extensive and ambitious 1 billion dollar restoration plan, it is imperative that HSR minimize impacts to developed open space and areas of restoration opportunity.

Submission S001 (Seans Woods, California Department of Parks & Recreation,
August 29, 2014) - Continued

Rio de Los Angeles State Park features cutting-edge wetlands restoration, much-needed athletic fields and community activities. We strongly oppose any route that would adversely affect this Park or the surrounding communities. As such, California State Parks supports either of the two tunnel alternatives, LAPT1 or LAPT3, which present the least impact to both Los Angeles State Historic Park and Rio de Los Angeles State Park. We strongly oppose the surface alignment, LAP1C, which would severely impact the Bowtie Parcel at its narrowest section and further prohibit connection of Rio de Los Angeles to Parcel G-2, which is currently being acquired by the City of Los Angeles. Parcel G-2, 40 acres of open space adjacent to the Los Angeles River, has long been considered the crown jewel in the emerald necklace of river parkway projects. We oppose a surface alignment that would permanently interfere with access to the River or create potential impacts to avifauna and other wildlife.

Thank you for considering our comments and feel free to contact me if you have any questions or concerns.

Sincerely,



Sean Woods
Superintendent
Los Angeles Sector
California State Parks
213-620-6152

Submission S002 (Victoria Chau, California Department of Fish and Wildlife,
South Coast Region, August 14, 2014)

Burbank - Los Angeles - RECORD #46 DETAIL

Status : Pending
Record Date : 8/23/2014
Response Requested : No
Submission Date : 8/23/2014
Affiliation Type : State Agency
Interest As : State Agency
Submission Method : Email
First Name : Victoria
Last Name : Chau
Professional Title :
Business/Organization : California Department of Fish and Wildlife
Address : 4665 Lampson Avenue
Apt./Suite No. :
City : Los Alamitos
State : CA
Zip Code : 90720
Telephone :
Email : Victoria.Chau@wildlife.ca.gov
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues : Dear Mr. Mark McLoughlin:

The California Department of Fish and Wildlife (Department) is currently working on comments for the Notice of Preparation (NOP) for the California High-Speed Rail (HSR) System Palmdale to Burbank Section as well as the HSR System Burbank to Los Angeles Section. The Department would like to request extensions to review and comment for both NOPs Sections (Palmdale to Burbank and Burbank to Los Angeles) of the HSR. The Department would appreciate an extension to provide comments by September 5, 2014 for the proposed projects. Please feel free to contact me should you have any questions or concerns. Thank you for your consideration.

Victoria Chau
Environmental Scientist
CA Dept. of Fish and Wildlife
South Coast Region 5
4665 Lampson Avenue
Los Alamitos, CA 90720
909-455-8443

EIR/EIS Comment : Yes
Need PI Response : Yes- Standard Response
General Viewpoint on Project :

Submission S003 (Edmund Pert, California Department of Fish and Wildlife,
South Coast Region, August 21, 2014)



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



August 21, 2014

Mr. Mark A. McLoughlin
Director of Environmental Services
California High Speed Rail Authority
700 N. Alameda Street, Rm 3-532
Los Angeles, CA 90012
Burbank_los.angeles@hsr.ca.gov

Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report/Environmental Impact Statement for the California High-Speed Rail System for the Burbank to Los Angeles, Various Jurisdictions, Los Angeles County (SCH #2014071073)

Dear Mr. McLoughlin:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the California High-Speed Rail System for the Burbank to Los Angeles Section (Project) Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS) prepared by the California High-Speed Rail Authority (Authority) acting as the Lead Agency under the California Environmental Quality Act (CEQA).

The Project includes approximately 12 linear miles of right-of-way (ROW) starting at the Burbank Airport Station, in the City of Burbank. The ROW continues south following the existing UPRR and Metro-link ROW through the cities of Burbank, Glendale, and Los Angeles. The Project corridor would terminate in the City of Los Angeles at a new station adjacent to Union Station.

The proposed Project includes electrically powered, high-speed, steel-wheel-on-steel-rail technology. The trains would be capable of operating at speeds of up to 220 miles per hour over grade-separated, dedicated tracks. The proposed infrastructure and systems are composed of trains (rolling stock), tracks, grade-separated rights-of-way, stations, train control, power systems, and maintenance facilities. Design includes a double-track ROW to accommodate operational needs for uninterrupted rail movement. The Project requires grade-separated overcrossings for roadways or roadway closures, and modifications to existing systems that do not span planned ROW in order to be grade-separated from any other transportation system. The NOP proposes to evaluate three alignment options in the DEIR/DEIS: LAPT1 Alignment, LAPT3 Alignment, and Surface Alignment Options.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project, CEQA Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.*

Conserving California's Wildlife Since 1870

Submission S003 (Edmund Pert, California Department of Fish and Wildlife,
South Coast Region, August 21, 2014) - Continued

Mr. Mark A. McLoughlin
California High Speed Rail Authority
August 21, 2014
Page 2 of 10

Specific Comments

1. Wildlife Movement Passage. The Department has previously commented on several projects for the HSR system including the HSR Program EIR/EIS sent on August 31, 2004. The Department is concerned with the potential biological impacts on regional wildlife movements and connectivity between habitats. Construction of access controlled rail lines has the potential to disrupt fully functional wildlife passages as well as already restricted corridors with existing obstacles. The barriers to movement of wildlife could cut them off from important food, shelter, or breeding areas creating isolated sub-populations. The isolation of sub-populations limits the exchange of genetic material and puts populations at risk of local extinctions through genetic and environmental factors.

a) Elevated Rail Alternative. The Department recommends the DEIR/DEIS analyze all segments of the ROW that are not using existing rail to be elevated. Elevation of the rails could reduce the impacts the Project would have on open space connectivity by allowing wildlife to pass freely underneath the entire length of the railway, while providing the access controlled tracks that are required for the Project. Elevated railways would be more effective in facilitating natural wildlife movement instead of strategically placed underpasses and overpasses, which may not be successful. Elevated tracks enable animals to visually see through to the opposite side of the tracks, which they would more likely walk underneath the tracks than through a tunnel or vegetated overpass where the view of the other side would be visually obstructed and the substrate and ground slope would vary from the surrounding areas.

b) Wildlife Connectivity Study. The Department recommends the DEIR/DEIS analyze Project wildlife connectivity impacts to three primary categories of focused species; 1) area-sensitive species, 2) barrier-sensitive species, and 3) less mobile species. The analysis should include the needs of the species and their ecological processes. The Project should ensure the ecological functions and values are met within the wildlife corridors.

If underground or above-ground wildlife movement corridors are proposed instead of elevated tracks, the Department recommends extensive research to be conducted to determine the appropriate locations, numbers, and types of such structures. Methods to determine the best locations for wildlife corridors should include at a minimum: 1) track count surveys, 2) ditch crossing surveys, 3) monitoring trails with infrared or Trailmaster cameras, and 4) Global positioning system (GIS) habitat modeling to identify likely wildlife travel corridors and anthropogenic barriers (e.g., as highways, canals, and reservoirs) at the landscape level. In addition, wildlife habitat linkages should be identified using habitat models, information from the movement studies, GIS analyses, and Department expertise. The DEIR/DEIS should identify specific locations along the alignments where wildlife corridors, such as underpasses, overpasses, elevating the alignment and tunnels may not be suitable.

2. Special Status Plant Species. CEQA provides protection not only for California Endangered Species Act (CESA) - and Endangered Species Act (ESA)-listed species, but for any species that can be shown to meet the criteria for State listing, which includes State Species of Special Concern (SOC) and California Native Plant Society (CNPS) Lists

Submission S003 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued

Mr. Mark A. McLoughlin
California High Speed Rail Authority
August 21, 2014
Page 3 of 10

1A, 1B, and 2, which consist of plants that, in a majority of cases, would qualify for listing (CEQA Guidelines Sections 15380(d), 15065(a)). A preliminary California Natural Diversity Database (CNDDDB) search conducted by the Department indicates the potential for special status plant species to occur on the Project site including CESA-listed slender-horned spineflower (*Dodecahema leptoceras*), Nevin's barberry (*Berberis nevinii*), marsh sandwort (*Arenaria paludicola*), California Orcutt grass (*Orcuttia californica*), coastal dunes milk-vetch (*Astragalus tener* var. *titi*), San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*), and Gambel's water cress (*Nasturtium gambelii*). The CNDDDB search also indicated sensitive plant species designated with CNPS List 1A, 1B, or 2 potentially occurring on the Project site including southern tarplant (*Centromadia parryi* ssp. *Australis*), Los Angeles sunflower (*Helianthus nuttallii* ssp. *Parishii*), Coulter's goldfields (*Lasthenia glabrata* ssp. *Coulteri*), white rabbit-tobacco (*Pseudognaphalium leucocephalum*), San Bernardino aster (*Symphyotrichum defoliatum*), Greata's aster (*Symphyotrichum greatae*), Brand's star phacelia (*Phacelia stellaris*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), Santa Barbara morning-glory (*Calystegia sepium* ssp. *Binghamiae*), many-stemmed dudleya (*Dudleya multicaulis*), Peruvian dodder (*Cuscuta obtusiflora* var. *glandulosa*), California saw-grass (*Cladium californicum*), San Gabriel manzanita (*Arctostaphylos glandulosa* ssp. *gabrielensis*), Braunton's milk-vetch (*Astragalus brauntonii*), round-leaved filaree (*California macrophylla*), Parish's gooseberry (*Ribes divaricatum* var. *parishii*), southern mountains skullcap (*Scutellaria bolanderi* ssp. *Austromontana*), slender mariposa-lily (*Calochortus clavatus* var. *gracilis*), intermediate mariposa-lily (*Calochortus weedii* var. *intermedius*), Davidson's bush-mallow (*Malacothamnus davidsonii*), San Gabriel linanthus (*Linanthus concinnus*), spreading navarretia (*Navarretia fossalis*), prostrate vernal pool navarretia (*Navarretia prostrata*), Parry's spineflower (*Chorizanthe parryi* var. *parryi*), mesa horkelia (*Horkelia cuneata* var. *puberula*), San Gabriel bedstraw (*Galium grande*), and Sonoran maiden fern (*Thelypteris puberula* var. *sonorensis*).

3. **Special Status Plant Species** Surveys. The Department recommends focused, repeated surveys be conducted by a qualified botanist multiple times during the appropriate floristic period(s) and results disclosed in the DEIR/DEIS. The surveys should not be deferred to the pre-construction period and should not be limited to areas within public ROWs that contains potential habitat for special status plant species. Surveys should be no more than two years old and surveys periods should be verified with a known reference site because blooming periods are easily missed with a single survey, and blooming periods can shift with changes in climatic conditions such as during drought years. The Department recommends plant survey be conducted using the Department protocol¹.
4. **Special Status Avian Species** – A CNDDDB search indicates special status species having the potential to occur on the Project site including, but not limited the fully protected American peregrine falcon (*Falco peregrinus anatum*), golden eagle (*Aquila chrysaetos*), and white-tailed kite (*Elanus leucurus*), and CESA-listed Swainson's hawk (*Buteo swainsoni*) and bank swallow (*Riparia riparia*), and CESA- and ESA-listed least Bell's vireo (*Vireo bellii pusillus*), and willow flycatcher (*Empidonax traillii*). California Species of Special Concern (SOC) include: western burrowing owl (*Athene cunicularia*), northern harrier (*Circus*

¹ http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/protocols_for_surveying_and_evaluating_impacts.pdf

Submission S003 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued

Mr. Mark A. McLoughlin
California High Speed Rail Authority
August 21, 2014
Page 4 of 10

cyaneus), Vaux's swift (*Chaetura vauxi*), black swift (*Cypseloides niger*), least bittern (*Ixobrychus exilis*), mountain plover (*Charadrius montanus*), grasshopper sparrow (*Ammodramus savannarum*), Bryant's savannah sparrow (*Passerculus sandwichensis alaudinus*), Oregon vesper sparrow (*Poocetes gramineus affinis*), purple martin (*Progne subis*), tricolored blackbird (*Agelaius tricolor*), yellow-headed blackbird (*Xanthocephalus xanthocephalus*), loggerhead shrike (*Lanius ludovicianus*), yellow-breasted chat (*Icteria virens*), Lucy's warbler (*Oreothlypis luciae*), yellow warbler (*Setophaga petechia*), short-eared owl (*Asio flammeus*), long-eared owl (*Asio otus*), California spotted owl (*Strix occidentalis occidentalis*), coastal California gnatcatcher (*Polioptila californica californica*), summer tanager (*Piranga rubra*), olive-sided flycatcher (*Contopus cooperi*), and vermilion flycatcher (*Pyrocephalus rubinus*). The Department recommends focused surveys be conducted with a qualified avian biologist throughout the Project site with presence or absence of sensitive species described in the DEIR/DEIS. The recommended survey protocols for several special status species, including golden eagle, Swainson's hawk, burrowing owl, least Bell's vireo and willow flycatcher can be found at https://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html.

5. **Los Angeles River Ecosystem Restoration.** The United States Army Corps of Engineers (USACE) and City of Los Angeles has approved the Los Angeles River Ecosystem Restoration Project (Restoration Project), and recommended Alternative 20, which is located within the proposed HSR Project boundary. The Restoration Project plans to restore approximately 11 miles of the Los Angeles River from Griffith Park to Downtown Los Angeles by re-establishing riparian habitat, freshwater marsh, and aquatic habitat communities². The Restoration Project also plans to reconnect the Los Angeles River to major tributaries, its historic floodplain, and the regional habitat zones of the Santa Monica, San Gabriel, and Verdugo mountain ranges while maintaining existing levels of flood risk management. A secondary purpose includes provisions for recreational opportunities consistent with the restored ecosystem. The HSR Project has the potential to adversely affect the approved Restoration Project. The Department recommends the HSR Project avoid impacts to the land identified for restoration in Alternative 20 of the Restoration Project. Further consultation with USACE and City of Los Angeles may be necessary to avoid potential impacts to this important Restoration Project.
6. **Noise and Vibration.** The Project has the potential to negatively affect the way wildlife use habitat due to noise and/or vibrational impacts, such as nest abandonment by birds nesting near the train tracks during construction and operation of the Project. Noise and vibration also have the potential to injure or kill aquatic species, such as frogs and fish³. Burrowing animals and insects can be especially sensitive to noise and vibration. The Department recommends the DEIR/DEIS develop a noise and vibration impact study to examine noise, below surface vibration, and surface vibration impacts on wildlife. The study should analyze aversion, displacement, and behavioral modification effects and include noise and vibration

² United States Army Corps of Engineers. 2013. *Los Angeles River Ecosystem Restoration Integrated Feasibility Report*. Los Angeles County, California.

³ Vandenberg LN, Stevenson C, Levin M (2012) *Low Frequency Vibrations Induce Malformations in Two Aquatic Species in a Frequency-, Waveform-, and Direction-Specific Manner*. PLoS ONE 7(12): e51473. doi:10.1371/journal.pone.0051473

Submission S003 (Edmund Pert, California Department of Fish and Wildlife,
South Coast Region, August 21, 2014) - Continued

Mr. Mark A. McLoughlin
California High Speed Rail Authority
August 21, 2014
Page 5 of 10

ranges expected to impact wildlife. The Department recommends including information on physiologic, population, and reproductive effects to wildlife before and after Project implementation.

General Comments

The Department provides the following comments for general issues and concerns regarding Project impacts to biological resources.

7. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. The Department opposes any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, Project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. Mitigation measures to compensate for impacts to mature riparian corridors must be included in the DEIR/DEIS and must compensate for the loss of function and value of a wildlife corridor.
 - a) The Project area supports aquatic, riparian, and wetland habitats; therefore, a jurisdictional delineation of the creeks and their associated riparian habitats should be included in the DEIR/DEIS. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service (Service) wetland definition adopted by the Department.⁴ Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the USACE.
 - b) The Department also has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed. For any such activities, the Project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a Project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the Project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian

⁴ Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

Submission S003 (Edmund Pert, California Department of Fish and Wildlife,
South Coast Region, August 21, 2014) - Continued

Mr. Mark A. McLoughlin
California High Speed Rail Authority
August 21, 2014
Page 6 of 10

resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.⁵

8. The Department considers adverse impacts to a species protected by the California Endangered Species Act (CESA), for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085.) Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from the Department may include an **incidental** take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.
9. To enable the Department to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR/DEIS.
 - a) A complete discussion of the purpose and need for, and description of, the proposed Project, including all staging areas and access routes to the construction and staging areas.
 - b) A range of feasible alternatives to ensure that alternatives to the proposed Project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources particularly wetlands (as the proposed Project would result in significant impacts to wetland/riparian habitat within Santa Clara River). Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

Biological Resources within the Project's Area of Potential Effect

10. To provide a **complete** assessment of the flora and fauna within and adjacent to the Project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats. The DEIR/DEIS should include the following information.

⁵ A notification package for a LSA may be obtained by accessing the Department's website at www.wildlife.ca.gov/habcon/1600.

Submission S003 (Edmund Pert, California Department of Fish and Wildlife,
South Coast Region, August 21, 2014) - Continued

Mr. Mark A. McLoughlin
California High Speed Rail Authority
August 21, 2014
Page 7 of 10

- a) Per CEQA Guidelines, section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis should be placed on resources that are rare or unique to the region.
- b) A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see <http://www.dfg.ca.gov/habcon/plant/>). The Department recommends that floristic, alliance- and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
- c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base (CNDDB) in Sacramento should be contacted at www.wildlife.ca.gov/biogeodata/ to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. The CNDDB should be used to generate an initial list of potential species occurrence and not as evidence of non-occurrence. A lack of records in CNDDB does not mean that rare plants or animals do not occur in a Project area. Field verification for the presence or absence of sensitive species, by a qualified biologist, is necessary to provide a complete biological assessment for adequate CEQA review.
- d) An inventory of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the Project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

Analyses of the Potential Project-Related Impacts on the Biological Resources

11. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR/DEIS.
 - a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should also be included. The latter subject should address: Project-related changes on drainage patterns on and downstream of the Project site; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would

Submission S003 (Edmund Pert, California Department of Fish and Wildlife,
South Coast Region, August 21, 2014) - Continued

Mr. Mark A. McLoughlin
California High Speed Rail Authority
August 21, 2014
Page 8 of 10

be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.

- b) Discussions regarding indirect Project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR/DEIS.
- c) The zoning of areas for development Projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
- d) A cumulative effects analysis should be developed as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future Projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation for the Project-related Biological Impacts

- 12. The DEIR/DEIS should include measures to fully avoid and otherwise protect Rare Natural Communities from Project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.
- 13. The DEIR/DEIS should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be **biologically** viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
- 14. For proposed preservation and/or restoration, the DEIR/DEIS should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

Submission S003 (Edmund Pert, California Department of Fish and Wildlife,
South Coast Region, August 21, 2014) - Continued

Mr. Mark A. McLoughlin
California High Speed Rail Authority
August 21, 2014
Page 9 of 10

15. If the nesting season cannot be avoided and construction or vegetation removal occurs between March 1st to September 15th (January 1st to July 31st for Raptors), the Permittee will do one of the following to avoid and minimize impacts to nesting birds⁶:
- a) Implement a 300 foot minimum avoidance buffers for all passerine birds and 500 foot minimum avoidance buffer for all raptors species. The breeding habitat/nest site shall be fenced and/or flagged in all directions. The nest site area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project.⁷
 - b) Develop a project specific Nesting Bird Management Plan. The site-specific nest protection plan shall be submitted to the lead agency for review and CDFW. The Plan should include detailed methodologies and definitions to enable a CDFW qualified avian biologist to monitor and implement nest-specific buffers based upon the life history of the individual species; species sensitivity to noise, vibration, and general disturbance; individual bird behavior; current site conditions (screening vegetation, topography, etcetera), ambient levels of human activity; the various project-related activities necessary to construct the project, and other features. This Nesting Bird Management Plan shall be supported by a Nest Log which tracks each nest and its outcome. The Nest Log will be submitted to the lead agency and CDFW at the end of each week.
 - c) The Permittee may propose an alternative plan for avoidance of nesting birds for the lead agency's review and submittal to CDFW.
16. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species.
17. Studies have shown that these efforts are experimental in nature and largely unsuccessful.
18. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

⁶ Qualified avian biologist shall establish the necessary buffers to avoid take of nest as defined in FGC 3503 and 3503.5

⁷ NOTE: Buffer area may be increased if any endangered, threatened, or CDFW species of special concern are identified during protocol or pre-construction presence/absence surveys.

**Submission S003 (Edmund Pert, California Department of Fish and Wildlife,
South Coast Region, August 21, 2014) - Continued**

Mr. Mark A. McLoughlin
California High Speed Rail Authority
August 21, 2014
Page 10 of 10

The Department requests further consultation with the Lead Agency to discuss potential Project impacts on biological resources. We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Victoria Chau, Environmental Scientist at Victoria.Chau@wildlife.ca.gov or (562) 430-5082.

Sincerely,



Edmund Pert
Regional Manager
South Coast Region

- cc: Ms. Betty Courtney, CDFW, Santa Clarita
- Ms. Erinn Wilson, CDFW, Los Alamitos
- Ms. Victoria Chau, CDFW, Los Alamitos
- Ms. Kelly Schmoker, CDFW, Mission Viejo
- Mr. Matt Chirdon, CDFW, Ojai
- Mr. Brock Warmuth, CDFW, Ventura
- Mr. Scott Morgan, State Clearinghouse, Sacramento

Submission S004 (Cy R. Oggins, California State Lands Commission, August 22, 2014)

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



Established in 1938

JENNIFER LUCCHESI, Executive Officer
(916) 574-1800 Fax (916) 574-1810
California Relay Service TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-1890
Contact FAX: (916) 574-1885

August 22, 2014

File Ref: SCH # 2014071073

Mark A. McLoughlin
California High-Speed Rail Authority
700 N. Alameda Street, Room 3-532
Los Angeles, CA 90012

Subject: Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Rail System Burbank to Los Angeles Section, Los Angeles County

Dear Mr. McLoughlin:

The California State Lands Commission (CSLC) staff has reviewed the subject NOP for an EIR/EIS for the California High-Speed Rail System Burbank to Los Angeles Section (Project), which is being prepared by the California High-Speed Rail Authority (HSRA) and the Federal Railroad Administration (FRA). The HSRA, as a public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The FRA is the lead agency under the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.). The CSLC is a trustee agency because of its trust responsibility for projects that could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters. Additionally, the CSLC is a trustee of school lands and monitors projects that could directly or indirectly impact these lands. If the Project involves work on sovereign or school lands, the CSLC will act as a responsible agency.

CSLC Jurisdiction

Sovereign Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All

Submission S004 (Cy R. Oggins, California State Lands Commission, August 22, 2014) - Continued

Mark McLoughlin

Page 2

August 22, 2014

tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

School Lands

In 1853, the United States Congress granted to California nearly 5.5 million acres of land for the specific purpose of supporting public schools. In 1984, the State Legislature passed the School Land Bank Act (Act), which established the School Land Bank Fund (SLBF) and appointed the CSLC as its trustee (Pub. Resources Code, § 8700 et seq.). The Act directed the CSLC to develop school lands into a permanent and productive resource base for revenue generating purposes. The CSLC manages approximately 469,000 acres of school lands still held in fee ownership by the State and the reserved mineral interests on an additional 790,000± acres where the surfaces estates have been sold. Revenue from school lands is deposited in the State Treasury for the benefit of the Teachers' Retirement Fund (Pub. Resources Code, § 6217.5).

Please be advised that use of any sovereign or school lands for any part of the Burbank to Los Angeles section High-Speed Rail Train Project requires that the applicant first obtain a lease from the CSLC. Based on the information and maps provided in the NOP, it is impossible to determine if any sovereign lands or school lands lie within the Project area. Therefore, CSLC staff requests that more detailed Project maps be provided for review as they become available. Please contact Cheryl Hudson (see contact information below) for information concerning the CSLC's lease requirements.

Project Description

The HSRA and FRA propose to construct, operate, and maintain an electric powered steel-wheel-on-steel-rail high-speed rail system between Burbank and Los Angeles to meet their objectives and needs as follows:

- Plan, design, build, and operate the California high-speed rail system.

From the Project Description, CSLC staff understands that the Project would include the following components:

Submission S004 (Cy R. Oggins, California State Lands Commission, August 22, 2014) - Continued

Mark McLoughlin

Page 3

August 22, 2014

- Construction. Construction of a high-speed rail system from Burbank to Los Angeles. The EIR/EIS will analyze reasonable and feasible alignment alternatives and station options; and
- Operation and Maintenance. Operation and maintenance of a high-speed rail system from Burbank to Los Angeles.

Environmental Review

CSLC staff requests that the following potential impacts be analyzed in the EIR/EIS.

General Comments

1. Project Description: A thorough and complete Project Description should be included in the EIR/EIS in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives. The Project Description should include habitats the proposed and alternative alignments are expected to cross and whether any river crossings are required. Additionally, the Project Description should be as precise as possible in describing the details of all allowable activities (e.g., types of equipment that may be used, maximum area of impact or volume of sediment disturbed for grading, seasonal work windows, locations for material disposal, ongoing activities associated with operation, etc.), as well as the details of the timing and length of activities. Thorough descriptions will facilitate CSLC staff's determination of the extent and locations of its leasing jurisdiction, make for a more robust analysis of the work that may be performed, and minimize the potential for subsequent environmental analysis to be required.

Biological Resources

2. Special Status Species: The EIR/EIS should disclose and analyze all potentially significant effects on sensitive species and habitats in and around the Project area, including special-status wildlife, fish, and plants, and if appropriate, identify feasible mitigation measures to reduce those impacts. The HSRA and FRA should conduct queries of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) and U.S. Fish and Wildlife Service's (USFWS) Special Status Species Database to identify any special-status plant or wildlife species that may occur in the Project area. Additionally, CSLC staff recommends early consultation with CDFW and USFWS regarding special status species to identify impacts and appropriate mitigation measures. The EIR/EIS should also include a discussion of consultation with the CDFW and USFWS, including any recommended mitigation measures and potentially required permits identified by these agencies.
3. Aquatic Resources: The EIR/EIS should evaluate and disclose any impacts to aquatic resources that may occur during construction and operation of the Project. For portions of the alignment crossing rivers, the EIR/EIS should evaluate noise and vibration impacts on wildlife and fish from construction activities in the water, and on the levees. Mitigation measures could include species-specific work windows as defined by CDFW, USFWS, and the National Oceanic and Atmospheric

Submission S004 (Cy R. Oggins, California State Lands Commission, August 22, 2014) - Continued

Mark McLoughlin

Page 4

August 22, 2014

Administration's Fisheries Service (NOAA Fisheries). Again, staff recommends early consultation with these agencies to minimize the impacts of the Project on sensitive species.

Additionally, if any in-water equipment is required for alignment construction, please consider the potential impacts of introducing invasive species to the Project area through hull fouling. CSLC staff requests that the EIR/EIS consider a range of options to prevent or slow the introduction of invasive species into sensitive habitats. Mitigation measures could include hiring construction vessels from nearby, or requiring hull cleaning from contractors prior to Project construction. Please consider current and proposed aquatic invasive species prevention programs in the area as models for invasive species prevention during the Project.

Climate Change

4. Greenhouse Gases: A greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (Assembly Bill [AB] 32) and required by the State CEQA Guidelines should be included in the EIR/EIS. This analysis should identify a threshold for significance for GHG emissions, calculate the level of GHGs that will be emitted as a result of construction and operation of the Project, determine the significance of the impacts of those emissions, and, if impacts are significant, identify mitigation measures that would reduce them to less than significant.

Cultural Resources

5. Title to Resources: The EIR/EIS should also mention that the title to all archaeological sites and historic or cultural resources on or in the submerged lands and school lands of California is vested in the State and under the jurisdiction of the CSLC. CSLC staff requests that the HSRA and FRA consult with Assistant Chief Counsel Pam Griggs (see contact information below), should any cultural resources on state lands be discovered during construction of the proposed Project.

Additional Review

6. Deferred Mitigation: In order to avoid the improper deferral of mitigation, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, §15126.4, subd. (b)).

Thank you for the opportunity to comment on the NOP for the Project. As a potentially responsible agency, the CSLC will need to rely on the EIR/EIS for the issuance of any new lease as specified above and, therefore, we request that you consider our comments both as you develop the EIR/EIS and prior to certification of the Final EIR/EIS. Please send additional information on the Project to the CSLC as plans become finalized.

Submission S004 (Cy R. Oggins, California State Lands Commission, August
22, 2014) - Continued

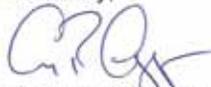
Mark McLoughlin

Page 5

August 22, 2014

Please send copies of future Project-related documents, including electronic copies of the Draft and Final EIR/EIS, Mitigation Monitoring and Reporting Program (MMRP), Notice of Determination (NOD), CEQA Findings and, if applicable, Statement of Overriding Considerations when they become available, and refer questions concerning environmental review to Holly Wyer, Environmental Scientist, at (916) 574-2399 or via e-mail at Holly.Wyer@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Assistant Chief Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact Cheryl Hudson, Public Land Management Specialist, at (916) 574-0732, or via email at Cheryl.Hudson@slc.ca.gov.

Sincerely,



Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
Cheryl Hudson, LMD, CSLC
Holly Wyer, DEPM, CSLC
Kathryn Colson, Legal, CSLC

Submission S004 (Cy R. Oggins, California State Lands Commission, August 22, 2014)



CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

SACRAMENTO
CA 952
ZZ ALKS 24#
PN 2 L

neopost®
08/27/2014
US POSTAGE
\$00.48⁹
ZIP 95825
04111209610

Mark A. McLoughlin
California High Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012395303



Submission S005 (Cy R. Oggins, California State Lands Commission, August 23, 2014)

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



Established in 1938

JENNIFER LUCCHESI, Executive Officer
(916) 574-1800 Fax (916) 574-1810
California Relay Service TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-1890
Contact FAX: (916) 574-1885

August 22, 2014

File Ref: SCH # 2014071073

Mark A. McLoughlin
California High-Speed Rail Authority
700 N. Alameda Street, Room 3-532
Los Angeles, CA 90012

Subject: Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Rail System Burbank to Los Angeles Section, Los Angeles County

Dear Mr. McLoughlin:

The California State Lands Commission (CSLC) staff has reviewed the subject NOP for an EIR/EIS for the California High-Speed Rail System Burbank to Los Angeles Section (Project), which is being prepared by the California High-Speed Rail Authority (HSRA) and the Federal Railroad Administration (FRA). The HSRA, as a public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The FRA is the lead agency under the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.). The CSLC is a trustee agency because of its trust responsibility for projects that could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters. Additionally, the CSLC is a trustee of school lands and monitors projects that could directly or indirectly impact these lands. If the Project involves work on sovereign or school lands, the CSLC will act as a responsible agency.

CSLC Jurisdiction

Sovereign Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All

Submission S005 (Cy R. Oggins, California State Lands Commission, August 23, 2014) - Continued

Mark McLoughlin

Page 2

August 22, 2014

tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

School Lands

In 1853, the United States Congress granted to California nearly 5.5 million acres of land for the specific purpose of supporting public schools. In 1984, the State Legislature passed the School Land Bank Act (Act), which established the School Land Bank Fund (SLBF) and appointed the CSLC as its trustee (Pub. Resources Code, § 8700 et seq.). The Act directed the CSLC to develop school lands into a permanent and productive resource base for revenue generating purposes. The CSLC manages approximately 469,000 acres of school lands still held in fee ownership by the State and the reserved mineral interests on an additional 790,000± acres where the surface estates have been sold. Revenue from school lands is deposited in the State Treasury for the benefit of the Teachers' Retirement Fund (Pub. Resources Code, § 6217.5).

Please be advised that use of any sovereign or school lands for any part of the Burbank to Los Angeles section High-Speed Rail Train Project requires that the applicant first obtain a lease from the CSLC. Based on the information and maps provided in the NOP, it is impossible to determine if any sovereign lands or school lands lie within the Project area. Therefore, CSLC staff requests that more detailed Project maps be provided for review as they become available. Please contact Cheryl Hudson (see contact information below) for information concerning the CSLC's lease requirements.

Project Description

The HSRA and FRA propose to construct, operate, and maintain an electric powered steel-wheel-on-steel-rail high-speed rail system between Burbank and Los Angeles to meet their objectives and needs as follows:

- Plan, design, build, and operate the California high-speed rail system.

From the Project Description, CSLC staff understands that the Project would include the following components:

Submission S005 (Cy R. Oggins, California State Lands Commission, August 23, 2014) - Continued

Mark McLoughlin

Page 3

August 22, 2014

- Construction. Construction of a high-speed rail system from Burbank to Los Angeles. The EIR/EIS will analyze reasonable and feasible alignment alternatives and station options; and
- Operation and Maintenance. Operation and maintenance of a high-speed rail system from Burbank to Los Angeles.

Environmental Review

CSLC staff requests that the following potential impacts be analyzed in the EIR/EIS.

General Comments

1. Project Description: A thorough and complete Project Description should be included in the EIR/EIS in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives. The Project Description should include habitats the proposed and alternative alignments are expected to cross and whether any river crossings are required. Additionally, the Project Description should be as precise as possible in describing the details of all allowable activities (e.g., types of equipment that may be used, maximum area of impact or volume of sediment disturbed for grading, seasonal work windows, locations for material disposal, ongoing activities associated with operation, etc.), as well as the details of the timing and length of activities. Thorough descriptions will facilitate CSLC staff's determination of the extent and locations of its leasing jurisdiction, make for a more robust analysis of the work that may be performed, and minimize the potential for subsequent environmental analysis to be required.

Biological Resources

2. Special Status Species: The EIR/EIS should disclose and analyze all potentially significant effects on sensitive species and habitats in and around the Project area, including special-status wildlife, fish, and plants, and if appropriate, identify feasible mitigation measures to reduce those impacts. The HSRA and FRA should conduct queries of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) and U.S. Fish and Wildlife Service's (USFWS) Special Status Species Database to identify any special-status plant or wildlife species that may occur in the Project area. Additionally, CSLC staff recommends early consultation with CDFW and USFWS regarding special status species to identify impacts and appropriate mitigation measures. The EIR/EIS should also include a discussion of consultation with the CDFW and USFWS, including any recommended mitigation measures and potentially required permits identified by these agencies.
3. Aquatic Resources: The EIR/EIS should evaluate and disclose any impacts to aquatic resources that may occur during construction and operation of the Project. For portions of the alignment crossing rivers, the EIR/EIS should evaluate noise and vibration impacts on wildlife and fish from construction activities in the water, and on the levees. Mitigation measures could include species-specific work windows as defined by CDFW, USFWS, and the National Oceanic and Atmospheric

Submission S005 (Cy R. Oggins, California State Lands Commission, August 23, 2014) - Continued

Mark McLoughlin

Page 4

August 22, 2014

Administration's Fisheries Service (NOAA Fisheries). Again, staff recommends early consultation with these agencies to minimize the impacts of the Project on sensitive species.

Additionally, if any in-water equipment is required for alignment construction, please consider the potential impacts of introducing invasive species to the Project area through hull fouling. CSLC staff requests that the EIR/EIS consider a range of options to prevent or slow the introduction of invasive species into sensitive habitats. Mitigation measures could include hiring construction vessels from nearby, or requiring hull cleaning from contractors prior to Project construction. Please consider current and proposed aquatic invasive species prevention programs in the area as models for invasive species prevention during the Project.

Climate Change

4. Greenhouse Gases: A greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (Assembly Bill [AB] 32) and required by the State CEQA Guidelines should be included in the EIR/EIS. This analysis should identify a threshold for significance for GHG emissions, calculate the level of GHGs that will be emitted as a result of construction and operation of the Project, determine the significance of the impacts of those emissions, and, if impacts are significant, identify mitigation measures that would reduce them to less than significant.

Cultural Resources

5. Title to Resources: The EIR/EIS should also mention that the title to all archaeological sites and historic or cultural resources on or in the submerged lands and school lands of California is vested in the State and under the jurisdiction of the CSLC. CSLC staff requests that the HSRA and FRA consult with Assistant Chief Counsel Pam Griggs (see contact information below), should any cultural resources on state lands be discovered during construction of the proposed Project.

Additional Review

6. Deferred Mitigation: In order to avoid the improper deferral of mitigation, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, §15126.4, subd. (b)).

Thank you for the opportunity to comment on the NOP for the Project. As a potentially responsible agency, the CSLC will need to rely on the EIR/EIS for the issuance of any new lease as specified above and, therefore, we request that you consider our comments both as you develop the EIR/EIS and prior to certification of the Final EIR/EIS. Please send additional information on the Project to the CSLC as plans become finalized.

Submission S005 (Cy R. Oggins, California State Lands Commission, August
23, 2014) - Continued

Mark McLoughlin

Page 5

August 22, 2014

Please send copies of future Project-related documents, including electronic copies of the Draft and Final EIR/EIS, Mitigation Monitoring and Reporting Program (MMRP), Notice of Determination (NOD), CEQA Findings and, if applicable, Statement of Overriding Considerations when they become available, and refer questions concerning environmental review to Holly Wyer, Environmental Scientist, at (916) 574-2399 or via e-mail at Holly.Wyer@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Assistant Chief Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact Cheryl Hudson, Public Land Management Specialist, at (916) 574-0732, or via email at Cheryl.Hudson@slc.ca.gov.

Sincerely,



Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
Cheryl Hudson, LMD, CSLC
Holly Wyer, DEPM, CSLC
Kathryn Colson, Legal, CSLC

Submission S006 (Agustin Barajas Jr, Caltrans, Division of Environmental
Planning, August 28, 2014)

STATE OF CALIFORNIA—CALIFORNIA TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7- Division of Environmental Planning
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-7665
FAX (213) 897-0360
TTY 711
www.dot.ca.gov



*Flex your power!
Be energy efficient!*

August 28, 2014

Mark A. McLoughlin
California High Speed Rail Authority
700 N. Alameda Street, Room 3-532
Los Angeles, CA 90012

Re: California High Speed Rail System Burbank to Los Angeles Section,
Notice of Preparation, SCH#2014071073

Dear Mr. McLoughlin:

Thank you for including the California Department of Transportation (Caltrans) in the scoping process for the above mentioned project. The California High Speed Rail Authority (CHSRA) proposes to construct, operate and maintain an electric-powered steel-wheel-on-rail High Speed Rail (HSR) System. The HSR system will be approximately 800 miles long and capable of operating of speeds of up to 200 mph. The segment discussed as part of this NOP, would operate between Burbank and Los Angeles, a distance of approximately 11 miles.

The Division of Environmental Planning would like to advise CHSRA on potential resources within the Caltrans right-of-way that may be affected from the proposed California High Speed Rail segment between Burbank and Los Angeles. The proposed HSR segment would cross Interstate Route 110 where it is also known as the *Arroyo Seco Parkway*, a historical resource listed in the National Historic Register. Early coordination with Caltrans Division of Environmental Planning will ensure constraints are identified and project schedule is not delayed. Also, migratory nesting birds and/or bats may be present within Caltrans right-of-way where the proposed project has the potential to disrupt these species. Coordination with the Division of Environmental Planning will ensure resources are identified and measures in place to protect these species.

If you have any questions or concerns regarding these comments, please feel free to call me at (213)897-7665.

Sincerely,

Agustin Barajas
Associate Environmental Planner
Division of Environmental Planning

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Submission S007 (Dianna Watson, Caltrans, Division of Environmental
Planning, August 18, 2014)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7—OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov



*Serious drought.
Help save water!*

August 18, 2014

Mark A. McLoughlin
California High Speed Rail Authority
700 N. Alameda Street, Room 3-532
Los Angeles, CA 90012

RE: California High Speed Rail System
Burbank to Los Angeles Section
Notice of Preparation (NOP)
Vicinity: I-5, I-10, SR-2, I-110
SCH #2014071073
IGR #140753DW

Dear Mr. McLoughlin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above mentioned project. The California High Speed Rail Authority (Authority) proposes to construct, operate, and maintain an electric-powered steel-wheel-on-rail High Speed Rail (HSR) System. The HSR System will be approximately 800 miles long and capable of operating speeds of up to 200 mph.

Caltrans notes that the HSR System will be on fully grade-separated, dedicated tracks. Most of the interchanges on the I-5 freeway between the Burbank Airport and downtown Los Angeles experience heavy congestion. Caltrans recommends that the portion of the HSR System near the freeway crossings be screened so that the trains will not be visible to motorists, eliminating possible distractions.

This project may require a Master Cooperative Agreement or other Caltrans Permits if there are locations where the HSR alignment will encroach on State right-of-way. We recommend early consultation and coordination with Caltrans Office of Permits to determine the necessary permits for the project.

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods. In addition, a truck/traffic construction management plan will be necessary for this project.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Submission S007 (Dianna Watson, Caltrans, Division of Environmental
Planning, August 18, 2014) - Continued

Mr. McLoughlin
August 18, 2014
Page 2 of 2

If you have any questions or concerns regarding these comments, please feel free to call me at
(213) 897-9140 or dianna_watson@dot.ca.gov.

Sincerely,



DIANNA WATSON
Branch Chief
Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Submission S007 (Dianna Watson, Caltrans, Division of Environmental
Planning, August 18, 2014)

Caltrans District 7
Office of Transportation Planning
IGR/CEQA Review Branch
100 S. Main Street, MS 16
Los Angeles, CA 90012

LOS ANGELES
CA, 90012
19 AUG '14
PM 4:1



Mark A. McLoughlin
California High Speed Rail Authority
700 N. Alameda Street, Room 3-532
Los Angeles, CA 90012

910012335303



Submission S008 (Gayle Totton, Native American Heritage Commission, August 26, 2014)

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
Fax (916) 373-5471
Web Site www.nahc.ca.gov
E-mail: ds_nahc@pacbell.net



July 30, 2014

Mr. Mark McLoughlin
California High Speed Rail Authority
700 N. Alameda Street, Room 3-532
Los Angeles, CA 90012

RE: SCH# 2014071073 CEQA Notice of Preparation; draft Environmental Impact Report (DEIR) for the **"California High Speed Rail System Burbank to Los Angeles Section"** project located in the Cities of Burbank, Glendale, and Los Angeles, Los Angeles County, California

Dear Mr. McLoughlin:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant

Submission S008 (Gayle Totton, Native American Heritage Commission, August 26, 2014) - Continued

to California Government Code Section 6254.10.

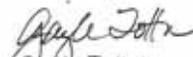
A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding 'environmental justice.' Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,


Gayle Totton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

Submission S008 (Gayle Totton, Native American Heritage Commission, August 26, 2014) - Continued

**Native American Contacts
Los Angeles County, California
July 30, 2014**

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks CA 91362
folkes9@msn.com
(805) 492-7255
(805) 558-1154 Cell

Chumash
Tataviam
Fernandeño

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

San Manuel Band of Mission Indians
Lynn Valbuena, Chairwoman
26569 Community Center Drive
Highland CA 92346
(909) 864-8933
(909) 864-3724 Fax
(909) 864-3370 Fax

Serrano

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel CA 91778
GTtribalcouncil@aol.com
(626) 483-3564 Cell
(626) 286-1262 Fax

Gabrielino Tongva

Fernandeno Tataviam Band of Mission Indians
Larry Ortega, Chairperson
1019 - 2nd Street, Suite #1
San Fernando CA 91340
(818) 837-0794 Office
(818) 837-0796 Fax

Fernandeno
Tataviam

Randy Guzman - Folkes
4676 Walnut Avenue
Simi Valley CA 93063
ndnRandy@yahoo.com
(805) 905-1675 Cell
(805) 520-5915 Fax

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.

tattnlaw@gmail.com
(310) 570-6567

Gabrielino Tongva

San Manuel Band of Mission Indians
Daniel McCarthy, M.S., Director-CRM Dept.
26569 Community Center Drive
Highland CA 92346
dmccarthy@sanmanuel-nsn.gov
(909) 864-8933 Ext 3248
(909) 862-5152 Fax

Serrano

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2014071077; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the California High Speed Rail System Burbank to Los Angeles Section Project; located in the Cities of Burbank, Glendale, and Los Angeles; Los Angeles County, California.

Submission S008 (Gayle Totton, Native American Heritage Commission, August 26, 2014) - Continued

**Native American Contacts
Los Angeles County, California
July 30, 2014**

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
(562) 761-6417 Voice/Fax

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
palmsprings9@yahoo.com
(626) 676-1184 Cell
(760) 636-0854 Fax

Gabrielino Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
gabrielenoindians@yahoo.
(626) 926-4131

Gabrielino /Tongva Nation
Sam Duniap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samduniap@earthlink.net
(909) 262-9351

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.96 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2014071077: CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the California High Speed Rail System Burbank to Los Angeles Section Project; located in the Cities of Burbank, Glendale, and Los Angeles; Los Angeles County, California.

Submission S008 (Gayle Totton, Native American Heritage Commission, August 26, 2014)



Submission S009 (Clifford Harvey, State Water Resources Control Board,
August 28, 2014)



State Water Resources Control Board

TO: Mark A. McLoughlin, Director of Environmental Services
Attention: Palmdale to Burbank Section EIR/EIS and
Burbank to Los Angeles Section EIR/EIS
California High Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Email: palmdale_burbank@hsr.ca.gov and
burbank_los.angeles@hsr.ca.gov

FROM: Cliff Harvey,
Environmental Scientist
**DIVISION OF WATER QUALITY,
401 CERTIFICATION AND WETLANDS UNIT**

DATE: August 28, 2014

**SUBJECT: COMMENTS REGARDING A NOTICE OF PREPARATION (NOP) FOR THE
PROPOSED CALIFORNIA HIGH-SPEED TRAIN (HST) PROJECT –
PALMDALE TO BURBANK (SCH NO. 2014071074) AND BURBANK TO LOS
ANGELES SECTIONS (SCH NO. 2014071073)**

MEMORANDUM

State Water Resources Control Board (State Water Board) staff received a Notice of Preparation (NOP) of a project-level environmental document for the proposed High Speed Train Palmdale to Burbank and Burbank-to-Los Angeles Projects (Project(s)) on July 28, 2014. The NOP was circulated in order to solicit input on Project alternatives and the potential impacts that should be considered in the preparation of a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS). The EIR/EIS each of these two projects under separate project-level environmental reviews. The High Speed Rail Authority is the lead agency under the California Environmental Quality Act (CEQA) and the Federal Railroad Association is the lead agency under the National Environmental Protection Act (NEPA).

State Water Board staff, acting as a responsible agency, is providing these comments to specify the scope and content of the environmental information germane to our statutory responsibilities pursuant to CEQA Guidelines, California Code of Regulations, title 14, section 15096.

FELICIA MARCUS, CHAIR | THOMAS HOWARD, EXECUTIVE DIRECTOR

1001 I Street, Sacramento, CA 95814 | Mailing Address: P.O. Box 100, Sacramento, Ca 95812-0100 | www.waterboards.ca.gov



Submission S009 (Clifford Harvey, State Water Resources Control Board,
August 28, 2014) - Continued

Mr. Mark McLoughlin

- 2 -

August 28, 2014

Based on our review of the limited information provided, we recommend that several issues be considered in the preparation of the EIR/EIS, particularly:

- 1) alternatives that **avoid** wetland impacts should be considered with higher priority over others;
- 2) the water quality and hydrology analyses should include a discussion of beneficial uses and potential impacts with respect to those beneficial uses; and
- 3) established numerical and narrative water quality objectives and standards should be used when evaluating thresholds of significance for Project impacts.

Although we recognize the importance of the HST project, we nevertheless note that it has the potential to adversely impact water quality and beneficial uses during construction as well as over the life of the project. Because of these potential effects, the State Water Board requests that the following concerns be addressed in the forthcoming Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS).

The proposed Project alignments would cross portions of two California Water Quality Control Regions: Lahontan and Los Angeles.

We note that the size and scope of the proposed HST Project does not allow a comprehensive review of all on-the-ground details for all of the possible routes. This review, therefore, covers several general topics of concern and provides examples of classes of specific concerns that will need to be addressed in a DEIR/EIS and in development of subsequent project implementation plans.

The water quality considerations discussed below should be included in all project plans, including plans to repair or modify existing railway infrastructure, as well as project plans to build new infrastructure. In addition, all comments provided by the Regional Water Quality Control Boards should be given equal consideration.

Staff of the State and Regional Water Boards look forward to collaboration with HSRA in the development of the DEIR/EIS, to ensure that full disclosure, adequate analysis, adequate mitigation measures and accurate findings of significance are provided for all potential Project impacts to waters of the state.

STATE AND REGIONAL WATER BOARDS JURISDICTION

For projects that involve “dredge or fill” activities that may result in a discharge to surface waters of the U.S., including wetlands – and the HST sections under study would cause such discharges - a Clean Water Act section 404 permit, as administered by the U.S. Army Corps of Engineers, is required.

Section 401 of the Clean Water Act states that anyone proposing to conduct a project that requires a federal permit or license must obtain certification from the State that the permitted or licensed activity would meet state water quality standards. Therefore, a section 401 Water

Submission S009 (Clifford Harvey, State Water Resources Control Board,
August 28, 2014) - Continued

Mr. Mark McLoughlin

- 3 -

August 28, 2014

Quality Certification (Certification) would be required for those portions of the proposed projects that may affect waters of the U.S.

The proposed projects also may affect waters of the state that are not waters of the U.S. (i.e., "non-federal waters"). Waters of the State, as defined by the Porter Cologne Water Quality Control Act are: *any surface water or groundwater, including saline waters, within the boundaries of the state*" (Water Code section 13050(e)). Impacts to non-federal waters of the state are protected under orders for Waste Discharge Requirements (WDRs).

The State Water Board and Regional Water Boards have responsibility for all waters of the State including waters of the United States as a subset. Any stormwater discharge or discharge of any pollutant, including dredge and fill material, shall be regulated under State and Regional Water Board permits.

The Palmdale to Burbank Section of the High Speed Rail System falls within the jurisdiction of two Regional Water Boards, the Lahontan and Los Angeles Water Boards. That portion of the Project area that is within the Antelope Valley watershed is under the jurisdiction of the Lahontan Water Board. Since the overall HST project spans more than one Regional Water Board, the State Water Board's Division of Water Quality is responsible for any Certifications or WDRs that may be issued for any sections of the HST, including Palmdale to Burbank and Burbank to Los Angeles.

The State Water Board has consulted with staff of the affected Regional Water Boards and have incorporated their comments into this letter. The State Water Board will consult with Regional Water Board staff on all conditions of any Certification or WDRs that may be issued. Any additional comments that may be submitted by the Regional Boards should be considered equally with the comments in this memorandum

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) LEAD AND RESPONSIBLE AGENCY CONSULTATION

The lead agency for CEQA compliance, i.e., the HSRA, should be clearly identified in the DEIR/EIS. The HSRA should make every effort to ensure that all responsible agencies under CEQA, including the Water Boards and the California Department of Fish and Wildlife, are consulted throughout the preparation of the DEIR/EIS. This consultation should address development of all avoidance, minimization, and compensatory mitigation measures for the project alternatives presented.

In particular, Water Boards staff should be consulted in the formulation of all mitigation measures that may pertain to water quality. Consultation at the earliest stages of document preparation will help ensure that statutory and regulatory requirements for protection of water quality and beneficial uses are appropriately addressed in the impact descriptions and mitigation proposals.

CONSIDERATION OF REGIONAL WATER QUALITY CONTROL PLANS ("Basin Plans")

The *Water Quality Control Plan for the Lahontan Region* and the *Water Quality Control Plan for the Los Angeles Region* (Basin Plans) contains policies that the Water Boards use with other laws and regulations to protect the quality of waters of the State within those regions. The

Submission S009 (Clifford Harvey, State Water Resources Control Board,
August 28, 2014) - Continued

Mr. Mark McLoughlin

- 4 -

August 28, 2014

Basin Plans set forth water quality standards for surface water and groundwater of the Regions, that include designated beneficial uses as well as narrative and numerical objectives that must be maintained or attained to protect those uses. The Basin Plans can be accessed via the Water Boards' web sites at

http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references.shtml

and

http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/

The DEIR/EIS to be prepared should, when discussing potential impacts to, or mitigations for impacts to, waters of the state and waters of the U.S., provide analysis of those impacts in the context of the existing Regional Water Quality Control Plans (commonly referred to as "Basin Plans") for the affected water quality control regions. Basin Plans for all of California's water quality control regions, including Lahontan and Los Angeles, are based on designation of beneficial uses and identification of pollutants of concern as they occur in mapped hydrologic units as found in the Basin Plans.

All project activities should be examined in the DEIR/EIS to determine what, if any, impacts those activities might have for all designated beneficial uses of waters.

Note that basin plan hydrologic units are often based on watersheds, but are *not* analogous to U.S. Geological Survey Hydrologic Unit Codes (HUCs).

State and Regional Water Boards staff is available to consult with HSRA to facilitate this important component of project impact analysis.

CHARACTERIZATION AND ASSESSMENT OF PROJECT IMPACTS

The State Water Board recommends that analysis of Project impact and mitigation effects to surface waters of the state be conducted using methods that in compliance with California Senate Bill 1070 (Kehoe, 2006) and that are consistent with guidance provided by the California Water Quality Monitoring Council.¹ In particular, we recommend application of the Monitoring Council's *Tenets of a State Wetland and Riparian Monitoring Program (WRAMP)*² to the assessment of project impacts to streams, wetlands, and other surface waters, and to development of mitigation proposals for those impacts. State Water Board staff is prepared to collaborate with HSRA staff and consultants in the implementation of this approach, which we believe will compliment, and facilitate, concurrent consideration of mitigation requirements through the Corps' Standard Operating Procedure for Determination of Mitigation Ratios.³

¹ See http://www.mywaterquality.ca.gov/monitoring_council/index.shtml

² See: http://www.mywaterquality.ca.gov/monitoring_council/wetland_workgroup/docs/2010/tenetsprogram.pdf

³ US Army Corps of Engineers, South Pacific Division. 12501-SPD Regulatory Program Standard Operating Procedure for Determination of Mitigation Ratios, October 21, 2013. See: <http://www.spd.usace.army.mil/Portals/13/docs/regulatory/qmsref/ratio/12501.pdf>

Submission S009 (Clifford Harvey, State Water Resources Control Board, August 28, 2014) - Continued

Mr. Mark McLoughlin

- 5 -

August 28, 2014

PROVISION FOR ANALYSIS OF A FULL RANGE OF ALTERNATIVES

The State Water Board and Regional Water Boards (collectively, Water Boards) require projects subject to their permitting authority to avoid and minimize impacts to all waters of the State to the maximum extent practicable, and to ensure no net loss of wetlands. For this reason, the Water Boards expect that full consideration and analysis of water quality impacts be included in all project alternatives of the Draft EIR/EIS.

PROVISION OF FULL INFORMATION ON ALTERNATIVES

The DEIR/EIS must clearly identify selected routes, and must clearly describe and locate all project infrastructure including station locations, roads, substations and all appurtenant structures. The DEIR/EIS must also clearly identify all waters of the State, including wetlands, that may be affected by the various project alternatives.

AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

Avoidance and minimization of project effects to waters of the State should be a fundamental environmental strategy for the proposed project. For all project alternatives, construction and maintenance activities should be proposed that will avoid disturbance to riparian and wetland areas, streams, drainage channels, or to any landforms that, if disturbed, might affect water quality or the beneficial uses of waters. Avoidance measures should include site configurations that minimize the number of stream crossings and require natural channel design for all relocated segments of streams. Construction BMPs should protect stream channels, wetlands and adjacent riparian areas.

Project design should also include scientifically based buffers between wetlands and streams and any impervious surface. When avoidance is infeasible, construction and maintenance measures should be specified that would minimize disturbance to the fullest extent possible.

For any remaining and unavoidable impacts to waters of the State, compensatory mitigation for the loss of ecological functions and beneficial uses shall be provided. State Water Board staff will work with project proponents and other regulatory agencies to ensure that this goal is met. The Draft EIR/EIS should discuss likely mitigation approaches for each alternative, including potential types, sites, timing and financial assurances.

COMMUNICATIONS

Successful environmental compliance on any large, complex project is possible only with clearly defined communication channels that identify roles and responsibilities of all project personnel, including regulatory staff. Every person assigned to the Projects should have a clear pathway for communication relating to any given environmental question or issue that may arise during construction and operation of the project.

To this end, project mitigation measures should require the establishment of clear communication channels for all project compliance reporting, including reporting of problems, violations, and project modifications. These measures should also require that the list of

Submission S009 (Clifford Harvey, State Water Resources Control Board, August 28, 2014) - Continued

Mr. Mark McLoughlin

- 6 -

August 28, 2014

assigned persons within the communication plan be maintained and updated in a timely manner.

INSPECTION AND MONITORING FOR ENVIRONMENTAL COMPLIANCE

Provision for inspecting and monitoring the project for environmental compliance should be included in the DEIR/EIS. This monitoring effort would be active for the time required to achieve post-construction mitigation success. Qualified, independent inspectors who would have experience and expertise in all pertinent environmental disciplines and mitigation methods should conduct this inspection and monitoring effort. In particular, compliance monitors for water quality measures should have specific qualifications in those resource areas. Biological monitors alone are not sufficient to meet this need.

Mitigation measures presented in the DEIR/EIS should require that inspection teams:

- Be assigned, funded, and equipped to cover the entire project area for all hours and days of operation.
- Be led and/or staffed by qualified persons with experience and training in natural resources, geology, soils, hydrology, ecology, and related disciplines.
- Include persons qualified in storm water management, erosion prevention, and erosion control (as evidenced by work experience or certifications such as Qualified Stormwater Practitioner, or Qualified Stormwater Designer).
- Include persons with experience and skill that is pertinent to the terrain traversed by the proposed project. Inspectors with urban construction experience, for example, may not be skilled or qualified for inspection of activity in agricultural, backcountry forest or rangeland settings.

Mitigation Measures should clearly require that compliance monitors be readily accessible to regulatory agency staff, and should make regular and timely reports to all agencies.

AVOIDANCE OF SPECIAL AREAS

The proposed Projects should avoid impacts to wetlands and waters of the state, with special focus on areas where ecosystem integrity is relatively high: i.e., areas such as California State Parks, designated Wilderness, Wilderness Study Areas, Areas of Critical Environmental Concern, and similar sites. These areas typically contain waters of the State for which important habitat, recreation and other beneficial uses are designated.

STORMWATER DISCHARGES

Construction of the proposed HST sections would be subject to CGP (Order No. 2009-0009-DWQ as modified by Order No. 2010-0014-DWQ, NPDES No. CAS000002, adopted September 2, 2009, effective July 1, 2010) (State Water Board, 2009) for construction of the High Speed Train System. The relevant regulations related to stormwater quality are promulgated by the State Water Board and the Regional Water Quality Control Boards. Pursuant to California Water Code section 13160, the State Water Board is:

Submission S009 (Clifford Harvey, State Water Resources Control Board,
August 28, 2014) - Continued

Mr. Mark McLoughlin

- 7 -

August 28, 2014

(a) authorized to give any certificate or statement required by any federal agency pursuant to any such federal act that there is reasonable assurance that an activity of any person subject to the jurisdiction of the state board will not reduce water quality below applicable standards, and

(b) authorized to exercise any powers delegated to the state by the Federal Water Pollution Control Act (33 United States Code sections 1251, et. seq.)

The State Water Board will therefore administer the Section 402 post-development NPDES discharge permit for all sections and facilities of the High Speed Train System.

The pollutants of concern in runoff from High Speed Train facilities will be substantially similar to those in runoff from other statewide transportation facilities, while pollutant concentrations may vary. Pollutants expected from High Speed Train elements include nutrients, metals, sediments, pesticides and herbicides, and oils and grease. Fugitive dust from the surrounding agricultural areas might contribute additional minor amounts of pollutants such as pesticides and herbicides. Maintenance facilities might contribute metals, oils, grease, solvents, and cleaning agents.

HYDROLOGY

Potential significant effects to aquatic resources should be evaluated using a watershed approach. The loss of functions and services of impacted water bodies, including wetlands, should be evaluated in light of the condition and abundance of aquatic resources in affected watersheds.

To protect existing hydrologic systems in the affected watersheds, every effort should be made to incorporate Low Impact Development" (LID) design techniques such as limiting impervious surfaces and controlling runoff through ground infiltration methods. For any proposed change to existing flow volume, channel location, channel size and shape, or rate of discharge, an evaluation should be made of the effects on current patterns, water circulation, normal water fluctuation, and salinity. Consideration should also be given to the potential diversion or obstruction of flow, alterations of bottom contours, or other significant changes in the hydrologic regime. Any potential surface and ground water effects should be evaluated in the DEIR/EIS.

BIOLOGICAL RESOURCES

Development associated with construction and operation of the proposed HST Project would contribute to the on-going loss or degradation of natural and agricultural lands. These lands currently provide habitat for a variety of federal and State listed special status species, as well as other valuable wildlife and plant resources.

Of particular concern are riparian and wetland habitats. The proposed projects could cause impacts to these habitats through land development, erosion and sedimentation, noise and other indirect effects, and discharges of pollutants that reduce water quality.

The water quality requirements of wildlife pertain to the water directly ingested, the many attributes of the aquatic and riparian habitat itself, and the effect of water quality on the production of food materials. The Project could substantially reduce or degrade these habitats and restrict the movement of several species. The DEIR/EIS should fully describe the potential project related impacts to animal and plant species habitat, including wetlands and riparian

Submission S009 (Clifford Harvey, State Water Resources Control Board,
August 28, 2014) - Continued

Mr. Mark McLoughlin

- 8 -

August 28, 2014

areas and commit to habitat preservation measures that protect water quality, species movement and habitat needs in the context of the impacted watersheds.

CUMULATIVE EFFECTS:

Existing and proposed new rail lines and other linear projects may occur in the project area. In addition, new rail services on existing lines may exist.⁴ A full discussion of the cumulative effects of the proposed project in the context of these existing and proposed new projects and services should be included in the DEIR/EIS. The HST Project should incorporate design modifications that reestablish or improve on current environmental conditions and ecological processes and functions to lessen cumulative effects.

CONCLUSION

Thank you for the opportunity to comment. Water Boards Staff look forward to working with the High Speed Rail Authority to ensure that impacts to water quality and beneficial uses of water are avoided and minimized to the greatest practicable extent. If you have any questions regarding this letter, please contact me at (916) 558-1709 (cliff.harvey@waterboards.ca.gov) or Bill Orme, 401 Program Manager, at (916) 341-5464(bill.orme@waterboards.ca.gov).

cc: See next page.

⁴ See Draft California Rail Plan, prepared by California Department of Transportation (Caltrans), Division of Rail, February, 2013.

Submission S009 (Clifford Harvey, State Water Resources Control Board,
August 28, 2014) - Continued

Mr. Mark McLoughlin

- 9 -

August 28, 2014

cc: State Clearinghouse (SCH 2014071074)
(state.clearinghouse@opr.ca.gov)

Paul Amato, Wetlands Regulatory Office (WTR-8), USEPA,
Region 9
(Amato.Paul@epamail.epa.gov)

Daniel Swenson, US Army Corps of Engineers
(Daniel.P.Swenson@usace.army.mil)

Jan Zimmerman, Lahontan Regional Water Quality Control Board
(jan.zimmerman@waterboards.ca.gov)

LB Nye, Los Angeles Regional Water Board
(LB.Nye@waterboards.ca.gov)

Ed Pert, Regional Manager, California Department of Fish and
Wildlife, South Coast Region, 3883 Ruffin Road,
San Diego, CA 92123

Kimberly Nicol, Regional Manager, California Department of Fish
and Wildlife, Inland Deserts Region
3602 Inland Empire Blvd., Su. C,
Ontario, CA 91764

Appendix F.3

Local Agency Letters

Agency	Submission Number	Page Number
City of Los Angeles, Department of City Planning	L001	F.3-1
County of Los Angeles, Department of Parks and Recreation	L002	F.3-43
County of Los Angeles, Department of Public Works	L003	F.3-46
County of Los Angeles, Department of Public Works	L004	F.3-51
Los Angeles County Metropolitan Transportation Authority	L005	F.3-54
Metropolitan Water District	L006	F.3-56

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014)

**DEPARTMENT OF
CITY PLANNING**
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401
-
CITY PLANNING COMMISSION
RENEE DAKE WILSON
PRESIDENT
DANA M. PERLMAN
VICE-PRESIDENT
ROBERT L. AHN
DAVID H. J. AMBROZ
MARIA CABILDO
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
MARTA SEGURA
-
JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271
ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272
LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274
JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

August 28, 2014

Mr. Mark A. McLoughlin,
Director of Environmental Services
Attention: Burbank to Los Angeles Section EIR/EIS
California High Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Dear Mr. McLoughlin,

The City of Los Angeles appreciates the opportunity to comment on the Notice of Preparation of a Project EIR/EIS for the California High-Speed Rail System Burbank to Los Angeles Section. For many years, representatives of various City departments have worked with staff and consultants of the California High Speed Rail Authority (CHSRA) to discuss and address the issues raised by the proposed high-speed rail line within the City of Los Angeles. The City commends the CHSRA for its dedication, innovation, and outreach efforts over the many years of the high-speed rail planning process.

As a result of these discussions and meetings, three letters were prepared and submitted to the CHSRA providing City comments. These letters, prepared in 2009, 2010 and 2012, provide a broad, although still preliminary, discussion of the City's goals, concerns and recommendations with regard to the proposed project. Although, as the project has evolved not all of the points raised in the letters are still relevant, most of the points raised still apply and are reflective of the City's concerns, hopes and recommendations for the project. Accordingly, please find attached the City's comment letters dated August 4, 2009, March 24, 2010 and November 7, 2012. City staff also prepared draft comments to proposed San Fernando Valley grade separations, initially proposed by CHSRA in September 2013. Please find attached a copy of the City's draft comments, dated March 20, 2014, to these proposed grade separations.

Once again, we commend the CHSRA for its efforts toward dramatically advancing transportation infrastructure with what will likely be the nation's first major high-speed

1

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Scoping Comments for High Speed Rail Project
Burbank to Los Angeles Section EIR/EIS

August 28, 2014

rail project. We look forward to continuing to work with the CHSRA toward our mutual goals of greatly expanded transportation opportunities within the region.

If you have any questions, please contact Nick Maricich of my staff at (213) 978-1240 or nicholas.maricich@lacity.org.

Sincerely,



MICHAEL LOGRANDE
Director of Planning

Attachments:

Letter to Calif. High Speed Rail Authority dated November 7, 2012
Letter to Calif. High Speed Rail Authority dated March 10, 2010
Letter to Calif. High Speed Rail Authority dated August 4, 2009
Draft comments to Proposed Grade Separations dated March 20, 2014

c:

Councilmember Gilbert Cedillo, Council District 1
Councilmember Paul Krekorian, Council District 2
Councilmember Tom La Bonge, Council District 4
Councilmember Nury Martinez, Council District 6
Councilmember Felipe Fuentes, Council District 7
Councilmember Mike Bonin, Council District 11
Councilmember Mitch O'Farrell, Council District 13
Councilmember Jose Huizar, Council District 14
Borja Leon, Director, Transportation Services, Office of the Mayor
Seleta J. Reynolds, General Manager, Department of Transportation
Gary Lee Moore, City Engineer, Department of Public Works
Arthur T. Leahy, CEO, Metro
Don Sepulveda, Executive Officer, Regional Rail, Metro

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401
CITY PLANNING COMMISSION
WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
GEORGE HOVACUIMIAN
ROBERT LESSIN
DANA M. PERLMAN
BARBARA ROMERO
VACANT
JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271
ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272
LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274
EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273
FAX: (213) 978-1275
INFORMATION
www.planning.lacity.org

November 7, 2012

Jeff Morales
Chief Executive Officer
Calif. High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Dear Mr. Morales:

Additional Comments on Los Angeles to Palmdale Section Alternatives and Request to Resume Working Group Meetings with the City of Los Angeles

Since 2009, the City of Los Angeles has participated in technical working group meetings with the California High Speed Rail Authority, Metro, and other key agencies to provide ongoing input to the development of the high speed rail project, and also provided written correspondence responding to the release of various Alternatives Analyses reports. The City requests that the technical working group resume regular meetings as soon as possible in order to continue discussing a number of important issues and develop refinements to the alternative alignments as they are proceeding in the EIR phase.

In the City's letter dated March 24, 2010, the City expressed concerns about sections of the various alignments being considered in the Los Angeles to Palmdale section, including a number of areas where the project intersects with the City's Los Angeles River Revitalization Master Plan (LARRMP). Productive discussions with the Authority resulted in the inclusion of a below-grade alternative to be studied for the project segment between State Route 2 and Los Angeles Union Station. The City appreciates that the Authority has been responsive to local concerns by including this tunnel option, but City Staff would like to continue discussing refinements to the tunnel and surface alignments that remain under consideration in this area.

In particular, the surface alternative being studied has the potential to negatively impact each of the following:

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

2

- Albion Dairy Park, a new park in Lincoln Heights that is currently under development by the City;
- Downey Pool, an existing Lincoln Heights recreational facility undergoing renovation;
- Lincoln Heights Jail, a City Historic Cultural Monument which is being considered for new uses;
- Sonia Sotomayor Learning Academy, a new school located near Rio de Los Angeles State Park on the site of the former Taylor Yard;
- The Los Angeles River, including the planned ecosystem restoration projects at the "bowtie" parcel (at Taylor Yard) and at the Arroyo Seco confluence;
- The Cornfield Arroyo Seco Specific Plan Area, including the William Mead housing development, where a viaduct structure is planned over or along Main Street.

The tunnel alternative, which avoids a number of these impacts, also presents matters for ongoing discussion, including the placement of a ventilation structure near a planned pedestrian bridge across the Los Angeles River at Dorris Place in Elysian Valley, and the location and design of the south tunnel portal in the Cornfield Arroyo Seco Specific Plan Area.

Given recent changes to the phasing of the high speed rail project, the City also would like to collaborate with the High Speed Rail Authority and the Metropolitan Transportation Authority (Metro) on "early investment projects" and how these may be designed to complement the City's ongoing efforts related to the revitalization of the Los Angeles River. In particular, new grade separation projects over waterways in the Los Angeles River Watershed should be planned to anticipate and accommodate planned pedestrian and bicycle pathways under new bridge structures. Additionally, grade separation projects near planned ecosystem restoration areas, such as Doran Street at the Verdugo Wash confluence, should be designed to accommodate and complement such improvements. The City also needs to better understand the implications of the design of the Doran Street crossing early investment project on surrounding land uses.

Improved renderings are needed in order to ensure that new high speed rail infrastructure and early investment projects are appropriately addressing the interface with pedestrian circulation and the surrounding communities. Attached please also find a list of potential mitigation measures that the City submitted as part of a comment letter on alternatives analyses for both the Los Angeles to Anaheim and Los Angeles to Palmdale Sections, released in 2009.

In order to continue providing meaningful input on such issues, the City is requesting that regular meetings of the technical working group resume as soon as possible. We appreciate having the opportunity to collaborate on this important project and look forward to working with you as the environmental review process continues. If you have any questions regarding this request, please contact Nick Maricich of my staff at (213) 978-1240.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

3

Sincerely,



MICHAEL LOGRANDE
Director of Planning

Attachment: Potential Mitigation Measures for High Speed Rail Project in the City of Los Angeles
Based on Range of Options Outlined in June 2009 Alternatives Analysis

CC:

Council President Pro Tempore Ed Reyes, Council District 1
Councilmember Tom LaBonge, Council District 4
Councilmember Eric Garcetti, Council District 13
Councilmember Jose Huizar, Council District 14
Matthew Karatz, Deputy Mayor for Economic and Business Policy
Borja Leon, Deputy Mayor for Transportation
Nat Gale, Mayor's Office of Transportation
Jaime De La Vega, General Manager, Department of Transportation
Gary Lee Moore, City Engineer, Department of Public Works
Arthur T. Leahy, CEO, Los Angeles County Metropolitan Transportation Authority
Don Sepulveda, Executive Officer, Regional Rail, Los Angeles County Metropolitan Transportation Authority

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

ATTACHMENT: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in June 2009 Alternatives Analysis

SR-134 to Rio de Los Angeles State Park

- Street, pedestrian and bicycle connections over/under rail tracks between industrial area west of San Fernando Road and Glendale to the east, to ensure viability of industrial land; in particular, the proposed closure of Doran Street is problematic; if Doran Street closure is unavoidable, nearest access point (Brazil/Broadway) should be expanded to provide for an enhanced and higher capacity entrance to the industrial tract
- Sound attenuation and green screen near all residential buildings
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)

Rio de Los Angeles State Park to Union Station

- Sound attenuation and green screen near all residential buildings; visual and noise impacts may especially affect the William Mead housing site due to its proximity to potential alignments
- Consolidation of rail facilities in a single trench north of I-5 through Rio de Los Angeles State Park to SR-2
- Consolidation of rail facilities into a single alignment on the east side of the river, including placing the maximum amount of tracks into a trench starting from the Arroyo Seco confluence continuing south of the Main Street Bridge; alternatively, consolidate all track at-grade on east bank with contribution of funds to new, elevated Main Street viaduct (HSR funds that would otherwise be used for aerial structure through this corridor) that crosses over existing and new rail tracks allowing them to remain at grade in the immediate vicinity of the current Main Street crossing
- Installation of multipurpose pathway along east bank of river, from Rio de Los Angeles State Park to south of the Main Street Bridge; pathway could be aerial in segments where the rail is at grade, possibly in vicinity of Broadway, Spring, and Main Street bridges; this could mitigate visual impacts by affording pedestrians and bicyclists elevated views of the downtown skyline and river corridor
- Development of confluence area park at Arroyo Seco
- Trenches should be covered in substantial portions with surface developed as park area and in ways to facilitate access to park areas between rails and river
- Avoid impacts to San Antonio Winery; if high speed rail tracks are aerial adjacent to winery, provide for pedestrian access to river under rail bridge
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)
- Leverage funding for river restoration demonstration project at "Bowtie" parcel (G1) as feasible
- Leverage funding to implement LARRMP at G2 parcel for use as expanded river channel and riverfront open space (extensive cleanup required) as feasible

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

ATTACHMENT: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in June 2009 Alternatives Analysis

Union Station Area

- Station design and new mixed-use shared parking/loading/drop-off facility (not stand-alone parking)
- Maximize multimodal connectivity
- Maximize development opportunities through station design by providing access to a number of adjacent sites, incorporating circulation improvements and ensuring visual access and connectivity
- Design all new facilities to be sensitive to historic structures including Union Station and Terminal Annex
- Minimize adverse impacts on buildings proximate to Union Station complex
- Recapture River frontage and access through this corridor as feasible through consolidation and trenching of rail tracks

South of Union Station (Los Angeles to Anaheim segment; included for reference)

- Metrolink/Amtrak Run-through tracks should be included in the high speed rail track guideway south from Union Station to south of 1st Street Bridge to minimize impacts on neighborhood south of Union Station/US-101
- Facilitate "Park101" freeway cap park project over US-101 and river linkage along Commercial Street
- Create series of pedestrian and bicycle connections to the west and east banks of the River, over the tracks, between 1st St and Olympic Blvd. Bridges
- Pickle Works Building at 1st Street Bridge has potential to be transformed into a river and rail museum; creation of public viewing area on rooftop could help to mitigate visual impacts of aerial HSR tracks crossing over 1st Street Bridge
- Support acquisition of sites along west bank of river, between 4th and 6th Street bridges, to provide opportunities for cleantech development and new open space
- Sound attenuation near residential and institutional buildings in the Arts District
- Mitigations for under aerial tracks (open space, pedestrian connectivity, art, allowance for jobs-producing business occupancies, etc.)
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)

General

- Wherever HSR is grade separated, existing rail tracks should be grade separated as opportunities exist
- Where HSR Authority requires full acquisition of impacted parcels, unused fragments should be leveraged for economic development potential or developed as public open space
- Wherever displacements of existing uses are necessary, business relocation efforts should be aggressively pursued, with a focus on relocating businesses within the City of Los Angeles
- Pursue establishment of mitigation bank to fund ongoing and future open space and river revitalization efforts in the corridor

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

ATTACHMENT: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in June 2009 Alternatives Analysis

SR-134 to Rio de Los Angeles State Park

- Street, pedestrian and bicycle connections over/under rail tracks between industrial area west of San Fernando Road and Glendale to the east, to ensure viability of industrial land; in particular, the proposed closure of Doran Street is problematic; if Doran Street closure is unavoidable, nearest access point (Brazil/Broadway) should be expanded to provide for an enhanced and higher capacity entrance to the industrial tract
- Sound attenuation and green screen near all residential buildings
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)

Rio de Los Angeles State Park to Union Station

- Sound attenuation and green screen near all residential buildings; visual and noise impacts may especially affect the William Mead housing site due to its proximity to potential alignments
- Consolidation of rail facilities in a single trench north of I-5 through Rio de Los Angeles State Park to SR-2
- Consolidation of rail facilities into a single alignment on the east side of the river, including placing the maximum amount of tracks into a trench starting from the Arroyo Seco confluence continuing south of the Main Street Bridge; alternatively, consolidate all track at-grade on east bank with contribution of funds to new, elevated Main Street viaduct (HSR funds that would otherwise be used for aerial structure through this corridor) that crosses over existing and new rail tracks allowing them to remain at grade in the immediate vicinity of the current Main Street crossing
- Installation of multipurpose pathway along east bank of river, from Rio de Los Angeles State Park to south of the Main Street Bridge; pathway could be aerial in segments where the rail is at grade, possibly in vicinity of Broadway, Spring, and Main Street bridges; this could mitigate visual impacts by affording pedestrians and bicyclists elevated views of the downtown skyline and river corridor
- Development of confluence area park at Arroyo Seco
- Trenches should be covered in substantial portions with surface developed as park area and in ways to facilitate access to park areas between rails and river
- Avoid impacts to San Antonio Winery; if high speed rail tracks are aerial adjacent to winery, provide for pedestrian access to river under rail bridge
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)
- Leverage funding for river restoration demonstration project at "Bowtie" parcel (G1) as feasible
- Leverage funding to implement LARRMP at G2 parcel for use as expanded river channel and riverfront open space (extensive cleanup required) as feasible

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

ATTACHMENT: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in June 2009 Alternatives Analysis

Union Station Area

- Station design and new mixed-use shared parking/loading/drop-off facility (not stand-alone parking)
- Maximize multimodal connectivity
- Maximize development opportunities through station design by providing access to a number of adjacent sites, incorporating circulation improvements and ensuring visual access and connectivity
- Design all new facilities to be sensitive to historic structures including Union Station and Terminal Annex
- Minimize adverse impacts on buildings proximate to Union Station complex
- Recapture River frontage and access through this corridor as feasible through consolidation and trenching of rail tracks

South of Union Station (Los Angeles to Anaheim segment; included for reference)

- Metrolink/Amtrak Run-through tracks should be included in the high speed rail track guideway south from Union Station to south of 1st Street Bridge to minimize impacts on neighborhood south of Union Station/US-101
- Facilitate "Park101" freeway cap park project over US-101 and river linkage along Commercial Street
- Create series of pedestrian and bicycle connections to the west and east banks of the River, over the tracks, between 1st St and Olympic Blvd. Bridges
- Pickle Works Building at 1st Street Bridge has potential to be transformed into a river and rail museum; creation of public viewing area on rooftop could help to mitigate visual impacts of aerial HSR tracks crossing over 1st Street Bridge
- Support acquisition of sites along west bank of river, between 4th and 6th Street bridges, to provide opportunities for cleantech development and new open space
- Sound attenuation near residential and institutional buildings in the Arts District
- Mitigations for under aerial tracks (open space, pedestrian connectivity, art, allowance for jobs-producing business occupancies, etc.)
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)

General

- Wherever HSR is grade separated, existing rail tracks should be grade separated as opportunities exist
- Where HSR Authority requires full acquisition of impacted parcels, unused fragments should be leveraged for economic development potential or developed as public open space
- Wherever displacements of existing uses are necessary, business relocation efforts should be aggressively pursued, with a focus on relocating businesses within the City of Los Angeles
- Pursue establishment of mitigation bank to fund ongoing and future open space and river revitalization efforts in the corridor

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401
CITY PLANNING COMMISSION
WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN G. BURTON
DIEGO CARDOSO
ERIC HOLOMAN
FR. SPENCER T. KEZIOS
YOLANDA OROZCO
BARBARA ROMERO
MICHAEL K. WOO
JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP
DIRECTOR
(213) 978-1271
VINCENT P. BERTONI, AICP
DEPUTY DIRECTOR
(213) 978-1274
JANE BLUMENFELD
ACTING DEPUTY DIRECTOR
(213) 978-1272
EVA YUJAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273
FAX: (213) 978-1275
INFORMATION
(213) 978-1270
www.planning.lacity.org

March 24, 2010

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

**RE: Comments on Draft Alternatives Analysis Report for Los Angeles to SR-134
Segment of the California High Speed Rail Project**

Dear Mr. Morshed,

Thank you for the opportunity to comment on the draft Alternatives Analysis (AA) Report for the Los Angeles to Palmdale section, Los Angeles Union Station to SR-134 segment (LAP1). On December 2, 2009, the Los Angeles City Council adopted a report by the Department of City Planning that presented an initial assessment of potential impacts of the state high speed rail project on the City's adopted plans, which express official policy objectives for the areas adjacent to and surrounding the project corridor. The City Council also directed City Staff to provide the California High Speed Rail Authority (Authority) with written comments regarding the project so that the City's goals and policies can be taken into consideration as you refine alternatives for further environmental analysis. A copy of the Department's full report to the City Council is attached to this correspondence for your reference.

In summary, City Staff recommend that the Authority continue to explore additional possible vertical and horizontal alignments between Los Angeles Union Station and State Route 134. This recommendation has been drawn from a careful review of the City's goals and objectives for the corridor as well as close collaboration with other City departments, including Transportation and Public Works/Engineering, as well as the Community Redevelopment Agency of the City of Los Angeles. The alternatives identified in the AA Report have raised concerns about how the project will enable the City to plan for and meet its policy objectives, with respect to the City's efforts to improve local mobility and transportation connectivity, promote economic development, and revitalize and improve access to the Los Angeles River. Each of these broad policy objectives and its relationship to the proposed project is described in more detail in the attached report.

The draft Alternatives Analysis identified aerial, at-grade, and trench configurations in various locations throughout the corridor; however, additional tunnel alternatives have recently come under discussion along a portion of this route. Given the unique, built-up urban context, the close proximity to the Los Angeles River and other sensitive uses, and the significant challenges presented by both aerial and at-grade track configurations through this area, we respectfully

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Comments on Draft AA Report for Los Angeles to SR-134

March 24, 2010

request that below-grade configurations be formally added to the range of alternatives being analyzed for this corridor. Each of the alternatives presented in the draft AA report has the potential to create negative impacts that would require substantial mitigation, thus making tunneling a potentially viable alternative that should be assessed further.

While the trench configurations proposed near Rio de Los Angeles State Park do appear to afford some of the same potential benefits as a tunnel, including reduced visual impairment and the ability to preserve access between the adjacent communities and the Park and River, the areas to the south of Interstate 5 southward to Union Station have equal sensitivity that merit consideration of below-grade options. From the I-5 Freeway south to Union Station, only aerial and at-grade alternatives are discussed, each of which may pose real challenges to the City's goal of implementing the Los Angeles River Revitalization Master Plan (LARRMP) in this area.

This corridor contains some of the oldest and most historically important resources in the City of Los Angeles. In particular, the series of River bridges extending from Olympic Boulevard on the south to Broadway on the north crisscross the rail alignment and will require further study to evaluate potential impacts. The Arroyo Seco confluence is an especially sensitive area, ecologically, historically, visually, and culturally, and the only high speed rail crossing being analyzed at this location is an at-grade trestle, similar to the existing rail crossing. The area is currently impacted by both concrete linings of the River and the Arroyo Seco, and the aerial freeways that crisscross above, and the addition of high speed rail tracks has the potential to exacerbate this condition, in conflict with the LARRMP.

Aerial structures also have the potential to negatively impact this area by degrading the quality of the pedestrian environment on the streets below and creating visual impacts as well as noise, vibration, and shade/shadow impacts. The Los Angeles State Historic Park, Ann Street Elementary School, and William Mead public housing community all lie in close proximity to proposed project alignments and will require that any negative impacts be appropriately mitigated. Aerial tracks could also interfere with efforts to improve River access and would result in the addition of significant new rail infrastructure in an area where the existing rail facilities are envisioned to be removed, consolidated, or covered. Finally, the area is identified as a part of the City's Clean Tech Corridor, and the high speed rail project should be constructed and operated in a way that ensures the future viability of adjacent land for use by clean technology industries. Given the potential for significant impacts, City Staff prepared a list of possible mitigation strategies which should be considered if impacts are found to occur. A copy of this list of potential mitigations is attached.

Although the draft Alternatives Analysis report assumes that tracks will connect with an aerial station above the existing Metrolink/Amtrak platforms at Union Station, it should be noted that the City has been participating in a technical working group with the Metropolitan Transportation Authority (Metro) and the high speed rail project team for the Los Angeles to Anaheim section to explore additional station configurations at this location. The draft Alternatives Analysis for the Los Angeles to Anaheim segment analyzed three options for a Downtown Los Angeles station but recommended that only a single option be carried forward for further environmental analysis. City Staff will continue to meet with Metro and Authority staff to refine additional station options, including, but not limited to, locating platforms in an aerial configuration near the east side of Union Station's Patsaouras Transit Plaza or in an at-grade configuration alongside the existing Metrolink/Amtrak platforms at Union Station. The City has requested that the High Speed Rail Authority fully analyze at least two alternative station options for Downtown Los Angeles in the Los Angeles to Anaheim Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR). Each of the station alternatives that are explored in the DEIS/DEIR will have implications for alignments to the north and this should be fully accounted for in the draft Alternatives Analysis report for the Union Station to SR-134 segment.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Comments on Draft AA Report for Los Angeles to SR-134

March 24, 2010

Given careful consideration to the issues stated above, the high speed rail project has the potential to bring tremendous benefit to the City of Los Angeles. Improved regional access and connectivity can help the City realize its economic development goals for Downtown Los Angeles and meet longstanding transportation objectives to reduce automobile dependence. We appreciate the ongoing collaborative relationship between the City and the High Speed Rail Authority staff and thank you for giving us the opportunity to provide input to the process. We look forward to continuing to work with you as the environmental review process continues. If you have any questions please contact (213) 978-2666 or (213) 978-1179.

Sincerely,



S. GAIL GOLDBERG, AICP
Director of Planning

Attachment A: September 8, 2009 Staff Report to City Council: California High Speed Rail Alignment and Station Options for the City of Los Angeles

Attachment B: Potential Mitigation Measures for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in Alternatives Analysis (released June 2009)

CC:

Jaime de la Vega, Deputy Mayor of Transportation
Austin Beutner, First Deputy Mayor and Chief Executive Officer for Economic and Business Policy
Councilmember Ed Reyes, Council District 1
Councilmember Tom LaBonge, Council District 4
Councilmember Jan Perry, Council District 9
Council President Eric Garcetti, Council District 13
Councilmember Jose Huizar, Council District 14
Rita Robinson, General Manager, Department of Transportation
Tony Royster, General Manager, Department of General Services
Gary Lee Moore, City Engineer, Department of Public Works
Calvin Hollis, Interim CEO, Community Redevelopment Agency of Los Angeles
Arthur Leahy, CEO, Metropolitan Transportation Authority

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

ATTACHMENT A: Staff Report to City Council on High Speed Rail Alignment and Station Options for the City of Los Angeles



Community Planning Bureau

City Hall • 200 N. Spring Street, Room 667 • Los Angeles, CA 90012



September 8, 2009

TO: Ad Hoc River Committee
City Council

FROM: Vince Bertoni 
Deputy Director
Department of City Planning

SUBJECT: CALIFORNIA HIGH SPEED RAIL ALIGNMENT AND STATION OPTIONS FOR THE CITY OF LOS ANGELES

On May 6, 2009, the City Council adopted a motion of the Ad Hoc River Committee instructing the Department of City Planning to work with the Department of Transportation, and any other appropriate City departments, to assess the impacts of the state high speed rail project on adopted goals and policies of plans that fall within the proposed routes. The motion also directed City Planning to work with other departments to establish a cohesive City vision and official City position on high speed rail alignments. This report is the result of a collaborative effort by City staff to evaluate the proposed high speed rail project, and includes input from the Department of City Planning, Department of Transportation, Department of Public Works – Bureau of Engineering, Department of General Services, and the Community Redevelopment Agency of the City of Los Angeles.

Project Summary

The California High Speed Rail Authority (CHSRA) has released two draft Alternatives Analysis reports that assess a series of high speed rail options through the City limits, with various segments analyzed in aerial, at-grade, trench, and tunnel configurations. The routing of the proposed rail line near Downtown Los Angeles generally follows existing rail corridors, entering the City of Los Angeles at the southeast border with the City of Vernon and running parallel to the Los Angeles River, north to the City's boundary with Glendale.

Summary of Recommendations and Next Steps

Upon review of the draft Alternatives Analysis reports, Staff concludes that the CHSRA should continue to study two viable alternatives for a Downtown Los Angeles station location as well as continue to analyze multiple alternatives for alignments through the City in their upcoming Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). Staff has also requested that the CHSRA respond to a number of questions regarding the project, which would help inform a discussion of potential impacts. We understand that Council District 1 has coordinated with the CHSRA to have a presentation on these and other questions at the September 14, 2009 meeting of the City Council's Ad Hoc River Committee.

The CHSRA is working to finalize the draft Alternatives Analysis reports as soon as possible, based upon input from local jurisdictions and agencies, and is anticipating the release of the DEIS/DEIR for the LA to Anaheim project segment in Spring 2010. Staff recommends that the City continue to work

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

2

with the CHSRA to refine alignment alternatives and recommend mitigations for any potential negative impacts that may be identified as part of the environmental analysis. In addition, Staff has identified the need for the City to develop a vision for high speed rail and to engage in more detailed station area planning along with the Metropolitan Transportation Authority (Metro) and the CHSRA. In the short term, staff has also identified the need to continue to coordinate with Metro, DOT, BOE, GSD and the Police and Fire Departments to further identify issues associated with the potential Union Station East/Vignes Street Station. In the longer term, the existing Alameda District Specific Plan may need to be amended and/or expanded in the future to appropriately coordinate development in the vicinity of a future high speed rail station in Downtown. Also, future planning efforts will need to be coordinated with the selection of a high speed rail station location in or near Sylmar.

Requests to California High Speed Rail Authority

- Continue study of both the Union Station aerial station option and a second station option, described herein as the Union Station East/Vignes option, to be located east of Patsaouras Transit Plaza with the shortest pedestrian connection to Patsaouras Plaza;
- Continue study of additional alignments approaching each of these station locations from the south and north; and,
- Include a consolidated trench option for study in the DEIS/DEIR for the alignment sections from 1st Street to 7th Street, and from the Metrolink bridge north of Union Station to the 110 Freeway continuing north to Rio de Los Angeles State Park.

Recommended Council Actions

Staff requests that the Council provide direction as follows:

- Direct Staff to continue working with the CHSRA as a participating agency.
- Direct Staff to continue working with City departments to explore the possibility of a Union Station East/Vignes Station.
- Direct Staff to continue working with other City departments to provide a formal comment letter to the CHSRA on the recently released Draft Alternatives Analysis reports.
- Direct the Department of City Planning to work with the Department of Transportation to explore hiring a consultant to assist with the preparation of comments on project alternatives and the development of feasible mitigation options.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

3

Report Overview

Staff has prepared this report as an initial assessment of the impacts of the proposed project on the City's adopted plans which express official policy objectives for the areas adjacent to and surrounding the project corridor. These plans include the following:

- Framework and Transportation Elements of the General Plan;
- Central City North, Boyle Heights, and Northeast Los Angeles Community Plans;
- Alameda District Specific Plan;
- Adelante Eastside, Central Industrial, and Little Tokyo Redevelopment Plans;
- Los Angeles River Improvement Overlay;
- Los Angeles River Revitalization Master Plan; and,
- Cornfield Arroyo Seco Specific Plan (currently under development).

These planning documents provide a framework for evaluating the proposed high speed rail project alignments in consideration of the potential impacts on the City's related goals and objectives, especially as they pertain to the following:

- 1) mobility and transportation connectivity;
- 2) economic development, and
- 3) river revitalization and access.

This report is structured to provide a description of station options and alternative alignments, followed by a discussion of the potential impacts of each on these policy areas.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

4

1. STATION LOCATION: Downtown Los Angeles

Description:

The draft Alternatives Analysis report for the Los Angeles to Anaheim segment analyzes three options for a Downtown Los Angeles station location and configuration:

- Aerial station built atop the existing rail tracks at Union Station;
- Deep tunnel station built under the Metro Rail subway tracks at Union Station; and
- Trench station built to the east of Union Station (also known as the “West Bank” alternative due to its location near the western edge of the Los Angeles River).

The draft Alternatives Analysis recommends that only one of these station options, the aerial tracks at Union Station, be carried forward to be analyzed in the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR). The report concludes that the deep tunnel station option poses major constructability issues and is therefore not practicable or feasible, and that a West Bank trench station poses “significant impacts to Metro and City of Los Angeles services and substantial costs for ROW acquisition and relocation” (Alternatives Analysis Report, page 86). The analysis did conclude, however, that a West Bank trench station would have a smaller capital cost (\$506 million) than an aerial station at Union Station (\$590 million).

In the City Planning Department's letter to the California High Speed Rail Authority (CHSRA) dated August 4, 2009, it was conveyed that the Department of City Planning and Department of Transportation believe that at least two station options and alignments should continue to be studied for Downtown Los Angeles. In the letter, the West Bank station option was specifically requested to be carried forward as a second alternative to be evaluated in the DEIS /DEIR, while additional station options and configurations were undergoing review by City staff as to their possible viability.

Subsequent to the issuance of this request, staff from various City departments, including Transportation, Public Works/Engineering, and City Planning, as well as the Community Redevelopment Agency, have identified a station alternative that would be located farther west of the West Bank station as described in the Alternatives Analysis report, and near the east side of Union Station's Patsaouras Transit Plaza and Vignes Street. This alternative location, which will be referred to in this document as the “Union Station East/Vignes Option” and which may be feasible as an aerial or trench station, was not assessed in the draft Alternatives Analysis but is proposed to be included in the City's comment letter to the CHSRA for their additional consideration in the DEIS/DEIR. This report will primarily focus on the need to include two alternatives for California Environmental Quality Act (CEQA) purposes and a policy discussion of the following two station locations:

- Aerial station built atop the existing rail tracks at Union Station (Union Station aerial option); and
- Aerial or trench station located to the east of Patsaouras Transit Plaza (Union Station East/Vignes option)

Policy Discussion:

Mobility and Transportation Connectivity Impacts of Station Options

Both the Union Station aerial option and Union Station East/Vignes option would be able to achieve the City's goals for multimodal connectivity, with the primary difference being a vertical or horizontal connection needed to allow for convenient transfers between high speed rail and regional and local transit systems.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

5

The aerial configuration above the existing tracks at Union Station could be well integrated through new escalators and elevators that could reach Metrolink, Amtrak, and Metro Rail platforms on lower levels of the station. With closer proximity to historic Union Station's Alameda Street frontage, this alternative would also provide for the most direct pedestrian connections with the rest of Downtown. The Union Station Aerial option would clearly reinforce Union Station as the transit hub of the City and the region, meeting objectives of the Framework Element, Transportation Element, and the Alameda District Specific Plan. Some areas of concern, however, relate to potential capacity constraints at the site and the scalability of the station in its existing context. CHSRA has alleviated some of these concerns by modeling hypothetical scenarios for expansion of the station to the south, across the 101 Freeway near Commercial Street, where a third entry could be constructed to provide new vehicular parking and loading and pedestrian ingress and egress into Union Station via an elevated pedestrian bridge over the freeway.

The Union Station East/Vignes concept could also meet the objectives of the General Plan if new horizontal pedestrian connections were constructed over or under Vignes Street in order to provide high speed rail passengers with direct access to existing Union Station. Development of this site can be envisioned as a horizontal expansion of Union Station. The distance from high speed rail tracks to existing Union Station transit connections could potentially be reduced depending on the exact placement of station platforms to the east of Patsaouras Transit Plaza and Vignes Street. The Union Station East/Vignes option may require the acquisition of portions of two publicly owned parcels. Depending on the size of this station site, and whether it would require partial or full utilization of the City-owned site on the south side of Cesar Chavez Avenue and the Metro-owned site on the north, a new high speed rail station at this location could be scalable over time and allow for the development of expanded passenger loading, drop-off, and support facilities to serve station passengers as well as an expanded footprint of the current Union Station property.

Staff recommends that the City formally ask the CHSRA to analyze this station option as part of the DEIS/DEIR currently underway, in order to fully identify any potential impacts of this alternative and to compare with the impacts of an aerial alternative atop Union Station. Preliminary issues related to a Union Station East/Vignes concept include potential impacts to the City's Piper Technical Facility and the Metro Regional Rebuild Center as well as the reconfiguration of the street network to facilitate site development. Also, this option would place the station slightly farther from Downtown L.A.'s central business district.

In the full environmental review, the CHSRA could assess whether this option would require a partial or full relocation or reconfiguration of existing facilities at the Piper Technical Facility and the Metro Regional Rebuild Center sites, as well as identify possible mitigation measures in conjunction with the City and Metro. Further detail on the possible configuration of the station site would also allow for an assessment of necessary street improvements and/or reconfiguration to ensure maximum connectivity and appropriate facilities for vehicle drop-off and loading.

The additional distance of the station to the central business district should be studied for any potential impacts on system ridership and connectivity with local transportation systems. A horizontal connection to Union Station East/Vignes may or may not be longer or less desirable than a vertical connection at Union Station. If the Union Station East/Vignes concept is carried forward as a viable alternative to be studied in the DEIS/DEIR, this could be analyzed in further detail to ensure that a new high speed rail station meets both local and regional goals of creating a seamless multimodal transportation hub in Downtown of Los Angeles

River Revitalization Impacts of Station Options

In the immediate station vicinity, the Los Angeles River (River) flows several hundred to a thousand feet to the east and thus is not as directly affected by this component of the project. A Union Station

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

6

East/Vignes concept may present more opportunity than the Union Station aerial concept for improved pedestrian connections to the River, but this depends more on how the alignments approach the two station locations from the north and south along the banks of the River than the station location itself. This will be discussed in further detail below.

In May 2007, the City Council approved the Los Angeles River Revitalization Plan (LARRMP) which set forth goals, policies, and objectives that envisioned the restoration of a functional ecosystem and a continuous River Greenway and identified opportunities to connect neighborhoods to the River. The LARRMP was not yet adopted when the high speed rail project's program level EIS/EIR was approved by the CHSRA in 2005, so this is new information that the project level DEIS/DEIR should address in both the Los Angeles to Anaheim segment and the Los Angeles to Palmdale segment. The DEIS/DEIR should identify mitigation measures that promote the goals outlined in the LARRMP. The high speed rail project provides an opportunity to realize the City's intent to implement the LARRMP through partnerships with other government agencies.

Economic Development Impacts of Station Options

In the station vicinity, both the Union Station aerial option and Union Station East/Vignes options would provide tremendous potential for the City to realize economic development goals for the surrounding area. A central tenet of the Framework Element of the General Plan is for transit stations to function as a primary focal point of the City's development. The existing Alameda District Specific Plan has envisioned significant new development at and around Union Station that could be advanced with the addition of high speed rail service to this site. The Central City Community Plan also envisions a future "Park 101" freeway cap park that would help to knit back together the historic neighborhoods surrounding Union Station and the adjacent Civic Center which were divided by the construction of the 101 Freeway. The Union Station East/Vignes station option also has the potential to create new economic development opportunities as part of an expanded redevelopment on the east side of Union Station. New high speed rail service to Downtown L.A. will support and enhance the following objectives of the Transportation Element:

- Provide improved transportation services to support Citywide economic development activities and related economic revitalization initiatives.
- Actively seek opportunities for joint development projects which integrate land use and transportation facilities.

Through transformative design and master planning, the Union Station East/Vignes station concept could be linked in with Union Station to the west while also allowing for redevelopment in conjunction with the Los Angeles River Revitalization Master Plan (LARRMP). The existing Alameda District Specific Plan could potentially be expanded to cover a new, enlarged transit center that encompasses both historic Union Station and a new high speed rail station, with a renewed focus on regional transit, jobs, housing, and the Los Angeles River Greenway as envisioned in the LARRMP. Both station locations seem to be able to advance economic development objectives as adopted by the City in the Framework Element, Transportation Element, Community Plan, and Specific Plan for the area.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

7

2. ALIGNMENTS: LOS ANGELES TO ANAHEIM SEGMENT **Alternatives from Hobart Yard/City of Vernon to 1st Street Bridge**

Description:

The high speed rail alignment that is proposed to be carried forward in the DEIS/DEIR would enter the City from the southeast in an aerial configuration on the south side of the intersection of Washington Boulevard and Grande Vista Avenue, after leaving the Hobart Yard in the City of Vernon. This aerial track section would cross the Los Angeles River (River) on a new bridge to be constructed south of the historic Olympic Boulevard Bridge. Once on the west bank of the river, the high speed rail alignment would transition to an at-grade configuration along the existing rail right-of-way and pass under the historic bridges at Olympic, 7th Street, 6th Street, and 4th Street. The alignment would head north to a high speed rail station at or near Union Station, as discussed above.

A second alternative was also studied for this same segment that would have required a new aerial structure to cross over each of the historic bridges along this part of the River; however, this alternative was not recommended to be carried forward to the DEIS/DEIR due to the tremendous visual and historic impacts that would be created by spanning over all the River's bridges along this segment.

Staff has identified a third option for this segment, which was not considered in the AA report and which may warrant further study. This third option would entail the consolidation of rail and utility lines into a below grade trench where it abuts the west bank of the River from Olympic Boulevard to 1st Street. A rail trench, which could be capped over in sections, would reduce the visual and physical obstruction of introducing high speed rail on this important corridor while further mitigating safety and noise concerns.

Policy Discussion:

River Revitalization Impacts along the Hobart Yard/City of Vernon to 1st Street Bridge Alignment

The City of Los Angeles has adopted a number of plans and policies aimed at expanding open space opportunities and revitalizing the River as a green corridor, particularly in the vicinity of Downtown Los Angeles. Today, the River corridor through Downtown is lined with passenger and freight rail lines, as well as major utility lines, rail maintenance facilities, and industrial land uses. The River Greenway proposed in the LARRMP calls for a dedicated bicycle path on the west bank of the River and a multi-use trail on the east bank. To ensure consistency with the LARRMP, connections from the surrounding communities to the Greenway should not be impeded and opportunities should be sought that enhance and facilitate access to this important regional asset.

In addition to calling for a continuous River Greenway, the LARRMP foresees providing green arterial connections to the River and increasing direct pedestrian and visual access to the River. The proposed at-grade configuration of the high speed rail alignment along existing rail rights-of-way in this area would do the least to promote goals of improved River access and would simply prolong the existing unfavorable condition by placing what could be considered additional obstacles between communities and the River.

The proposed alignment through this corridor raises questions as to how the potential placement of new rail infrastructure along the riverbank might enhance or hinder the City's ability to meet River revitalization goals. City staff, in conjunction with other agencies that are involved in implementing the LARRMP, recommend that the CHSRA consider the viability of a trench option where the alignment abuts the River. This corridor already contains a convergence of rail and utility lines that pose challenges to River access. A trench that consolidates this infrastructure should be considered as a means to lessen the cumulative visual, economic, and environmental impacts that the addition of high speed rail service is likely to exacerbate.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

8

Nonetheless, the CHSRA-proposed at-grade alignment under the existing bridges may still allow for opportunities to provide access from these bridges down to the River. For example, a land bridge might be constructed atop various portions of the existing at-grade rail tracks to cover over them and thereby remove these challenging barriers to River access. The high speed rail Alternatives Analysis report does not present either of these as a component of the project, but neither does the recommended alignment appear to preclude these access improvements from being constructed. The DEIS/DEIR should address this issue and consider possible mitigation measures that address River access.

Economic Development Impacts along the Hobart Yard/City of Vernon to 1st Street Bridge Alignment

The high speed rail project alignment should also be evaluated in the context of the City's economic development strategies for the surrounding area. The Department of City Planning, and the Community Redevelopment Agency (CRA/LA), at the direction of the Mayor's office, completed an Industrial Land Use Policy Project (ILUP) in 2008 that reinforced the economic importance of retaining existing industrial lands and set forth a series of strategies to restrain future pressures to convert such lands to non-industrial uses. The ILUP, in conjunction with the development of the LARRMP, resulted in the vision of a Clean Tech Corridor for the stretch of industrial lands along the River from Washington Boulevard north to the Arroyo Seco confluence. The introduction of clean technologies to this area acknowledges that the goals of both the LARRMP and the ILUP are not mutually exclusive; and that industrial uses, especially those of clean technologies can co-exist with the limited residential uses that exist in the Artists-in-Residence District, can enhance future pedestrian and bicycle connections to the River, and can include stormwater mitigations that would improve the water quality of stormwater runoff and assist in the restoration of the currently degraded ecosystem. The Corridor is anchored on its southern boundary by a Clean Tech Manufacturing Center which is currently being developed by CRA/LA and which will serve as a model for future clean technology oriented developments.

The majority of the land immediately to the west of the proposed alignment is zoned for industrial uses, but the Artists-in-Residence District, stretching from 1st Street to 7th Street along the west bank of the River, encompasses a number of existing and planned live-work residential projects, consistent with the goals of the Central City North Community Plan. The Framework Element of the City's General Plan supports the connection of neighborhoods to regional open space resources such as the River Greenway, and the Central City North Community Plan contains a number of goals related to river revitalization efforts, including the acquisition of vacant land for open space and the utilization of public lands along the River for recreation and pedestrian and bicycle access.

In this corridor, the high speed rail project passes through or directly adjacent to the following CRA/LA project areas: Adelante Eastside, Central Industrial, and Little Tokyo. Each redevelopment project area has defined geographic boundaries and a redevelopment plan to guide revitalization of blighted areas and assurance that the blighting conditions, once removed, will not return. Although these plans did not directly anticipate the high speed rail project, they articulate a redevelopment vision for these areas which the project should help to implement. The massive investment in infrastructure that will come to these areas via the new rail system could be a very positive catalyst for achieving redevelopment goals. Some questions however remain as to how the proposed alignments might negatively impact economic development goals, including: 1) how the construction and operation of the system will affect sensitive uses in the vicinity, such as residential units and cultural landmarks, in terms of noise, vibration, and aesthetics (e.g., shade and shadow); 2) how the project will affect future use of the surrounding land; and, 3) how right-of-way acquisitions may impact key development sites or displace existing job-producing uses. The City and CRA/LA should continue to work with the CHSRA to ascertain and recommend mitigations for any potential impacts as part of the DEIS/DEIR currently underway.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

9

Alternatives from 1st Street Bridge to Downtown Los Angeles Station

Description:

From the 1st Street Bridge to a new Downtown Los Angeles high speed rail station north of the 101 Freeway, different alignments would be required in order to access each of the two proposed station options already discussed in this report. The Union Station aerial option takes the station's southern approach alignment into an aerial configuration that would cross over the 1st Street Bridge and veer to the northwest and away from the river's edge. The aerial structure would cross diagonally over the intersection of Vignes Street and Banning Street, curving between the City's Personnel Building and the Nishi Homba Hongwanji Buddhist Temple, and then continue northward across a recently constructed City facility housing the Personnel Department's Medical Services Division and the existing Department of Water and Power's Temple Street Facility, finally bridging over the 101 Freeway to land above the existing tracks at Union Station.

The Union Station East/Vignes option posed by City staff (see page 4) can be considered a modification of the West Bank trench option assessed in the Alternatives Analysis report, which continues the at-grade configuration under the 1st Street Bridge and begins lowering into a trench configuration that would run under the 101 Freeway to reach a station under Cesar Chavez Avenue. If a Union Station East/Vignes option is in a trench configuration, then the consolidation of existing west bank rail tracks north of 1st Street would be needed in order to allow for the high speed rail tracks to cross above or below them in a trench. If the Union Station East/Vignes station option is explored in an aerial configuration, the tracks could potentially become elevated north of the 1st Street Bridge rather than to the south, eliminating the need for an aerial structure to cross over the historic bridge. An aerial structure that rises north of 1st Street would have fewer potential visual impacts than a Union Station aerial option approach.

Policy Discussion:

Mobility and Transportation Connectivity Impacts along the 1st Street Bridge to Downtown Los Angeles Station Alignment

Beyond the station area itself which has already been described in detail, the project corridor should be evaluated for the extent to which the various alignment alternatives may improve or degrade the quality of the pedestrian environment along the route. In addition to pedestrian and bicycle accessibility goals of the LARRMP, the Central City North Community Plan seeks to promote walking and bicycling for recreation and as viable modes of transportation in the area. It is not anticipated that the high speed rail alternative proposed for this segment would sever existing linkages in the pedestrian and bicycle network but nor does the currently proposed Project alignment provide improvements to this network. A project alternative involving a consolidated trench configuration, similar to the one studied in the Alternatives Analysis report for the West Bank station approach, may provide new opportunities to expand non-motorized access across the rail rights-of-way and also further River goals.

An aerial approach, such as the one proposed for this segment in the Alternatives Analysis report, has the potential to impact the quality of the pedestrian environment on the streets below, including the 1st Street Bridge. The placement of an aerial guideway structure directly over streets and sidewalks could create corridors that would be undesirable for pedestrian activity in conflict with City objectives. The DEIS/DEIR should assess impacts such as these and identify appropriate mitigation measures to minimize impacts on pedestrian connectivity and affected properties.

River Revitalization Impacts along the 1st Street Bridge to Downtown Los Angeles Station Alignment

A Union Station East/Vignes station option would allow for an alternative alignment for the project that could be beneficial for improved River access in that it could result in the removal of existing barriers along this stretch if trench segments are capped over and opened up to the public. The Metro Red and

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009 10

Purple Line subways also surface in the area south of the 101 Freeway and coordination with Metro would be needed in order to maximize the benefits that could be afforded by this alternative. The CHSRA-proposed southern aerial approach to Union Station may have greater community impacts than a trench approach to a Union Station East/Vignes station option, as the aerial approach has potential aesthetic and noise issues that would need to be addressed in the Artists-in-Residence District and Little Tokyo neighborhoods in order to ensure the continued revitalization of these areas. The CHSRA-proposed aerial alignment neither detracts from, nor contributes to, improved River access along the segment from 1st Street north to the 101 Freeway crossing since it diverges from the River's edge at 1st Street. If this alignment is chosen, the existing at-grade rail facilities along this stretch of the River would likely remain in place.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

11

3. ALIGNMENTS: LOS ANGELES TO PALMDALE SEGMENT Alternatives from Downtown Los Angeles Station to Interstate 5

Description:

A separate Draft Alternatives Analysis report has been released for the portion of the Los Angeles to Palmdale project segment that extends from Los Angeles Union Station north to State Route 134 in the City of Glendale. The report analyzes three alternative alignments, referred to as LAP1A, LAP1B, and LAP1C, for the route between existing Union Station and the 5 Freeway.

Alternative LAP1A proceeds north from Union Station on an aerial structure, veers east along the existing Metrolink tracks, crosses the River, and then heads north along the east bank of the River in a trench. Alternative LAP1B heads out from Union Station on an aerial structure alongside the William Mead Housing project, turns east over Main Street and upon reaching the River turns north along the River bank. After crossing above the Spring and Broadway bridges, the train would descend to grade and continue north alongside the Metro Midway Yard before crossing the River at the location of the existing Metrolink bridge just south of Interstate 5. Alternative LAP1C follows an identical path of the LAP1B alternative with the exception that instead of descending to grade it would continue on a viaduct along Metro Midway Yard before rising to pass over the interchange of Interstate 5 and State Route 110 on an 80 foot tall viaduct.

After evaluating these alternatives in the context of the City's mobility, economic development, and River revitalization goals, Staff has identified Alternative LAP1A as the CHSRA-identified alignment that may best advance the City's numerous objectives for this corridor. These alignments are all based upon connecting with Union Station as an aerial high speed rail station. While the Union Station aerial option is the only station option proposed for further consideration by the CHSRA, City Staff recommends the consideration of a second station option (Union Station East/Vignes) in the DEIS/DEIR. Alternative alignments that would connect with a Union Station East/Vignes station option were not considered in the draft Alternatives Analysis report.

Staff has identified potential alignments leading north from a Union Station East/Vignes station option that would need to be studied in conjunction with that station location. Should the DEIS/DEIR consider the Union Station East/Vignes Option in a trench configuration, the high speed rail tracks could continue in a consolidated trench along with the other existing rail lines and utility infrastructure along the west bank of the River before crossing just south of the 5 Freeway at the location of the existing Metrolink bridge. Alternatively, if the Union Station East/Vignes station option is considered in an aerial configuration, the high speed rail tracks could cross the River at the existing Metrolink tracks and continue in a trench on the east side of the River, as presented for the LAP1A alignment (described above). Each of these new alternatives would need to be analyzed in the DEIS/DEIR in order to fully assess the benefits and impacts of a consolidated west or east bank trench solution.

Policy Discussion:

Mobility and Transportation Connectivity Impacts along the Downtown Los Angeles Station to Interstate 5 Alignment

Project alternatives with trench configurations, such as Alternative LAP1A and the City staff-identified alternatives leading north from a Union Station East/Vignes station option, may actually present opportunities to improve pedestrian and bicycle connectivity in the area if they are capped over and can remove the existing rail infrastructure impediments through consolidation. Alternative LA1PA is the only CHSRA-identified option that would allow for a rail trench configuration through this corridor, and, as such, it has clear advantages that could include the consolidation of all rail, including new high speed rail tracks and existing Amtrak and Metrolink tracks, into a trench on the east side of the River. A trench has the advantage of facilitating pedestrian connections at the surface through decking over segments of the alignment and providing communities with new access to the River Greenway in this

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

12

area. While not stated explicitly in the Alternatives Analysis, this trench could potentially also incorporate the current Metrolink tracks that run along the west bank of the River (given enough right-of-way along the east bank), which would result in improved connectivity on both sides of the River.

Project alternatives with aerial configurations, such as Alternative LAP1B and LAP1C north of Union Station above Main Street, have the potential to impact the quality of the pedestrian environment on the street below. The placement of an aerial guideway structure directly over streets and sidewalks could create corridors that may be undesirable for pedestrian activity and may be in conflict with plan objectives.

Impacts to local mobility and connectivity should be assessed as part of the project's environmental review, in that the project has the potential to be designed in a way that improves pedestrian mobility and lessens community impacts in support of adopted City policies.

River Revitalization Impacts along the Downtown Los Angeles Station to Interstate 5 Alignment

In addition to improved connectivity, land adjacent to a new rail trench also has the potential to be developed with parks and open space. Trenching would reduce visual impairment on the area and help to reconnect the River to adjacent communities. The removal of at-grade tracks and the potential parklands that could result from a capped rail trench would provide sufficient room to fully develop the proposed River Greenway along both River banks which would further the goals of the LARRMP.

Aerial tracks through this area, as proposed in Alternatives LAP1B and LAP1C, could interfere with efforts to improve River access and would result in the addition of significant new rail infrastructure in an area where it is envisioned by the LARRMP to be removed, consolidated, or covered. If aerial tracks are pursued, mitigation measures would need to be investigated to minimize these impacts.

The Arroyo Seco confluence is a particularly sensitive area, ecologically, historically, visually, and culturally, and the proposed high speed rail crossing at this location is an at-grade trestle, similar to the existing rail crossing. The importance of the confluence of the Arroyo Seco and Los Angeles River cannot be underscored, as this location is recognized as one of the areas first described by early settlers and long served native populations with fresh water, shade, and food. The area is currently impacted by both concrete linings and the aerial freeways that crisscross above, and the addition of at-grade high speed rail tracks has the potential to exacerbate this condition. The project's DEIS/DEIR should consider opportunities for wildlife, pedestrians, and bicyclists alike to cross the River and Arroyo Seco at this point, and support the City's effort to complete the Rim of the Valley Trail through the area. Other potential mitigations could include the removal of the Arroyo Seco's concrete lining beneath the new rail crossing, aiding in River restoration efforts envisioned in the LARRMP.

Economic Development Impacts along the Downtown Los Angeles Station to Interstate 5 Alignment

Alternatives LAP1B and LAP1C would likely impose impacts upon the "Cornfields" area that may discourage, or even prohibit, the revitalization efforts currently contemplated for the area as described in the March 2009 Draft of the Cornfield Arroyo Seco Specific Plan (currently under development by the City Planning Department). The aerial structures contained in these alignments should be studied with respect to visual impacts to the William Mead public housing community, the Los Angeles State Historic Park, Ann Street Elementary School, Main Street, and the River Corridor, as well as economic development goals related to the future use of surrounding land. This area is identified as a part of the City's Clean Tech Corridor, and the high speed rail project should be constructed and operated in a way that ensures the future viability of adjacent land for use by clean technology industries.

In Alternative LAP1C, the aerial structure along Main Street and the west bank of the River would reach farther north before descending to grade level, thereby extending the range of potential impacts that a

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

13

new elevated structure could have along the River corridor. The high speed rail project's DEIS/DEIR should consider the City's planning efforts and economic development strategies for this area in its analysis of aerial structure impacts, particularly related to noise, vibration, and shade/shadow impacts.

Alternatives from Interstate 5 to State Route 2

Description:

There are two alternative alignments proposed for this segment through the Taylor Yard area. One alternative is identified as the San Fernando Road Alignment and the other is titled the Existing Metrolink Alignment. Both alignments run adjacent to the Rio de Los Angeles State Park and both involve trench configurations, which may pose new opportunities to connect to the River in this area.

The San Fernando Road Alignment would move the existing Metrolink tracks into a new trench which could facilitate future access from the State Park to the River. In addition, removal of the rail barrier could open up opportunities for ecosystem restoration. At the same time this alignment would add rail infrastructure alongside an already busy vehicular arterial and could create further barriers for the community to access the River if not sufficiently decked over. Alternatively, appropriate design features could establish the trench as a "green" amenity. Details would need to be closely followed to ensure that such improvements were designed.

The Existing Metrolink Alignment trench utilizes the current rail right-of-way through Taylor Yard, and could be designed as described for the Road Alignment so that access is facilitated between the State Park and the River. Both the San Fernando Road and Existing Metrolink Alignments are recommended by the Alternatives Analysis report to be carried forward for further study in the Los Angeles to Palmdale DEIS/DEIR, which is several months behind the projected timeline for the Los Angeles to Anaheim segment.

Policy Discussion:

River Revitalization Impacts along the Interstate 5 to State Route 2 Alignment

This alignment is within the area of the U.S. Army Corps' L.A. River Ecosystem Restoration Feasibility Study and potential interference with habitat creation or River channel changes in this area should be avoided. Due to the proposed configuration of each of the two alternative alignments in a trench configuration, and that the trench structure is described as having a cap at certain intervals to allow for pedestrian access, neither of the two alternative appears to exacerbate the existing barriers to the River currently posed by Metrolink tracks and San Fernando Road. If the San Fernando Road Alignment is chosen through Taylor Yard and is able to consolidate existing Metrolink tracks from the current rail right-of-way along the River, the high speed rail project may actually improve River access by removing the existing infrastructure barrier. Access to the River from the Rio de Los Angeles Park would then become unimpeded and additional space would allow for ecosystem restoration to occur much as described in the LARRMP. Based on this initial information, therefore, the San Fernando Road alignment seems to offer more benefits to River revitalization than the Existing Metrolink Alignment. If the existing right-of-way alignment is chosen, River access could still be improved by capping over a new trench through this corridor; although, it may not allow for the additional benefits of broader ecosystem restoration that could be achieved through a relocation of the existing rail corridor to a trench along San Fernando Road.

Economic Development Impacts along the Interstate 5 to State Route 2 Alignment

The Taylor Yard area is also contained within the study area of a potential Northeast Los Angeles River Redevelopment Plan, which stretches from the 110 Freeway on the south to the 134 Freeway on the north. On August 12, 2009, the City Council authorized CRA/LA to conduct planning and feasibility

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

14

studies for a possible future redevelopment project in this area, with a focus on improving the viability of industrial land and implementing key elements of the LARRMP. Existing industrial operations such as the Media Center complex at the north end of Taylor Yard could benefit from a consolidated rail trench that might yield a better configuration of land for job-producing uses. As with the City's River revitalization goals, economic development goals seem to be most enhanced through the San Fernando Road trench alternative with extensive capping to allow for better access across the rail lines. Both alternatives will be studied further in the Los Angeles to Palmdale DEIS/DEIR, which will allow for a more informed discussion of potential benefits and impacts.

Alternatives from State Route 2 to State Route 134

Description:

From the 2 Freeway north to the 134 Freeway, there is only a single high speed rail alignment considered in the Alternatives Analysis report. This alignment follows the existing rail right-of-way that straddles the City's border with Glendale and is proposed to be built in an at-grade configuration either to the west or east of the existing Metrolink tracks, with some right-of-way widening necessary.

Policy Discussion:

Mobility and Transportation Connectivity Impacts along the State Route 2 to State Route 134 Alignment

The addition of high speed rail tracks to this corridor may potentially result in reduced access to the industrial areas of the City of Los Angeles that lie along this corridor between the Los Angeles River to the west and the existing Metrolink tracks to the east. Potential impacts to the local street network are of particular concern, especially for truck access to industrial parcels, but also for pedestrian access to the River from points east. The Alternatives Analysis report notes that local roads with existing grade crossings in this area could be closed as a result of the project. There are three at-grade crossings of the existing railway at Chevy Chase Drive, Broadway and Doran Street that would need to be closed or grade separated. Grade separation would be achieved by realigning the roads above or below the railway. The DEIS/DEIR should consider the impacts of any potential closures on the local transportation system.

River Revitalization Impacts along the State Route 2 to State Route 134 Alignment

The northern portion of this corridor is adjacent to the LARRMP's "River Glen" opportunity area, which is one of five target areas described in the LARRMP. A key water quality improvement project is envisioned at the confluence of the Verdugo Wash and the Los Angeles River, just north of the 134 Freeway, but this is outside of the area described in the Alternatives Analysis report so information about a proposed crossing here is not yet known. Although the alignment south of the 134 Freeway is not directly along the bank of the River, an at-grade configuration in the rail right-of-way along San Fernando Road could reduce connectivity and River access if grade crossings are too limited. The project's environmental analysis should consider River access impacts in addition to transportation system impacts as a result of any possible closures.

Economic Development Impacts along the State Route 2 to State Route 134 Alignment

In addition to planned water quality improvements, the River Glen opportunity area is also identified as an industrial retention area for this segment of the River. The industrial district between the rail right-of-way and the River currently suffers from the lack of a functioning circulation system, and the City's economic development strategies envision infrastructure improvements that would improve transportation connectivity in order to promote the location of job-producing industrial uses in this area. This area is also within the above-mentioned CRA/LA study area for redevelopment. As described previously, any road closures should be carefully studied as they could negatively impact connectivity in

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

15

this corridor, and, in turn, hamper the City's economic development goals. The design of new grade crossings should consider the needs of large trucks that serve the area, in particular with regard to height and grade requirements.

Sylmar/Northeast San Fernando Valley Station and Alignments

Considerations for Future Alternatives Analysis Report:

The high speed rail corridor re-enters Los Angeles at the City's border with Burbank near San Fernando Road and Hollywood Way in Sun Valley and continues along the existing rail corridor through Pacoima and the City of San Fernando, with a potential new station at Sylmar. The Alternatives Analysis report for this section of the Los Angeles to Palmdale project segment has not been released as of the date of this report and, as such, has not been analyzed to the same level of detail as the segments near Downtown and along the Los Angeles River. Initial concerns for this corridor are the selection of an appropriate station site to serve the San Fernando Valley and the extent of aerial structures that may potentially create visual barriers between communities along the route. Staff recommends continuing coordination with the CHSRA on this alignment to ensure that the City receives more detailed information as it becomes available.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

California High Speed Rail Alignment and Station Options for the City of Los Angeles
August 26, 2009

16

4. OTHER HIGH SPEED RAIL ISSUES: Cultural and Historic Preservation

The high speed rail corridor, particularly in the vicinity of Downtown Los Angeles and in proximity to the Los Angeles River, contains some of the oldest and most historically important resources in the City of Los Angeles. In particular, the series of River bridges extending from Olympic Boulevard on the south to Broadway on the north crisscross the rail alignment and will require further study to evaluate potential impacts. Staff recommends that the DEIS/DEIR appropriately assess any potential impacts to these significant structures and work with the City's Office of Historic Resources to identify possible mitigation measures as necessary.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

ATTACHMENT B: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in Alternatives Analysis (released June 2009)

SR-134 to Rio de Los Angeles State Park

- Street, pedestrian and bicycle connections over/under rail tracks between industrial area west of San Fernando Road and Glendale to the east, to ensure viability of industrial land; in particular, the proposed closure of Doran Street is problematic; if Doran Street closure is unavoidable, nearest access point (Brazil/Broadway) should be expanded to provide for an enhanced and higher capacity entrance to the industrial tract
- Sound attenuation and green screen near all residential buildings
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)

Rio de Los Angeles State Park to Union Station

- Sound attenuation and green screen near all residential buildings; visual and noise impacts may especially affect the William Mead housing site due to its proximity to potential alignments
- Consolidation of rail facilities in a single trench north of I-5 through Rio de Los Angeles State Park to SR-2
- Consolidation of rail facilities into a single alignment on the east side of the river, including placing the maximum amount of tracks into a trench starting from the Arroyo Seco confluence continuing south of the Main Street Bridge; alternatively, consolidate all track at-grade on east bank with contribution of funds to new, elevated Main Street viaduct (HSR funds that would otherwise be used for aerial structure through this corridor) that crosses over existing and new rail tracks allowing them to remain at grade in the immediate vicinity of the current Main Street crossing
- Installation of multipurpose pathway along east bank of river, from Rio de Los Angeles State Park to south of the Main Street Bridge; pathway could be aerial in segments where the rail is at grade, possibly in vicinity of Broadway, Spring, and Main Street bridges; this could mitigate visual impacts by affording pedestrians and bicyclists elevated views of the downtown skyline and river corridor
- Development of confluence area park at Arroyo Seco
- Trenches should be covered in substantial portions with surface developed as park area and in ways to facilitate access to park areas between rails and river
- Avoid impacts to San Antonio Winery; if high speed rail tracks are aerial adjacent to winery, provide for pedestrian access to river under rail bridge
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)
- Leverage funding for river restoration demonstration project at "Bowtie" parcel (G1) as feasible
- Leverage funding to implement LARRMP at G2 parcel for use as expanded river channel and riverfront open space (extensive cleanup required) as feasible

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

ATTACHMENT B: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in Alternatives Analysis (released June 2009)

Union Station Area

- Station design and new mixed-use shared parking/loading/drop-off facility (not stand-alone parking)
- Maximize multimodal connectivity
- Maximize development opportunities through station design by providing access to a number of adjacent sites, incorporating circulation improvements and ensuring visual access and connectivity
- Design all new facilities to be sensitive to historic structures including Union Station and Terminal Annex
- Minimize adverse impacts on buildings proximate to Union Station complex
- Recapture River frontage and access through this corridor as feasible through consolidation and trenching of rail tracks

South of Union Station (Los Angeles to Anaheim segment; included for reference)

- Metrolink/Amtrak Run-through tracks should be included in the high speed rail track guideway south from Union Station to south of 1st Street Bridge to minimize impacts on neighborhood south of Union Station/US-101
- Facilitate "Park101" freeway cap park project over US-101 and river linkage along Commercial Street
- Create series of pedestrian and bicycle connections to the west and east banks of the River, over the tracks, between 1st St and Olympic Blvd. Bridges
- Pickle Works Building at 1st Street Bridge has potential to be transformed into a river and rail museum; creation of public viewing area on rooftop could help to mitigate visual impacts of aerial HSR tracks crossing over 1st Street Bridge
- Support acquisition of sites along west bank of river, between 4th and 6th Street bridges, to provide opportunities for cleantech development and new open space
- Sound attenuation near residential and institutional buildings in the Arts District
- Mitigations for under aerial tracks (open space, pedestrian connectivity, art, allowance for jobs-producing business occupancies, etc.)
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)

General

- Wherever HSR is grade separated, existing rail tracks should be grade separated as opportunities exist
- Where HSR Authority requires full acquisition of impacted parcels, unused fragments should be leveraged for economic development potential or developed as public open space
- Wherever displacements of existing uses are necessary, business relocation efforts should be aggressively pursued, with a focus on relocating businesses within the City of Los Angeles
- Pursue establishment of mitigation bank to fund ongoing and future open space and river revitalization efforts in the corridor

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401
CITY PLANNING COMMISSION

WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
ROBIN R. HUGHES
FR. SPENCER T. KEZIOS
CINDY MONTAÑEZ
BARBARA ROMERO
MICHAEL K. WOOD
JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP
DIRECTOR
(213) 978-1271

VINCENT P. BERTONI, AICP
DEPUTY DIRECTOR
(213) 978-1272

JOHN M. DUGAN, AICP
DEPUTY DIRECTOR
(213) 978-1274

EVA YUJAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
(213) 978-1270
www.planning.lacity.org

August 4, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

**RE: CALIFORNIA HIGH SPEED RAIL ALIGNMENT AND STATION OPTIONS FOR THE
CITY OF LOS ANGELES**

Dear Mr. Morshed,

Since the recent release of the Alternatives Analysis (AA) reports for local sections of the California High Speed Rail project, the City of Los Angeles has raised a number of questions regarding the project alignment and station options currently being studied in the vicinity of Downtown Los Angeles and Sylmar. City staff will be preparing formal comments on the recommendations contained in these reports, but first ask that you review the attached questions (Attachment A) and provide a written response with additional information regarding the project.

The Department of City Planning and Department of Transportation believe that at least two station options and alignments should continue to be studied for Downtown Los Angeles. In addition to studying the Aerial Station at Union Station option, we request that the Authority include the LA River West Bank station option as a second alternative to be evaluated in the Draft Environmental Impact Statement/Environmental Impact Report (DEIS /DEIR). The City is currently reviewing possible additional station options for further evaluation.

In response to a Council motion, City staff will also be assessing the details of the proposed alternatives for consistency with locally adopted policies for transportation and land use. As such, we are providing you with a partial list of adopted city goals and policies related to the state high speed rail project that will be used in our assessment (Attachment B). Our report will help to identify local impacts and suggest mitigations for incorporation as part of the project's environmental clearance process.

It is our understanding that the Office of Councilmember Ed Reyes, chair of the City Council's Ad Hoc River Committee, will also be contacting you to schedule a follow up presentation to the Committee in which some of these questions could be addressed. We would appreciate a response to this inquiry in advance of any such meeting. In the meantime, if you have any questions please contact Nick Maricich at (213) 978-2666.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

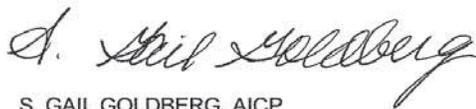
California High Speed Rail

2

August 4, 2009

The California High Speed Rail project is a major transportation investment that has the potential to transform the City of Los Angeles and improve mobility throughout the region and the state. We look forward to coordinating with you on this important project.

Sincerely,



S. GAIL GOLDBERG, AICP
Director of Planning

cc: Deputy Mayor Jaime de la Vega
Deputy Mayor Bud Ovrom
Councilmember Ed Reyes, Council District 1
Office of Council District 2
Councilmember Dennis Zine, Council District 3
Councilmember Tom LaBonge, Council District 4
Councilmember Paul Koretz, Council District 5
Councilmember Tony Cardenas, Council District 6
Councilmember Richard Alarcon, Council District 7
Councilmember Bernard Parks, Council District 8
Councilmember Jan Perry, Council District 9
Councilmember Herb Wesson, Council District 10
Councilmember Bill Rosendahl, Council District 11
Councilmember Greig Smith, Council District 12
Council President Eric Garcetti, Council District 13
Councilmember Jose Huizar, Council District 14
Councilmember Janice Hahn, Council District 15
Carmen Trutanich, City Attorney
Rita Robinson, General Manager, Department of Transportation
Tony Royster, General Manager, Department of General Services
Gary Lee Moore, City Engineer, Department of Public Works
Cecilia Estolano, CEO, Community Redevelopment Agency of Los Angeles
Arthur Leahy, CEO, Metropolitan Transportation Authority

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Attachment A

Questions from the City of Los Angeles to the California High Speed Rail Authority (CHSRA)

1. Understanding that compromises may be necessitated by physical constraints, as well as funding considerations, what does CHSRA consider to be the attributes of an optimum, fully functional and well designed station for Downtown Los Angeles, in terms of capacity, design, and location?
2. In Section 4.13.4 of the AA Report, a table compares three alternatives for providing access to Downtown Los Angeles with a series of evaluation measures. The LA River West Bank Station is shown to be the cheapest of the three options considered, and, in a number of the evaluation measure categories, has fewer impacts than an aerial station option at Los Angeles Union Station (LAUS). Why is this alternative being discarded so early in the process?
3. The Department of City Planning and Department of Transportation believe that the LA River West Bank option should be carried forward as an alternative to be evaluated in the Draft EIS/EIR. According to the AA Report, this option has advantages including significant redevelopment opportunities, and easier access for construction. It offers relatively straight north and south approaches and may also have advantages of greater accessibility to parking and greater opportunities for future expansion. Can the AA Report be amended to include this option for further review?
4. The AA Report evaluates three major options for a station location in Downtown Los Angeles. Have any other station options been considered? If so, what locations were discussed?
5. The aerial station option at LAUS includes an alignment that appears to feature two 90 degree turns on the north approach, and two 45 degree turns on the south approach. Is there another viable option that would not have these turns? Will this alignment significantly compromise speed, travel time, and convenience of service?
6. The aerial option under study has been realigned in part to address the City's concerns regarding impacts to the Arts District. Relative to an optimum station referenced in Question 1 above, what other compromises have been made with the aerial station option? What are the biggest compromises?
7. Downtown Los Angeles would be a "flagship" station location, as we understand that all trains operating on the system will make a stop here. The AA Report states that the Downtown Los Angeles station would have six tracks and three platforms. Is this sufficient for the largest station in the system? Why not seven or eight tracks?

1

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Attachment A

8. The Evaluation Measures in the AA Report do not include a measure for scalability of the station? Should this be included? This will be the largest station in system, with multi-modal features and there will eventually be a need to expand capacity.
9. Is CHSRA providing any assistance to local cities for station development?
10. What support facilities will be developed in conjunction with the high speed rail? (i.e., platforms, stations, parking, vertical and horizontal circulation, ticketing, luggage security, etc.)
11. Is the Aerial LAUS alternative constrained due to Union Station's passenger capacity?
12. The evaluation measures in the AA Report do not include a measure for parking accessibility and consideration of the feasibility of constructing an adjacent parking structure for each of the station options. Should this be included in the AA Report? Can this be included in the environmental analysis?
13. How large of a parking structure will be needed at the Downtown Los Angeles and Sylmar stations, and what location options have been analyzed? Will CHSRA be building parking structures for stations as part of the high speed rail project? Will traffic analyses be prepared to assess the potential impacts associated with high speed rail stations and associated parking facilities? Will CHSRA be studying and mitigating potential impacts from the high speed rail project on the local street and transit networks around stations?
14. To accommodate support columns for proposed aerial track segments, will the project result in significant street reconstructions/reconfigurations or in public right-of-way takes, particularly on roadways between 1st Street and the 101 Freeway in Downtown Los Angeles?
15. What visual impacts would the aerial structure have? Shade and shadow? What other impacts? Noise, vibration?
16. How can important view corridors be preserved in conjunction with the aerial alignment option to serve Los Angeles Union Station, particularly along principal roadways in the vicinity of the First Street Bridge?
17. What uses/structures/activities can be built/co-exist (below, above, around) with the aerial structure? Would the area around new aerial tracks become unusable?

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Attachment A

18. How does design speed of the track alignment through a particular area affect land use compatibility? Are there land use "best practices" that have been documented from past experience of high speed rail operations in other countries? Can the California High Speed Rail Authority (CHSRA) provide City staff with the expected typical and maximum top train speeds along all proposed alignments through the city limits?
19. What types of mitigations is CHSRA considering for communities that may be negatively impacted by project construction activities?
20. What types of mitigations are being considered for communities that may be negatively impacted by the operation of the high speed rail system?
21. What opportunities exist to facilitate river connections along the alignment options?
22. Why did the AA Report not consider trenching of rail tracks along the river south of Union Station? Can this be evaluated in the environmental analysis?
23. What outreach has CHSRA conducted with departments of the City of Los Angeles? What input has been received that has affected the results of the Alternatives Analysis?
24. What outreach has CHSRA conducted with local communities in the City of Los Angeles? What stakeholders have been involved?
25. The City of Los Angeles Department of Public Works is currently studying options for the rehabilitation or replacement of the 6th Street Viaduct. Has CHSRA looked at the various replacement options and considered implications for the high speed rail project?
26. The Alternatives Analysis for the LA to Anaheim segment indicates that a maintenance and layover facility will be required near Union Station, but that the options for siting this facility are currently being studied and will be analyzed in a separate technical memorandum. What locations are being considering for this facility near Union Station, and when is the technical memorandum expected to be released? How are the Metropolitan Transportation Authority's rail and bus facility expansion plans being coordinated with this? Are shared and/or consolidated facilities being considered?

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Attachment B

Selected Goals and Objectives from the City's General Plan Related to High Speed Rail

The following goals, policies and objectives are identified in the Framework Element of the General Plan:

- Continue to expand the role of Union Station as the major regional hub for Amtrak, Metrolink, Metro Rail, and, in the future, high speed rail service. Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and job training opportunities.
- Maintain Downtown Los Angeles as the primary economic, governmental, and social focal point of Los Angeles, while increasing its residential community. In this role the Downtown Center will continue to accommodate the highest development densities in the City and function as the principal transportation hub for the region.
- Foster the development of higher-density mixed-use projects within one-quarter mile of rail and major bus transit facilities.
- Encourage the development of land uses and implement urban design improvements guided by the Downtown Strategic Plan
- Encourage new development in proximity to rail and bus transportation corridors and stations. It is intended that a considerable mix of uses be accommodated to provide population support and enhance activity near the stations. The incorporation of extensive streetscape amenities to promote pedestrian activity is encouraged in these areas.
- Transit stations to function as a primary focal point of the City's development.
- Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations.
- Include bicycle parking areas and facilities.
- Modify parking standards and trip generation factors based on proximity to transit.
- Design streets to serve multiple users and serve multiple functions.
- Provide for the joint use of open space with existing and future public facilities.
- Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the city.
- Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit

1

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Attachment B

stations, and as areas of public access in private joint development at transit station locations.

- Support the policies and objectives of the Urban Greenways Plan/Network as a foundation for promoting and maintaining a trail system with the City. Connect adjoining neighborhoods to one another and to regional open space resources such as the Los Angeles River system.

The following goals, policies and objectives are identified in relevant Community Plans and Specific Plans:

Central City North Community Plan

- Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.
- Preserve community character, scale, and architectural diversity.
- Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.
- Support the existing artists-in-residence in Central City North as a cultural resource for the community.
- The numerous large rail yards and other industrially planned parcels located in predominantly industrial areas should be protected from development by other uses which do not support the industrial base of the City and the community.
- Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
- To encourage improved local and express bus service through the Central City North community and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities and rail facilities.
- Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.
- To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
- To promote pedestrian oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Attachment B

- Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and/or pedestrians.
- Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.
- Encourage continuing efforts by County, State, and Federal agencies to acquire vacant land for publicly owned open space.
- Coordinate with City Departments, neighboring cities, and County, State, and Federal agencies to utilize existing public lands such as flood control channels, utility easements, and Department of Water and Power properties for such recreational uses as hiking, biking, and horseback riding.
- Install utilities underground through assessment districts or other funding, when possible.
- Assist in the aggregation of smaller, older [industrial] sites to facilitate revitalization or reuse, where appropriate.
- Provide improvements along principal streets, at major identified intersections and edges which clearly distinguish these as major entries to the City. Such improvements may include elements such as signage, landscaping, vertical pylons and/or distinctive treatments.

Alameda District Specific Plan

- Provide continued and expanded development of the [Union Station] site both as a major transit hub for the region, and as a mixed-use development providing office, hotel, retail, entertainment, tourism, residential and related uses within the Specific Plan area, in conformance with the goals and objectives of local and regional plans and policies.

Sylmar Community Plan

- Locate higher residential densities near commercial centers, the commuter rail station, and bus routes where public service facilities, utilities, and topography will accommodate this development.
- Locate senior citizen housing projects in neighborhoods within reasonable walking distance of health and community facilities, services, and public transportation.
- Preserve existing views of hillside and mountainous areas.
- Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Attachment B

- Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
- Develop an intermodal mass transportation plan to implement linkages to future rail service.
- Support the completion of the commuter rail station at Hubbard Street and Truman Street.
- Maximize opportunities for affordable housing and pedestrian access adjacent to the commuter rail station.
- Focus growth, as appropriate, around transit stations, specifically near the Sylmar-San Fernando Commuter Rail Station.
- Preserve existing stable single family neighborhoods.
- Promote child care facilities and other human service facilities at transit stations as part of joint development with MTA, the City of Los Angeles and/or the City of San Fernando.
- Encourage the provision of safe, attractive, and clearly identifiable transit stops with user friendly design amenities.
- Encourage the provision of changing rooms, showers, and bicycle storage at new and existing non-residential development and public places such as the Metrolink Station.
- Designate generalized locations on the Plan Map for pedestrian and bikeway access from Hubbard Street, Truman Street, and the extension of Old San Fernando Road and First Street to the Metrolink Station.

The following goals, policies and objectives are identified in the Transportation Element of the General Plan:

- Provide improved transportation services to support Citywide economic development activities and related economic revitalization initiatives.
- Promote the multi-modal function of transit centers (bus and rail) through improved station design and management of curb lanes to facilitate transfers between modes (e.g. rail to bus or shuttle or taxi).
- Continue to expand the role of Union Station as the major regional hub for Amtrak, Metrolink, Metro Rail, and high-speed rail service.
- Actively seek opportunities for joint development projects which integrate land use and transportation facilities.

4

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

Attachment B

- Seek the cooperation of all City departments and other agencies to develop innovative transportation solutions.

The following goals, policies and objectives are identified in the Los Angeles River Revitalization Master Plan:

- Create a continuous river Greenway.
- Provide opportunities for continuous and uninterrupted movement along the River. Note: The Greenway would provide a dedicated bicycle path on the south and west side of the River, and a multi-use trail on the north and east side.
- Establish a River buffer area within and adjacent to the River that meets riparian or upland habitat requirements.
- Connect neighborhoods to the River.
- Provide green arterial connections to the River.
- Create safe, non-motorized routes between the River and cultural institutions, parks, civic institutions, transit-oriented development, schools, transit hubs, and commercial and employment centers within 1 mile of the River.
- Increase direct pedestrian and visual access to the River.

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

CURRENTLY PROPOSED SAN FERNANDO VALLEY GRADE SEPARATIONS FOR HSR

Draft 3/20/14

Note: All comments provided herein by the City are preliminary, and the proposed grade separations for HSR are subject to further review and comment by the City of Los Angeles.

Information From CHSRA				Feedback from City of LA		
Existing At-Grade Crossing / Grade Separations	Probable Grade Separation Type	City	Additional Remarks from CHSRA	Intersection / Area Characteristics	Concerns / Suggestions	Questions for CHSRA
Roxford Street	Road Undercrossing	Los Angeles	Options developed to provide grade separation for HSR and Metrolink	<ul style="list-style-type: none"> Heavy truck traffic at this crossing, located near freeway exit 	<ul style="list-style-type: none"> Concern about impacts of grade separation, especially on west side of ROW Trenching rail would have least impacts to surrounding area 	<ul style="list-style-type: none"> Why are HSR and Metrolink separated from each other at this crossing? How deep is proposed road undercrossing and how far west will this impact land uses? If HSR is aerial at this crossing, why does the street need to be lowered?
Bledsoe Street	Cul-de-sac	Los Angeles	Low traffic volume	<ul style="list-style-type: none"> Equestrian trail crossing at this location 	<ul style="list-style-type: none"> Investigate options for preserving equestrian trail crossing options at this location 	<ul style="list-style-type: none"> What's the alternative route for vehicular, bicycle, and pedestrian traffic if this crossing is closed? Is substantial truck traffic being diverted?
Polk Street	Road overcrossing	Los Angeles	Existing storm drain may preclude undercrossing. Overcrossing may have lower impact to residential properties east of HSR. Design objective is to maintain existing roadway elevation.			<ul style="list-style-type: none"> See General Comments below Need clarification: Would Polk roadway be overcrossing or at existing elevation?
Hubbard Avenue	Road undercrossing	San Fernando	Undercrossing appears to provide better circulation and have lower overall impact. Will lower existing roadway elevation	<ul style="list-style-type: none"> Major bus/multimodal connections at Hubbard and San Fernando Road 	<ul style="list-style-type: none"> Maintain pedestrian circulation from west of tracks to Metrolink station Maintain transit circulation/connectivity 	<ul style="list-style-type: none"> Although the crossing is not within the City of LA, due to impacts to the City of LA, staff should be consulted to develop the plan for this crossing.
Paxton Street	Road undercrossing	Los Angeles	SR 118 ramps may preclude overcrossing. Undercrossing may provide better connectivity to shopping mall east of HSR. Will lower existing roadway elevation.	<ul style="list-style-type: none"> Major truck traffic at this location 	<ul style="list-style-type: none"> Check updated data because new businesses have located here recently The new businesses utilize Paxton for deliveries. The driveway closest to San Fernando Road is heavily utilized by Costco for deliveries. 	<ul style="list-style-type: none"> Has trenching HSR and Metrolink been considered?
Van Nuys Blvd.	Road undercrossing	Los Angeles	HSR vertical clearances are higher than roadway vertical clearance, therefore road undercrossing reduces overall footprint and maintains existing transit interchange and connectivity. Will lower existing roadway elevation.	<ul style="list-style-type: none"> High pedestrian volumes here with transit connections Pacoima Community Design Overlay (CDO) and Streetscape Plan has been adopted by the City for this area 	<ul style="list-style-type: none"> Pedestrian circulation needs to be maintained East SF Valley Corridor transit project will be major consideration here; need to incorporate /not preclude various alternatives under consideration Incorporate CDO and Streetscape Plan elements with any future changes 	<ul style="list-style-type: none"> Has trenching HSR and Metrolink been considered? The East San Fernando Corridor Transit project may utilize light rail in the future and accommodations should be made for this eventuality.
Pierce Street	Cul-de-sac	Los Angeles	Low traffic volume		<ul style="list-style-type: none"> Consider installation of additional traffic controls on Van Nuys Blvd to accommodate re-routed traffic. 	<ul style="list-style-type: none"> See General Comments below
Osborne Street	Road undercrossing	Los Angeles	FAA airspace requirements for Whiteman Airport preclude overcrossing. Will lower existing roadway elevation			<ul style="list-style-type: none"> Has trenching HSR and Metrolink been considered?
Branford Street	Rail overcrossing	Los Angeles	Road overcrossing precluded due to impacts associated with the required clearances over the Tujunga Wash. May need to lower existing roadway elevation.			<ul style="list-style-type: none"> Is HSR still considering a maintenance facility in this area?

Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

CURRENTLY PROPOSED SAN FERNANDO VALLEY GRADE SEPARATIONS FOR HSR

Draft 3/20/14

Note: All comments provided herein by the City are preliminary, and the proposed grade separations for HSR are subject to further review and comment by the City of Los Angeles.

Information From CHSRA				Feedback from City of LA		
Existing At-Grade Crossing / Grade Separations	Probable Grade Separation Type	City	Additional Remarks from CHSRA	Intersection / Area Characteristics	Concerns / Suggestions	Questions for CHSRA
Sheldon Street	Road undercrossing	Los Angeles	Overcrossing precluded due to impacts associated with the required clearances over the Tujunga Wash. Will lower existing roadway elevation.			• See General Comments below
Tuxford Street	Road undercrossing	Los Angeles	Proximity of existing I-5 overcrossing at Tuxford may preclude overcrossing. Will lower existing roadway elevation.	• Tuxford Green project adjacent to this crossing • Drainage issues in this area	• A traffic bottleneck may exist at the present time in this area and the future design must solve and not exacerbate the condition. • Will require ROW and geometric redesign etc.	
Penrose Street	Cul-de-sac at track crossing	Los Angeles	Low traffic volumes and existing Tuxford St. grade separation could accommodate Penrose St. traffic		• Maintain access to the Sun Valley Metrolink Station • Major impacts likely because of freeway access. May need to add offramp to SB I-5 to connect to San Fernando Road. • See General Comments below	• What about freeway on/off ramps at this location? • Would ramps be reconfigured/redirected to accommodate vehicles requiring access across the tracks? • Consider trenching HSR and Metrolink which would coincide with proposed trenching at Sunland Blvd.
Sunland Blvd.	Road overcrossing rail w/both HSR and Metrolink in Trench	Los Angeles	Proposed level of HSR, as it drops to provide clearance under FAA airspace requirements at Burbank Airport, may preclude undercrossing. May need to raise existing roadway elevation	• Sunland Valley Community Design Overlay (CDO) and Streetscape Plan has been adopted by the City for this area	• Rail trenching option minimizes street-level impacts • Incorporate CDO and Streetscape Plan elements with any future changes	• Will adjacent streets be impacted? Impact should be minimized.
Arvilla Avenue	Cul-de-sac at the Burbank Station	Los Angeles	Low traffic volume		• Consider any impacts to existing truck movements • See General Comments below	• Consider trenching HSR and Metrolink which would coincide with proposed trenching at Sunland Blvd.
*Hollywood Way	Rail overcrossing	Burbank	Design objective is to maintain existing roadway elevation		• Consider Metro/Metrolink current plans to build new Metrolink station with connection to Bob Hope Airport. How will this impact HSR plans?	

* Existing/proposed grade separations to remain

General Comments regarding above proposed grade separations include the following:

- Comments provided herein are from the Los Angeles departments of City Planning and Transportation, and the Bureau of Engineering. CHSRA should seek comment from all City departments affected by the proposed grade separations, including Police and Fire Departments regarding access for emergency response.
- Consider impacts to circulation of traffic, resulting circuitous routes, and impacts to the community
- City is concerned about impacts of grade separations on existing roadway ROW, east and west of crossings. Sufficient ROW needs to be maintained.
- Ensure that grade separations do not interfere with pedestrian and bicycle access and mobility.
- Proposed cul-de-sacs, which would have impacts on all modes, will require mitigation. Cul-de-sacs should be avoided if possible. Seek community input for mitigations.
- As a result of these grade separations, some parcels may lose driveway access. This may require mitigation and compensation to the owners.
- With roadway undercrossings, there may be drainage issues which will need to be addressed
- For those grade separations where there are both "big and little" San Fernando Roads, the grade separation design must incorporate access to both roads.

Submission L002 (Katherine J. King, Los Angeles County, Department of Parks and Recreation, September 11, 2014)



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

Russ Guiney, Director

John Wicker, Chief Deputy Director

September 11, 2014

Sent via email: burbank_los.angeles@hsr.ca.gov

Mr. Mark A. McLoughlin
Director of Environmental Services
ATTN: Burbank to Los Angeles Section
California High-Speed Rail Authority
Southern California Regional Office
700 North Alameda, Room 3-532
Los Angeles, CA 90012

Dear Mr. McLoughlin:

**NOTICE OF PREPARATION OF A PROJECT ENVIRONMENTAL IMPACT
REPORT/ ENVIRONMENTAL IMPACT STATEMENT FOR THE CALIFORNIA
HIGH-SPEED RAIL SYSTEM BURBANK TO LOS ANGELES SECTION**

The Notice of Preparation of an EIR/EIS for the Burbank to Los Angeles section of the California High-Speed Rail System has been reviewed for potential impact on the facilities of the Los Angeles County Department of Parks and Recreation (DPR). Construction of the project as described in the Notice of Preparation may impact facilities under the jurisdiction of this Department.

In reference to Exhibit 1, #2 Los Angeles River Extension Trail (County) and #65 Rim of the Valley Trail (Multi-jurisdictional) of this Department are in the vicinity of the proposed rail alignments. These trail alignments either bisect or run parallel to one or more of the High Speed Rail alternatives. DPR's main concern is for continued multi-use (equestrian, hiking and mountain bicycling) trail connectivity. Solutions to possible conflicts between the final alignment of the High Speed Rail alternatives and County trails include: trail under-crossings and re-routing. DPR will require recordation of trail easements and construction of trails in specific areas where the final alignment of the High Speed Rail intersects existing or proposed Board-adopted County trails, and multi-jurisdictional trails, such as the Rim of the Valley Trail. We look forward to continued collaboration with the Federal Railroad Administration, California High Speed Rail Authority, throughout the project planning process.

DPR is also concerned over aesthetics, noise and air quality impacts during the construction and operation. The impacts associated with the proposed project may affect trail user's experience within the County's regional trail network and trail segment linked within other jurisdictions and trail systems. Mitigation for aesthetics impacts should

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 351-5198

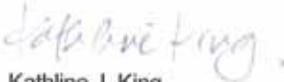
Submission L002 (Katherine J. King, Los Angeles County, Department of Parks and Recreation, September 11, 2014) - Continued

Mr. Mark A. McLoughlin
September 11, 2014
Page 2

include vegetative screening of the project site so that it can create visual relief for the trail users.

Thank you for including this Department in the review of this notice. Should you have any questions regarding trails, please contact Mr. Robert Ettleman at (213) 351-5134 or rettleman@parks.lacounty.gov. For any other inquiries, please contact Ms. Jul Ing Chien at (213) 351-5129 or jchien@parks.lacounty.gov.

Sincerely,



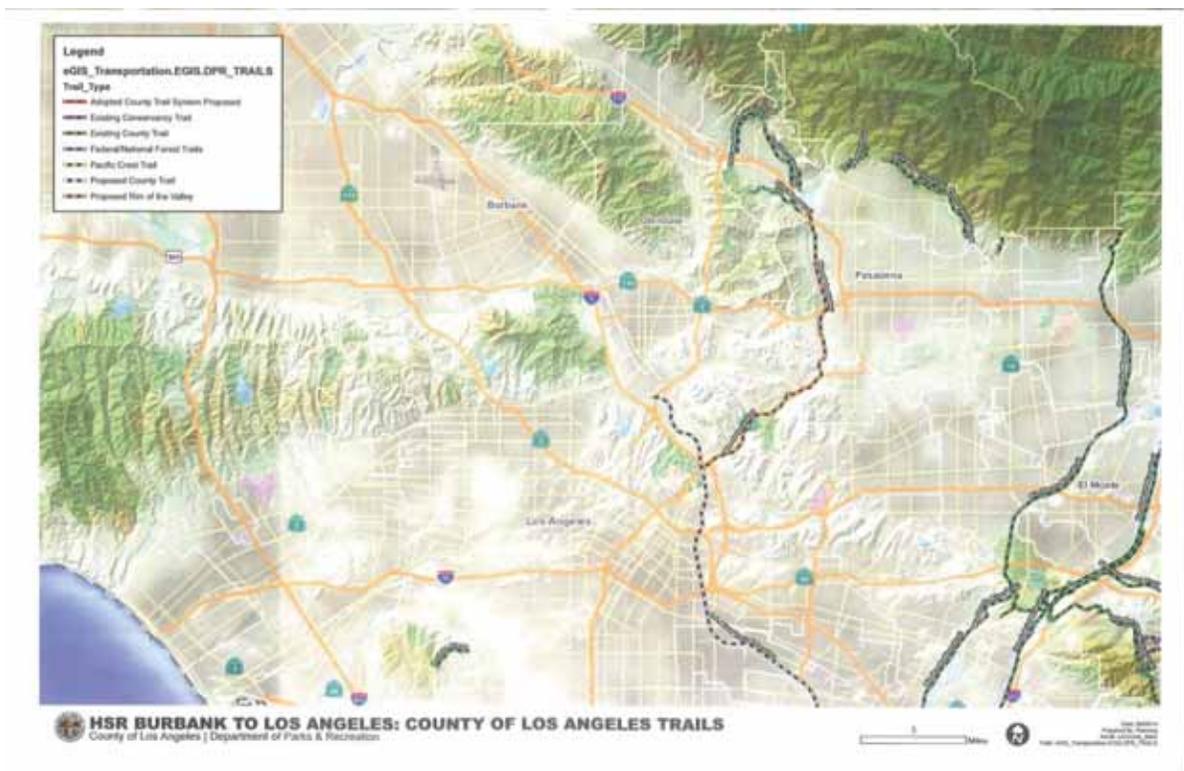
Kathline J. King
Chief of Planning

KK: JIC: OR/It's Response to CA High Speed Rail Burbank to LA Section

Enclosure : NOP/IS CA High Speed Rail Burbank to LA Section – Trail Review Map

c: Parks and Recreation (N. E. Garcia, F. Moreno, R. Ettleman, H. Sohm, D. LaCroix)

Submission L002 (Katherine J. King, Los Angeles County, Department of Parks and Recreation, September 11, 2014) - Continued



Submission L003 (Matthew Dubiel, County of Los Angeles, Department of Public Works, August 27, 2014)

Burbank - Los Angeles - RECORD #59 DETAIL

Status : Pending
Record Date : 8/27/2014
Response Requested :
Submission Date : 8/27/2014
Affiliation Type : Local Agency
Interest As : Local Agency
Submission Method : Email
First Name : Matthew
Last Name : Dubiel
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone : (626) 458-4921
Email : MDUBIEL@dpw.lacounty.gov
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues : Mr. McLoughlin:

Below, please find additional comments from our Department regarding the IS-NOP associated with the Burbank to Los Angeles Section of the California High-Speed Rail (HSR) system proposed by the California High-Speed Rail Authority. We respectfully request that you take these comments into consideration (along with our previous comments transmitted on August 21, 2014) when developing the Draft Environmental Impact Report for this project.

* The proposed project alignments may impact existing or planned projects along the River, projects that are consistent with the City's Los Angeles River Revitalization Plan, and the County's Los Angeles River Master plan. It is advised that the project proponent work with representatives from the City and the County during the planning and design phase of the project. Additionally, any impacts shall be disclosed in the Draft Environmental Impact Report (DEIR).

* The Army Corps of Engineers and the City of Los Angeles are undertaking an LA River Ecosystem Restoration Study which was recently approved by the Federal Government. Alternative 20 was the selected alternative and the most ambitious plan of the study, which proposes restoration at Piggyback Yard, the Cornfields, Taylor Yard, Verdugo Wash, and the remaining portions of the LA River from Downtown LA to Verdugo Wash (11-mile stretch). The High Speed Rail project should be consistent with Alternative 20 of the Los Angeles River Feasibility Ecosystem Feasibility Study.

* Many of our open channels tie into and outlet to the Los Angeles River. There are significant efforts by stakeholders to integrate trail systems along these channels. Please allow for connectivity along our Flood Control systems, both for trails connectivity and for maintenance access. Discussions in this regard shall be included in the DEIR.

* At the crossing with Tuxford in the Sun Valley, we identified a possible conflict with the alignment and depth of our Sun Valley Upper Storm Drain System. We had met with the High Speed Rail design team and discussed possible solutions. After sharing the depths and alignment, the High Speed Rail team notified us that there will be no impacts to our large storm drain and

Submission L003 (Matthew Dubiel, County of Los Angeles, Department of Public Works, August 27, 2014) - Continued

that our current design did not need to be modified in any way. As such, we are continuing forth with the original design alignment and depths. If you have any questions regarding the above comments, please contact Kevin Kim of Public Works' Watershed Management Division at (626) 458-4356 or kkim@dpw.lacounty.gov<<mailto:kkim@dpw.lacounty.gov>>.

If you have any other questions or require additional information, please contact Matthew Dubiel of Land Development Division at (626) 458-4921.

Thank you.

Matthew Dubiel, P.E.
County of Los Angeles Department of Public Works
Land Development Division, Subdivision Mapping Section,
CUP/CEQA/B&T Planning Unit
* (626) 458-4921 *(626)458-4949
Please click here to take our customer service
survey<<http://dpw.lacounty.gov/general/survey/index.cfm?pid=lilhMCAK>>

[cid:image001.png@01CBF9AC.9D3EF0B0]

From: Dubiel, Matthew
Sent: Thursday, August 21, 2014 5:16 PM
To: 'burbank_los.angeles@hsr.ca.gov'
Cc: Burger, Steve; Nyivih, Anthony; 'abaker@ceo.lacounty.gov'; 'osahagun@ceo.lacounty.gov'
Subject: Burbank to Los Angeles Section EIR/EIS

Mr. McLoughlin:

Thank you for the opportunity to review the Notice of Preparation/Initial Study associated with the Burbank to Los Angeles Section of the California High-Speed Rail System. Attached please find comments from the County of Los Angeles Department of Public Works.

If you have any questions please feel free to contact us.

Thank you.

<< File: 2014-08-21 CA HSR, Burbank to LA, LACDPW Comments.pdf >>

Matthew Dubiel, P.E.
County of Los Angeles Department of Public Works
Land Development Division, Subdivision Mapping Section,
CUP/CEQA/B&T Planning Unit
* (626) 458-4921 *(626)458-4949
Please click here to take our customer service
survey<<http://dpw.lacounty.gov/general/survey/index.cfm?pid=lilhMCAK>>

<< OLE Object: Picture (Device Independent Bitmap) >>
[cid:image001.png@01CBF9AC.9D3EF0B0]

EIR/EIS Comment :	Yes
Need PI Response :	Yes- Standard Response
General Viewpoint on Project :	
Attachments :	2014-08-21 CA HSR, Burbank to LA, LACDPW Comments.pdf (47 kb)

Submission L003 (Matthew Dubiel, County of Los Angeles, Department of Public Works, August 27, 2014) - Continued



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: LD-2

August 21, 2014

Mr. Mark A. McLoughlin, Director of Environmental Services
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Attention Burbank to Los Angeles Section EIR/EIS

**INITIAL STUDY-NOTICE OF PREPARATION (IS-NOP)
CALIFORNIA HIGH-SPEED RAIL SYSTEM
BURBANK TO LOS ANGELES SECTION
SCH NO. 2014071073**

We completed our review of the Initial Study-Notice of Preparation (IS-NOP) associated with the Burbank to Los Angeles Section of the California High-Speed Rail (HSR) system proposed by the California High-Speed Rail Authority. The proposed project would include several potential alignments that would link the San Fernando Valley to the City of Los Angeles with an HSR system on fully grade-separated, dedicated tracks. The proposed project, which is approximately 13 miles long and generally follows existing railroad right of way, is located within the County of Los Angeles, extending from the City of Burbank in the north to the City of Los Angeles in the south. The project corridor would begin near the Bob Hope (Burbank) airport in the City of Burbank and end at Union Station in the City of Los Angeles. Alignment alternatives also pass through the City of Glendale.

The following are our comments for your consideration and relate to the environmental document only:

General Comment

1. We would like the opportunity to review the Draft Environmental Impact Report (DEIR) when it becomes available so that the full extent of impacts to the County of Los Angeles Department of Public Works-maintained and Los Angeles County Flood Control District (LACFCD)-owned infrastructure can be determined. The DEIR should disclose all impacts, permanent and temporary, that would occur within unincorporated County areas and LACFCD properties. Detailed alignment maps, plans, and impact analyses should be submitted to the County for review and included in the DEIR so that adequate assessments can be made as to the how the HSR project affects County and LACFCD infrastructure.

Submission L003 (Matthew Dubiel, County of Los Angeles, Department of Public Works, August 27, 2014) - Continued

Mr. Mark A. McLoughlin
August 21, 2014
Page 2

If you have any questions regarding the general comment, please contact Matthew Dubiel of Public Works' Land Development Division at (626) 458-4921 or mdubiel@dpw.lacounty.gov.

Geology and Soils

1. Geotechnical reports should be included in the Environmental Impact Report as necessary.

If you have any questions regarding the geology and soils comment, please contact Jeremy Wan of Public Works' Geotechnical and Materials Engineering Division at (626) 458-4923 or jwan@dpw.lacounty.gov.

Hydrology and Water Quality

1. The alignment of the proposed project crosses flood protection channels. Although some reaches of these channels are owned and maintained by the US Army Corps of Engineers (Corps), the LACFCD and other cities have storm drain systems that outlet into these reaches and the flood protection function of LACFCD's and the cities drains would be adversely impacted by any reduction in the capacity of the Corps' channel reaches or interference with their function during storm season. Similar adverse impacts could occur if any of the LACFCD's channels were reduced in capacity or interfered with during storm season. Any rail project proposing to use this alignment needs to include measures and construction phasing so as to not reduce the functional or flow-carrying capacity of any flood protection facility, negate or interfere with the operation and function of any of the LACFCD's or other entities flood protection facilities during storm season (October 15 through April 15), nor block LACFCD's or other entities' access to any of their flood protection facilities.

If you have any questions regarding hydrology and water quality comment No. 1, please contact Patricia Wood of Public Works' Water Resources Division at (626) 458-6131 or pwood@dpw.lacounty.gov.

2. Since the alignment of the proposed project will impact LACFCD infrastructure and/or right of way, the DEIR should include discussion regarding securing applicable LACFCD permits and, if deemed necessary, to enter into a "Use Agreement" with the LACFCD as part of the project plan development process.

If you have any questions regarding hydrology and water quality comment No. 2, please contact Armond Ghazarian of Public Works' Watershed Management Division at (626) 458-7149 or aghazar@dpw.lacounty.gov

Submission L003 (Matthew Dubiel, County of Los Angeles, Department of Public Works, August 27, 2014) - Continued

Mr. Mark A. McLoughlin
August 21, 2014
Page 3

Transportation/Traffic

1. Although it appears from the IS-NOP that County intersections and roadways are not impacted by this project, if it is determined that the alignment will pass through unincorporated County-maintained roadways/intersections, the DEIR should analyze the potential impacts, permanent and temporary, to all affected intersections and roadways.
2. Although the IS-NOP indicates that the project consists of fully-grade separated improvements, if it is determined that at-grade rail crossings are necessary, the DEIR should address any increased vehicle delays from operating trains for crossings located within the unincorporated areas of the County of Los Angeles.

If you have any questions regarding transportation/traffic comment Nos. 1 or 2, please contact Andrew Ngumba of Public Works' Traffic and Lighting Division at (626) 300-4851 or angumba@dpw.lacounty.gov.

3. Although it appears from the IS-NOP that County intersections and roadways are not impacted by this project, if it is determined that the alignment will pass through unincorporated County-maintained roadways/intersections, detailed plans should be submitted to the County for review and approval to determine the impacts of the project and identify any conflicts with existing County-maintained roadways. Any modifications to existing roadway geometry and drainage patterns will need to be carefully evaluated and disclosed in the DEIR.

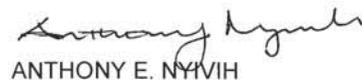
If you have any questions regarding transportation/traffic comment No. 3, please contact Shailesh Patel of Public Works' Road Maintenance Division at (626) 447-5972 or spatel@dpw.lacounty.gov.

Conclusion

If you have any other questions or require additional information, please contact Anthony Nyivih of Land Development Division at (626) 458-4900 or anyivih@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works



ANTHONY E. NYIVIH
Assistant Deputy Director
Land Development Division
MD:tb

SB

P:\stpub\SUBPCHECK\Plan \Zoning\Projects submit by Other Agencies\Ca High Speed Rail System-Burbank to LA Project\IS-NOP\2014-08-04 Submittal\2014-08-15 CA\HSR_Bur-LA_LACDPW.doc

cc: Chief Executive Office (Olga Sahagun, Anthony Baker)

Submission L004 (Gail Farber, County of Los Angeles, Department of Public Works, August 23, 2014)



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: LD-2

August 21, 2014

Mr. Mark A. McLoughlin, Director of Environmental Services
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Attention Burbank to Los Angeles Section EIR/EIS

**INITIAL STUDY–NOTICE OF PREPARATION (IS-NOP)
CALIFORNIA HIGH-SPEED RAIL SYSTEM
BURBANK TO LOS ANGELES SECTION
SCH NO. 2014071073**

We completed our review of the Initial Study–Notice of Preparation (IS-NOP) associated with the Burbank to Los Angeles Section of the California High-Speed Rail (HSR) system proposed by the California High-Speed Rail Authority. The proposed project would include several potential alignments that would link the San Fernando Valley to the City of Los Angeles with an HSR system on fully grade-separated, dedicated tracks. The proposed project, which is approximately 13 miles long and generally follows existing railroad right of way, is located within the County of Los Angeles, extending from the City of Burbank in the north to the City of Los Angeles in the south. The project corridor would begin near the Bob Hope (Burbank) airport in the City of Burbank and end at Union Station in the City of Los Angeles. Alignment alternatives also pass through the City of Glendale.

The following are our comments for your consideration and relate to the environmental document only:

General Comment

1. We would like the opportunity to review the Draft Environmental Impact Report (DEIR) when it becomes available so that the full extent of impacts to the County of Los Angeles Department of Public Works-maintained and Los Angeles County Flood Control District (LACFCD)-owned infrastructure can be determined. The DEIR should disclose all impacts, permanent and temporary, that would occur within unincorporated County areas and LACFCD properties. Detailed alignment maps, plans, and impact analyses should be submitted to the County for review and included in the DEIR so that adequate assessments can be made as to the how the HSR project affects County and LACFCD infrastructure.

Submission L004 (Gail Farber, County of Los Angeles, Department of Public Works, August 23, 2014) - Continued

Mr. Mark A. McLoughlin
August 21, 2014
Page 2

If you have any questions regarding the general comment, please contact Matthew Dubiel of Public Works' Land Development Division at (626) 458-4921 or mdubiel@dpw.lacounty.gov.

Geology and Soils

1. Geotechnical reports should be included in the Environmental Impact Report as necessary.

If you have any questions regarding the geology and soils comment, please contact Jeremy Wan of Public Works' Geotechnical and Materials Engineering Division at (626) 458-4923 or jwan@dpw.lacounty.gov.

Hydrology and Water Quality

1. The alignment of the proposed project crosses flood protection channels. Although some reaches of these channels are owned and maintained by the US Army Corps of Engineers (Corps), the LACFCD and other cities have storm drain systems that outlet into these reaches and the flood protection function of LACFCD's and the cities drains would be adversely impacted by any reduction in the capacity of the Corps' channel reaches or interference with their function during storm season. Similar adverse impacts could occur if any of the LACFCD's channels were reduced in capacity or interfered with during storm season. Any rail project proposing to use this alignment needs to include measures and construction phasing so as to not reduce the functional or flow-carrying capacity of any flood protection facility, negate or interfere with the operation and function of any of the LACFCD's or other entities flood protection facilities during storm season (October 15 through April 15), nor block LACFCD's or other entities' access to any of their flood protection facilities.

If you have any questions regarding hydrology and water quality comment No. 1, please contact Patricia Wood of Public Works' Water Resources Division at (626) 458-6131 or pwood@dpw.lacounty.gov.

2. Since the alignment of the proposed project will impact LACFCD infrastructure and/or right of way, the DEIR should include discussion regarding securing applicable LACFCD permits and, if deemed necessary, to enter into a "Use Agreement" with the LACFCD as part of the project plan development process.

If you have any questions regarding hydrology and water quality comment No. 2, please contact Armond Ghazarian of Public Works' Watershed Management Division at (626) 458-7149 or aghazar@dpw.lacounty.gov

Submission L004 (Gail Farber, County of Los Angeles, Department of Public Works, August 23, 2014) - Continued

Mr. Mark A. McLoughlin
August 21, 2014
Page 3

Transportation/Traffic

1. Although it appears from the IS-NOP that County intersections and roadways are not impacted by this project, if it is determined that the alignment will pass through unincorporated County-maintained roadways/intersections, the DEIR should analyze the potential impacts, permanent and temporary, to all affected intersections and roadways.
2. Although the IS-NOP indicates that the project consists of fully-grade separated improvements, if it is determined that at-grade rail crossings are necessary, the DEIR should address any increased vehicle delays from operating trains for crossings located within the unincorporated areas of the County of Los Angeles.

If you have any questions regarding transportation/traffic comment Nos. 1 or 2, please contact Andrew Ngumba of Public Works' Traffic and Lighting Division at (626) 300-4851 or angumba@dpw.lacounty.gov.

3. Although it appears from the IS-NOP that County intersections and roadways are not impacted by this project, if it is determined that the alignment will pass through unincorporated County-maintained roadways/intersections, detailed plans should be submitted to the County for review and approval to determine the impacts of the project and identify any conflicts with existing County-maintained roadways. Any modifications to existing roadway geometry and drainage patterns will need to be carefully evaluated and disclosed in the DEIR.

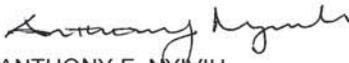
If you have any questions regarding transportation/traffic comment No. 3, please contact Shailesh Patel of Public Works' Road Maintenance Division at (626) 447-5972 or spatel@dpw.lacounty.gov.

Conclusion

If you have any other questions or require additional information, please contact Anthony Nyivih of Land Development Division at (626) 458-4900 or anyivih@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works


ANTHONY E. NYIVIH
Assistant Deputy Director
Land Development Division
MD:tb

P:\stpub\SUBPCHECK\Plan \Zoning\Projects submit by Other Agencies\Ca High Speed Rail System-Burbank to LA Project\IS-NOP\2014-08-04 Submittal\2014-08-15 CA_HSR_Bur-LA_LACDPW.doc

cc: Chief Executive Office (Olga Sahagun, Anthony Baker)

Submission L005 (Don Sepulveda, Los Angeles County Metropolitan Transportation Authority, August 25, 2014)



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

August 25, 2014

Frank Vacca
Chief Program Manager
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

RE: California High-Speed Rail (HSR) System Los Angeles to Burbank Section– Notice of Preparation

Dear Mr. Vacca,

Thank you for the opportunity to comment on the proposed California High Speed Rail project (HSR) Burbank to Los Angeles Section. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in Los Angeles County and the relation to our facilities and services that may be affected by the proposed project.

In April of 2007, Metro responded to the Notice of Preparation (NOP) for the Palmdale to Los Angeles segment. The comments in that letter still stand and should be taken into consideration in response to the amended NOP addressing the Los Angeles to Burbank segment.

In this segment of the HSR project, including the east and west banks of the Los Angeles River, Metro owns the right-of-way (ROW) that is operated by the Southern California Regional Rail Authority (SCRRA) for the Metrolink commuter rail service. In addition, Amtrak operates intercity and long distance passenger rail service while the Union Pacific Railroad and the BNSF Railway conduct freight railroad operations. The proposed HSR project will be within or adjacent to this ROW, therefore, any work in this segment must be reviewed and approved by Metro Regional Rail and the SCRRA. As a result, mitigations to the existing facilities may be necessary to preserve LACMTA's long term interest for the corridor.

The addition of the Initial Operating Segment (IOS) terminus in Burbank creates the need for substantial conventional passenger railroad infrastructure to support the HSR system. It is expected that Metrolink and possibly Amtrak may provide the connection from that terminus to Los Angeles Union Station. It is important that the existing rail infrastructure be upgraded to meet the increased demand. In addition, it should be noted that there are numerous at-grade crossings in this segment. It is our understanding that the California High Speed Rail Authority (CHSRA) is studying route options that takes the HSR system away from the Metro owned ROW. However, the need for additional passenger rail service necessary to serve the IOS may create the need for additional grade separations of the existing railroad ROW to maintain safety and alleviate congestion.

The additional infrastructure that will be necessary to serve the IOS should be funded through support from the CHSRA. Although there is the Memorandum of Understanding (MOU) under which the CHSRA is providing \$1 Billion of advance investment in the region, the infrastructure that may be needed goes beyond that defined in the prioritized projects in that MOU. This infrastructure can be developed to have independent utility between the existing rail system and the HSR project. Additional advance funding of infrastructure with independent utility that will advance the HSR project will provide local benefit to communities and passengers of the existing passenger rail network and will be beneficial to the HSR system.

Submission L005 (Don Sepulveda, Los Angeles County Metropolitan Transportation Authority, August 25, 2014) - Continued

California High Speed Rail Los Angeles to Burbank Section-- LACMTA COMMENTS
August 25, 2014
Page 2

It is understood that the high speed train will operate in a completely sealed corridor with no at-grade pedestrian or vehicle crossings. Metro supports the efforts that the CHSRA has taken to assure the safety of the passengers and the communities where the high speed trains will operate. Where the HSR project is within or adjacent to Metro right-of-way, a grade separation of all tracks, including conventional passenger and freight tracks will be necessary.

Metro is the owner of Los Angeles Union Station (LAUS). Any efforts to connect the HSR to LAUS must be coordinated through Metro. Metro will soon be completing the Union Station Master Plan (USMP). The USMP team has been working closely with members of the HSR team to ensure that the USMP's treatment of a HSR station serving LAUS is based on the most recent and accurate information available. The USMP will illustrate a HSR station serving LAUS through a below grade station that runs diagonally north/south under Vignes and underneath the City of Los Angeles' Piper Tech facility. This station will be connected to the broader LAUS property through a below grade passageway as well as at street level. While illustrating this approach, Metro remains committed to having an HSR station serving LAUS and can be flexible in the configuration of this station connection. We request that the Environmental Impact Report give strong consideration to the USMP approach, and that the CHSRA continue its coordination efforts with Metro as all of the alternatives to serve LAUS are studied. For the most up to date information on the USMP, please visit <http://www.metro.net/projects/la-union-station/> or contact Jenna Hornstock at 213-922-7437 or at hornstockj@metro.net.

In its role as funding agent for Los Angeles County transportation projects, Metro has provided funding for many transit, bikeway, pedestrian, street widening, freeway, signal technology, transportation enhancements and other improvement projects throughout the past several years. Metro encourages all possible preservation of these recent civic improvements in the consideration of alignment and station designs as HSR progresses into more detailed design. Specifically, Metro is constructing several projects in the vicinity of LAUS. These include the Regional Connector, expansion of the Metro Rail Facilities at 320 S. Santa Fe Street, Los Angeles (Division 20), the Metro-owned development project adjacent to Division 20 at One Santa Fe, and the Metro Bus facilities at 630 W. Avenue 28, Los Angeles (Division 3). Any construction timing conflicts should be coordinated, and the final design and operation of these projects must not be impacted by the HSR project. Furthermore, the CHSRA should examine these projects and ensure that HSR has no design conflicts with these projects.

The HSR system will parallel an active freight corridor. Any consideration of potential HSR impacts to freight rail service in Los Angeles County should be in compliance with Metro Goods Movement policies. Metro requests a thorough evaluation of impacts and benefits to goods movement.

Metro sees the opportunities for multi modal joint development within L.A. County. In order to maximize these opportunities, please coordinate your joint development activities with Metro by contacting Jenna Hornstock (information provided above).

The HSR project is important for the future of California. We are looking forward to continue to work with the CHSRA as this project is brought to Los Angeles County. If you have any questions please contact Don Sepulveda at 213-922-7491 or by email at Sepulvedad@metro.net.

Sincerely,



Don A. Sepulveda, P.E.
Executive Officer, Regional Rail

Submission L006 (Deirdre West, Metropolitan Water District, August 26, 2014)



August 14, 2014

Hand Delivery

Mr. Mark A. McLoughlin
Director of Environmental Services
California High Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Dear Mr. McLoughlin:

Notice of Intent and Scoping to Prepare a
Draft Environmental Impact Report/Environmental Impact Statement
for the California High Speed Rail System-Burbank to Los Angeles Section

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Federal Register Notice of Intent (NOI) for the California High Speed Rail Authority (Authority) to prepare an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the Burbank to Los Angeles Section of the California High Speed Rail (HSR) System project in Los Angeles County, California. The Authority proposes to construct, operate, and maintain an electric-powered steel-wheel-on-steel-rail HSR System, approximately 800 miles long, capable of operating speeds up to 220 mph on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. Work on the HSR is underway in the Central Valley. This proposed project would continue this effort between Burbank and Los Angeles Union Station. The HSR corridor that was selected by the Authority and Federal Railway Administration in the Statewide Program EIR/EIS follows Soledad Canyon from the City of Palmdale to the community of Sylmar in the City of Los Angeles and then follows the Metro/Metrolink Railroad line to Burbank Airport and on to Los Angeles Union Station. Specific station configuration options will be evaluated in the Burbank to Los Angeles Section EIR/EIS, so as to support station area development policies to encourage transit-friendly development near and around HSR stations. Though several alignment options exist for the Burbank to Los Angeles Section, all alignments generally parallel Interstate Route 5. This letter contains Metropolitan's comments to the proposed project as a Responsible Agency.

Metropolitan owns and operates the 42-inch-inside-diameter Santa Monica Feeder within the proposed project area of the Burbank to Los Angeles Section. The Santa Monica Feeder extends through the proposed project boundaries in a northeast-southwest direction and is located below Verdugo Avenue.

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: P.O. Box 54153, Los Angeles, California, 90054-0153 • Telephone: (213) 217-6000

Submission L006 (Deirdre West, Metropolitan Water District, August 26,
2014) - Continued

Mr. McLoughlin
Page 2
August 14, 2014

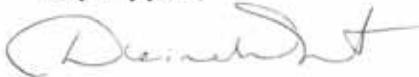
Based on a review of the proposed project boundaries, the project has potential to impact Metropolitan's Santa Monica Feeder. Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to its facilities in order to maintain and repair its system. In order to avoid potential conflicts with Metropolitan's facilities and rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval.

The placement or removal of fill over our pipelines may be restricted because of design cover limits. In addition, the procedures for and specifications of construction equipment to be used for the removal and placement of soil in proximity to Metropolitan's pipelines must be submitted to Metropolitan for review and approval a minimum of 30 days prior to starting work in the vicinity of our pipelines. Metropolitan will not permit procedures that could subject the pipelines to excessive vehicle impact or vibratory loads. Procedures for the removal and placement of soil over pipelines must be such that excessive unbalanced loads are not imposed on these pipelines. Any future design plans associated with this project should be submitted to the attention of Metropolitan's Substructures Team. Approval of the project should be contingent on Metropolitan's approval of design plans for portions of the proposed project that could impact its facilities.

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easement of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation and plans for this project. For further assistance, please contact Ms. Michelle Morrison at (213) 217-7906.

Very truly yours,



Deirdre West
Manager, Environmental Planning Team

MM:rdl

J:\Environmental Planning&Compliance\COMPLETED JOBS\July 2014\EPT Job No. 2014073602

Enclosures: Planning Guidelines and Map of Metropolitan Facilities in Project Vicinity

This Page Intentionally Left Blank

Appendix F.4

Letters From Elected Officials

**NO COMMENT SUBMISSIONS FROM ELECTED OFFICIALS WERE RECEIVED FOR THE
BURBANK TO LOS ANGELES NOP/NOI DURING THE SCOPING PERIOD**

Appendix F.5
Letters From Businesses
and Organizations

Business or Organization	Submission Number	Page Number
CMI Management, Inc.	B001	F.5-1
Glendale Rancho Neighborhood Association	B002	F.5-2
LA River Revitalization Corporation	B003	F.5-4
Los Angeles Homba Hongwanji Buddhist Temple	B004	F.5-5
Natural Resources Defense Council	B005	F.5-8
S/T Neighborhood Council	B006	F.5-18
Southern California Gas Company Environmental Services	B007	F.5-19
The Walt Disney Company	B008	F.5-20
Union Pacific Railroad	B009	F.5-22

Submission B001 (Eric Guefen, CMI Management, Inc., August 28, 2014)

Burbank - Los Angeles - RECORD #74 DETAIL

Status : Pending
Record Date : 8/28/2014
Response Requested : Yes
Submission Date : 8/28/2014
Affiliation Type : Businesses and Organizations
Interest As : Businesses And Organizations
Submission Method : Email
First Name : Eric
Last Name : Guefen
Professional Title : Realtor
Business/Organization : CMI Management, Inc.
Address : P.O. Box 35496
Apt./Suite No. :
City : Los Angeles
State : CA
Zip Code : 90035
Telephone : 310-859-0000 Ext 109
Email : eric@cmimanagement.com
Cell Phone :
Email Subscription :
Add to Mailing List : No
Stakeholder Comments/Issues : To whom it May Concern:

We are opposed to the High Speed rail going through the City of San Fernando. We are involved with several properties in the city with one more specifically being adjacent to the current rail road tracks. We believe that dissecting the city in half by the installation of sound barriers as well as underpasses will be a major detriment to the city of San Fernando as well as land owners in many ways. Why don't you build the high speed rail project from Plamdale to Burbank where there is less communities involved? It will aslo be less expensive for the taxpayers of the state of California.

Sincerely,

Eric Guefen
BRE #01092401
CMI Management, Inc.
BRE #01160525
P.O. Box 35496
Los Angeles, CA 90035
T. 310-859-0000 Ext 109
F. 310-859-2800

EIR/EIS Comment : Yes
Need PI Response : Yes- Standard Response
General Viewpoint on Project :

Submission B002 (Joanne Hedge, Glendale Rancho Neighborhood Association,
September 5, 2014)

Burbank - Los Angeles - RECORD #92 DETAIL

Status : Pending
Record Date : 9/10/2014
Response Requested :
Submission Date : 9/5/2014
Affiliation Type : Businesses and Organizations
Interest As : Businesses And Organizations
Submission Method : Email
First Name : Joanne
Last Name : Hedge
Professional Title :
Business/Organization : Glendale Rancho Neighborhood Association
Address : 1415 Garden Street
Apt./Suite No. :
City : Glendale
State : CA
Zip Code : 91201
Telephone :
Email : hedgeillustration@gmail.com
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues :

Begin forwarded message:

> From: Joanne Hedge <hedgeillustration@gmail.com>
> Subject: HSR Glendale Corridor::Concerns
> Date: September 5, 2014 at 4:14:01 PM PDT
> To: burbank_losangeles@hsr.ca.gov
>
> 9/5/14
> Re: Comment Period Deadline Input::California High-Speed Rail Authority
>
> To Whom It May Concern:
>
> The Glendale Rancho ("Riverside Rancho") neighborhood is located one mile west of the San Fernando Road corridor through which the existing Metro and Amtrak rail line runs. Recently, three rail crossings serving our immediate area (at Sonora Ave., Grandview Ave., and Flower St.) were subject to construction for safety upgrades, now reopened. A fourth crossing, Allen Ave., was long ago closed. The rail line and the Golden State Freeway (I-5) divide Glendale's neighborhoods east and west, and intensified rail plans are sure to exacerbate that disconnection.
>
> The upgrades were part of an overall rail crossing upgrade project for all Glendale crossings including the controversial one at Doran that services the industrial area of Los Angeles located between the Glendale border and the Los Angeles River, adjacent to the S-134 Freeway.
>
> Several area homeowner and neighborhood associations, as well as transportation officials headed by Roubik Golanian, Director, Public Works, City of Glendale, look forward to crossing project completions so that the city can qualify for and apply to the federal government for consideration of a "quiet zone" in that passage that cuts through residential areas, eliminating the need for passing locomotives to sound their loud horns day and night.
>
> Broad HSR concerns include--given that our area has been already subject

Submission B003 (Maria Camacho, LA River Revitalization Corporation, August 22, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <u>Maria Camacho</u>		DATE: <u>8/19/14</u>	
MEETING LOCATION: <u>Union Station</u>		AFFILIATION: <u>LA River Revitalization Corp.</u>	
ADDRESS: <u>570 W Avenue 26</u> <u>(Suite 475)</u>		EMAIL: <u>mcamacho@larivercorp.com</u>	PHONE: <u>523-221-7800</u>
CITY: <u>Los Angeles</u>	STATE: <u>CA</u>	ZIP: <u>90065</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="radio"/> STATEWIDE			
<input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<input type="radio"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notice.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>- engagement/interaction with the LA river and opening up access and recreational opportunities along the river.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p>-anything related to river impacts</p>			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission B004 (Eric Kurimura, Los Angeles Homba Hongwanji Buddhist Temple, August 30, 2014)

PHONE
(213) 680-8130

FAX
(213) 680-2210

Los Angeles Homba Hongwanji Buddhist Temple

本派本願寺羅府別院

815 EAST FIRST STREET, LOS ANGELES, CALIFORNIA 90012-4304

August 29, 2014

Michelle Boehm
Southern California Regional Director
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Michelle,

On behalf of the Los Angeles Homba Hongwanji Buddhist Temple we would like to thank you for taking time out of your busy schedule to come and explain the California High-Speed Rail Authority's position on the 'S-Curve' alignment as well as other concerns that impact Little Tokyo and the Temple.

In regards to the scoping phase of the High-Speed Rail just South of Union Station the Temple has the following comments and concerns:

The Temple has been impacted by the Metro Gold Line construction and the City's Emergency Operation Center construction in recent years. The Temple will be impacted by the Regional Connector construction shortly. The staging area will be down the street from the Temple. The Temple wants to minimize the adverse effects of construction to our existing programs which include regular religious services, (including weddings and funerals), a weekday daycare program and events that are held in our multi-purpose building throughout the week. Noise and dust are a concern. Just as important is vehicle and pedestrian access to our property. This is a regional Temple so members and guests come from anywhere in the Los Angeles area. Street closures adversely affect our ability to conduct events like funeral services and our July Obon festival activities because the families who attend these events do not always regularly visit the Temple.

The Temple wants the California High-Speed Rail Authority to coordinate construction activity with other government projects in the area in order to minimize the impact to the Temple and the local community.

The Temple also wants to understand the extent of the 'un-mitigatable impacts' to the Temple and the local community.

Submission B004 (Eric Kurimura, Los Angeles Homba Hongwanji Buddhist Temple, August 30, 2014) - Continued

When more specific designs are made available to the public we will be concerned with the exact rail alignment, the raised elevation around our property, potential permanent street closures and the impact the High-Speed Rail will have in regards to noise, vibration and shadows caused by the rail structure. In addition the Temple will be concerned with any Metrolink Green Line construction or Metro Red Line construction in the immediate area.

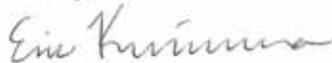
I'm sure Fukui Mortuary and Upper Crust Enterprises who also attended the meeting today has similar concerns.

The Temple supports the 'S-Curve' alignment and hopes that other alignments are taken 'off the table'.

The Temple supports a plan that improves the connectivity of Little Tokyo to the rest of the region but does not support an alignment that will adversely affect the connectivity of Little Tokyo stakeholders to each other. The Temple supports the Little Tokyo Community Council in its efforts to protect the local community.

We look forward to working with you in the future.

Sincerely,



Eric Kurimura
Board Member
Los Angeles Homba Hongwanji Buddhist Temple

cc: Lonny Quon, Temple President
Rimban William Briones, Temple Head Minister
Craig Ishii, Little Tokyo Community Council, President
Alan Nishio, Little Tokyo Community Council, Transit Chair

Submission B004 (Eric Kurimura, Los Angeles Homba Hongwanji Buddhist Temple, August 30, 2014)

Los Angeles Homba Hongwanji Buddhist Temple
815 EAST FIRST STREET • LOS ANGELES, CA 90012-4304
TELEPHONE (213) 680-9130
ADDRESS SERVICE REQUESTED

Michelle Boehm
Southern California Regional Director
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

SANITIZING CA 9005
30 AUG 2014 PM 5 L



90012335299



Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014)



August 28, 2014

Via Email (burbank_los.angeles@hsr.ca.gov; palmdale_burbank@hsr.ca.gov) and U.S. Mail

Mr. Mark A. McLoughlin
Director of Environmental Services
Attention: Burbank to Los Angeles Section EIR/EIS; Palmdale to Burbank Section EIR/EIS
California High-Speed Rail Authority (CHSRA)
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Re: Scoping Comments on Burbank to Los Angeles Section EIR/EIS and Palmdale to Burbank Section EIR/EIS

Dear Mr. McLoughlin:

On behalf of the undersigned organizations, which represent a broad, multicultural and economically diverse group of community, environmental, civil rights and civic leaders, we respectfully submit our comments on the Notices of Intent and Notices of Preparation to prepare Environmental Impact Reports (EIR)/Environmental Impact Statements (EIS) for the proposed California High-Speed Rail System's Burbank to Los Angeles Section and Palmdale to Burbank Section (the Project).

Our groups represent a large, multicultural and economically diverse community. We value community empowerment and democratic participation in ensuring equal access to an urban environment that is beneficial to physical, psychological, and social health for all. Our organizations and members have put a tremendous amount of time and resources into longstanding efforts to restore and revitalize the urban environment along the Los Angeles River. As such, we wish to strongly reiterate the views our organizations, along with several others, expressed in a September 20, 2010 letter to CHSRA: The proposed rail line must not be allowed to adversely impact the two important urban state parks north of Union Station—Los Angeles State Historic Park (LASHP) and Rio de Los Angeles State Park (RDLA)—or the communities surrounding them and the Los Angeles River, or interfere with restoration and revitalization of the River. Critical water resources including all tributaries along the route must also be protected through, for example, appropriate setbacks and design of viaduct crossings to accommodate future channel modifications that may be necessary to address accelerating climate challenges and restoration of natural hydrodynamic processes. We have attached our 2010 letter below and hereby incorporate its contents into our scoping comments.

Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

California High-Speed Rail Authority
August 28, 2014
Page 2 of 5

We appreciate the opportunity to comment on the scope of the Project's EIR/EIS. As you know, the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) require that the EIR/EIS discuss the reasonable alternatives, reasons for rejecting any of the alternatives, and mitigation measures for the environmental impacts identified in "sufficient details to enable meaningful participation and criticism by the public." See, e.g., Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal., 47 Cal. 3d 376, 403, 405 (Cal. 1998). Courts also have held that socioeconomic effects on the "quality of life for city residents" due to physical impact on the urban environment should be assessed. City of Rochester v. U.S. Postal Service, 541 F.2d 967, 973 (2d Cir. 1976); Hanly v. Mitchell, 460 F.2d 640, 647 (2d Cir. 1972).

In addition, the U.S. Army Corps of Engineers (USACE) draft 2013 study for the revitalization of the Los Angeles River recognizes that there are unfair disparities in access to green space for people of color and low-income people in Los Angeles, that those disparities contribute to health disparities, and that environmental justice requires agencies to address those disparities. According to USACE, much of Los Angeles is park deficient, with less than 3 acres of green space per 1,000 residents, as defined by California law. In general, access to parks is lowest in areas that have the highest number of families below \$47,331. Many organizations have stressed the importance of making sure that River revitalization addresses environmental justice issues. Of key concern is the growing disparity of access to and use of open space resources, including parks, ball fields, and natural areas by those living in low-income communities of color. The President's Executive Order 12898 focuses attention on the environmental and human health conditions of minority and low-income populations with the goal of achieving environmental protection for all communities. The Order directs agencies to develop environmental justice strategies to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. Environmental justice concerns may arise from impacts on the natural and physical environment, such as human health or ecological impacts on minority populations, low-income populations, and Indian tribes, or from related social or economic impacts.¹

Our organizations appreciate CHSRA staff's diligent efforts over the last few years to meet with us regularly to discuss our issues. Through frequent discussions with technical staff, we believe the alignment options now under consideration for the segment immediately north of Union Station better reflect the community's input and desires than was the case when the Project was first introduced several years ago. As indicated in the attached letter, our groups

¹ USACE, Los Angeles River Ecosystem Restoration Draft Integrated Feasibility Report, pages 3-61, 3-86, 5-106 (Sept. 2013). Similarly, the National Park Service recognizes that there are disparities in access to green space for people of color and low-income people in Los Angeles, that those contribute to health disparities, and that environmental justice requires agencies to address the disparities, citing Order 12898, and related laws and principles. NPS, San Gabriel Watershed and Mountains Special Resource Study & Environmental Assessment, p. 231 (Newsletter #5, Nov. 2011) at p. 219, 231, and Errata p. 11-12. Accord, Federal Transit Administration, *Environmental justice policy guidance for Federal Transit Administration recipients*, Circular (FTA C 4703.1) (Washington, DC: Department of Transportation, Aug. 15, 2012); FTA, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*, Circular (FTA C 4702.1B) (Washington, DC: Oct. 1, 2012); Letters from FTA to Metropolitan Transportation Commission and San Francisco Bay Area Rapid Transit District (Jan. 15, 2010 and Feb. 12, 2010).

Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

California High-Speed Rail Authority
August 28, 2014
Page 3 of 5

support the two alignment options that utilize a bored tunnel running beneath LASHP, RDLA, and portions of the Los Angeles River (LAPT1 and LAPT3) to minimize surface and community disturbance during Project construction and operation.

With regard to the Palmdale to Burbank Section, our groups are very concerned regarding the recently proposed alternative to tunnel beneath the Angeles National Forest in the San Gabriel Mountain range. According to the August 23, 2014 article in the Los Angeles Times,² the proposed alternative recommended by Los Angeles County Supervisor Antonovich would run about 35 miles through the Angeles National Forest, “go around” the Hansen Dam Recreational Area, and include roughly 20 miles of tunnels. This alternative route may have significant impacts on sensitive water, natural, and recreational resources including, but not limited to, the Angeles National Forest, Big and Little Tujunga Washes, Big Tujunga Reservoir, La Tuna Canyon Park, Deukmejian Wilderness Park, and important urban hiking trails including the Rim of the Valley Trail, which is the linchpin of a National Park Service special resource study to determine whether this area that provides urban communities with critical access to low-cost recreational and natural amenities should be added to the national park system. It could also significantly impact areas in the San Gabriel Mountains under legislative and administrative consideration for further federal protection as a National Monument or National Recreation Area. Moreover, the San Gabriels are one of the most dynamic mountain ranges in the world. This activity is being further impacted by climate disruptions such as the drought, which has caused a rapid uplift of 15mm over the past 18 months alone.³ The environmental review of this proposed alternative should be rigorous and extensive, and at minimum should carefully analyze the Project’s potential impacts on all of the important resources listed above.

We also would like to raise a few other issues regarding the proposed Project. First, we are concerned about the Project’s potential impacts on wetlands and riparian habitats in RDLA and the Los Angeles River during Project construction and operation. Our respective organizations and many others, numerous agencies at the local, state, and federal levels, the City of Los Angeles, and several local communities have made tireless efforts and spent countless hours attempting to restore the wetland and riparian habitats in RDLA and adjacent sections of Los Angeles River. The EIR/EIS must analyze the potential impacts of the Project on the natural drainage systems that support these wetlands and riparian habitats. Mitigation measures to address these concerns regarding drainage and water quality should be incorporated, for example, into the tunnel design and construction specifications for contractors.

Second, we are concerned about the potential induced development impacts on local communities, especially in the areas around the two stations. According to the CEQA Guidelines, growth-inducing impacts may occur if “the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” Cal. Code Regs. tit. 14, § 15126.2(d). The EIR/EIS must assess whether the Project would cause indirect or secondary effects, including reasonably foreseeable

² Dan Weikel, “L.A. County supervisor’s alternate bullet-train route gaining traction,” Los Angeles Times (Aug. 23, 2014), available at <http://www.latimes.com/local/la-me-bullet-train-route-20140824-story.html>.

³ Borsa, Agnew, Dayal. Ongoing Drought-induced Uplift in the Western United States (Aug. 2014), available at <https://scripps.ucsd.edu/biblio/ongoing-drought-induced-uplift-western-united-states>.

Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

California High-Speed Rail Authority
August 28, 2014
Page 4 of 5

“growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems.” Cal. Code Regs. tit. 14, § 15358(a)(2). If the EIR/EIS identifies adverse growth-inducing impacts, such as increased local traffic congestion, increased burden on existing community services, or displacement of residents, CHSRA must consider less environmentally damaging alternatives and develop appropriate mitigation measures to address the impacts.

Third, the master plan now being prepared for Union Station and Metro’s announced plan for run-through tracks must be coordinated with Project planning. It will not be possible to evaluate Project alternatives adequately without reference to these plans, so they must be reflected in the scope of the environmental review.

Fourth, we believe CHSRA staff needs to understand the implications for lines that are planned to run east and south in later phases (*i.e.*, Los Angeles to San Diego and Los Angeles to Anaheim, respectively) in order to evaluate alternatives adjacent to Union Station for the Project running north. These lines have major potential impacts on the revitalization of the Los Angeles River and on the Piggyback Yard site. While recognizing that planning for these lines is still in its early stages, we call for the alignments under consideration to be included in the scope of Project review.

Fifth, some of our groups’ representatives heard at a recent meeting with CHSRA staff about a possible maintenance yard being planned within the Project area. Evaluating a maintenance facility’s potential impacts to communities or sensitive natural resources should be part of the scope of Project environmental review.

Finally, we are concerned about impacts to neighboring communities during Project construction. The EIR/EIS should assess the potential impacts due to air emissions from the operation of construction equipment, increased construction traffic, noise and vibration from construction activities, and increased emissions of particulate matter from excavation activities and the transportation of construction materials. Also, public access to LASHP and RDLA during construction should be maintained and defined based on consultations with nearby communities.

Thank you for considering our comments. Please notify us of the availability of the draft EIR/EIS when it is complete. We look forward to continuing our productive and frequent discussions with CHSRA staff as the Project’s environmental review moves forward.

Very truly yours,

Damon Nagami
Senior Attorney
Director, SoCal Ecosystems Project
Natural Resources Defense Council

Robert García
Executive Director and Counsel
The City Project

Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

California High-Speed Rail Authority
August 28, 2014
Page 5 of 5

Tim Brick
Managing Director
Arroyo Seco Foundation

Lewis MacAdams
President
Friends of the Los Angeles River

Melanie Winter
Founder and Director
The River Project

Attachment

cc: Mr. Jeff Morales, CEO, CHSRA
Ms. Michelle Boehm, Southern California Regional Director, CHSRA
Mr. Karl Fielding, Parsons Brinckerhoff
Mr. Dan Tempelis, Hatch Mott MacDonald
Ms. Valerie Martinez, CHSRA

Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued



September 20, 2010

California High-Speed Rail Authority ("HSRA")
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Concerns Regarding High-Speed Rail Through Downtown Los Angeles

Dear Chairman Pringle and Members of the Board:

On behalf of the undersigned organizations, which represent a broad, multicultural and economically diverse group of community, environmental, civil rights and civic leaders, we write to express several concerns regarding the proposed high-speed rail ("HSR") line through downtown Los Angeles.

The proposed rail line must provide benefits for all. The rail line must not be allowed to adversely impact the two important urban state parks north of Union Station – Los Angeles State Historic Park and Rio de Los Angeles State Park – or the communities surrounding them and the Los Angeles River, or interfere with restoration and revitalization of the River.

Any proposed route for HSR must comply with basic principles and laws that protect the environment, human health, equal justice and democratic participation, including principles and laws governing recipients of federal financial assistance. Our shared values include investing in people and stronger communities; improving physical, psychological and social health for all communities, including people of color, low income people, and at-risk youth, through equal access to parks and green space; achieving conservation benefits, including climate justice, clean land, water and air, and habitat protection; and protecting Native American values and sacred sites.

Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

California High-Speed Rail Authority
September 20, 2010
Page 2 of 3

For these reasons, we support the “long tunnel option,” in which a bored tunnel would run beneath the Los Angeles State Historic Park, Rio de Los Angeles State Park, and the River, avoid adverse impacts to each of those places and the surrounding communities, and emerge near the 2 Freeway. This alternative is described generally in the July 8, 2010, letter from Los Angeles City Councilmember Ed Reyes to HSRA, which is attached for your reference.

Los Angeles State Historic Park and Rio de Los Angeles State Park are innovative urban parks that serve low-income, park-poor communities that fought for equal access to parks and green space compared to other neighborhoods throughout Los Angeles. Los Angeles State Historic Park revives the forgotten history of Los Angeles from Native American times to the present, and cradles historic artifacts under its surface. We strongly oppose any route that would use cut-and-cover construction to create tunnels either through or immediately next to this Park, which would endanger important archeological resources and hinder public access to the park.

Rio de Los Angeles State Park features cutting-edge wetlands restoration, much-needed athletic fields and community activities. We strongly oppose any route that would adversely affect this Park or the surrounding communities. For instance, a trench along San Fernando Road that would permanently impede access to this Park, take a significant portion of land from the parking area and sports fields, and maroon the park between two rail lines is unacceptable. Neither would we support an at-grade or elevated route along the existing Metrolink corridor that would permanently interfere with access to the River or create potential impacts to avifauna and other wildlife. That alignment might provide a more acceptable solution if all of the tracks, including those for HSR, Metrolink and Amtrak, were brought down into a covered trench. This would minimize impacts to local residents and students at LAUSD’s Central Region High School #13, while providing an opportunity to create a land bridge connecting the park to the parcel known as G-2, creating a seamless link to the River.

Our concerns also extend to a number of other issues around HSR. For example, critical water resources must be protected. Proposed alignments should provide a minimum 200’ buffer from all watercourses, and any viaduct crossings over a watercourse should be designed to accommodate recreational access and potential future channel modifications for restoration of natural hydrodynamic processes. Other concerns include, but are not limited to, HSR’s potential impacts on the historic Sixth Street Bridge over the River; HSR’s riverbank alignment south of Union Station; the site and height of any proposed riverfront terminal for HSR; and potential impacts to wetlands and groundwater recharge along the L.A. to Palmdale segment.

In addition, HSR must take into account principles of equitable infrastructure development. For example, HSRA should ensure that the people who live in the local community get the job opportunities that accompany the investment, and provide maximum practicable opportunities for small businesses and disadvantaged business enterprises, which play a critical role in stimulating economic growth and creating jobs. HSRA should make effective use of community-based organizations in connecting disadvantaged people with economic opportunities. Everyone should have the chance to share in the opportunities created by HSR.

Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

California High-Speed Rail Authority
September 20, 2010
Page 3 of 3

It is important that HSR be done right. Thank you for considering our comments. We appreciate your staff's efforts thus far to listen to our concerns and ideas, and would welcome additional meetings and briefings in the future to discuss in more detail these very important issues.

Very truly yours,

Raul Macias
Founder and Executive Director
Anahuak Youth Sports Association

Sara Feldman
Vice President for Programs
California State Parks Foundation

Robert García
Executive Director and Counsel
The City Project

Lewis MacAdams
President
Friends of the Los Angeles River

Bruce Saito
Executive Director
Los Angeles Conservation Corps

Joel Reynolds
Senior Attorney
Director, Urban Program
Natural Resources Defense Council

Melanie Winter
Director
The River Project

Miguel Luna
Executive Director
Urban Semillas

Attachment

cc: Mr. Roelof van Ark, CEO, HSRA
Mr. Andrew Althorp, Parsons Brinckerhoff
Mr. Dan Tempelis, Hatch Mott MacDonald
Mr. C. Michael Gillam, Parsons Brinckerhoff
Mr. Dave Thomson, STV Incorporated
Ms. Valerie Martinez, HSRA

Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

200 N. SPRING STREET
CITY HALL, ROOM 410,
LOS ANGELES, CA 90012
(213) 485-3451 PHONE
(213) 485-8907 FAX



DISTRICT OFFICE
163 S. AVE. 24
ROOM 202
LOS ANGELES, CA 90031
(213) 485-0763 PHONE
(213) 485-8908 FAX

ED P. REYES
Councilmember, First District

July 8, 2010

California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: ITEM 10, PRELIMINARY ALTERNATIVES ANALYSIS PRELIMINARY
REPORT – PALMDALE TO LOS ANGELES

Dear Honorable Members of the Board,

I would like to take this opportunity to comment on the Preliminary Alternatives Analysis Preliminary Report for the Los Angeles to Palmdale alignment of the high speed rail. These are initial reactions to the report as it has only been made publicly available since this morning and I would like to provide more in depth feedback as you and your staff further study and refine these proposed alignments.

First, I do believe the High Speed Rail Authority has made progress in studying both an at grade alignment from Union Station in addition to the aerial alignments that were previously on the table. I can appreciate the many constraints in and around downtown Los Angeles and I believe it is an important step to be considering multiple approaches in and out of Union Station. There are many sensitive uses to consider in this area including, but not limited to, the Los Angeles State Historic Park, Rio de Los Angeles State Park, the Los Angeles River, as well as the many homes and businesses along the proposed route. I continue to pursue win-win alternatives where this vast investment in new infrastructure for high speed rail can serve multiple benefits for downtown and the surrounding region. Where this is not possible mitigation will be imperative and I would like to work with your staff to develop a range of measures that will maintain the important urban fabric of downtown Los Angeles and my district.

Specifically, I would also request that the 'long tunnel option' in which the proposed tunnel from downtown would extend north to the 2 freeway be put back into the Alternatives Analysis for further study and review. The current alignments along San Fernando Road and Rio de Los Angeles State Park are insufficient to provide meaningful alternatives analysis review. I would also request that interaction and feedback from the



The First District: "Home of the Original Suburbs"



Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

Army Corps of Engineers within this segment not be limited to their permitting authority but also be conducted in collaboration with the Los Angeles River Ecosystem Restoration Feasibility Study currently funded by the federal government and underway by the Corps in which the City of Los Angeles is the local sponsor.

I would like to thank you for conducting your board meeting here in Los Angeles. I look forward to continued dialogue and transparency and we continue through this process. I believe downtown Los Angeles can and should be a model for a world class rail system that includes high speed rail in California.

Sincerely,



ED P. REYES
Councilmember, First District

cc: Congressmember Lucille Roybal-Allard
 Congressmember Xavier Becerra
 Mayor Antonio Villaraigosa, City of Los Angeles
 Mark Toy, Army Corps of Engineers, Los Angeles District Commander

Submission B006 (William Hitt, S/T Neighborhood Council, August 19, 2014)

Burbank - Los Angeles - RECORD #28 DETAIL

Status : Pending
Record Date : 8/19/2014
Response Requested : No
Submission Date : 8/19/2014
Affiliation Type : Businesses and Organizations
Interest As : Businesses And Organizations
Submission Method : Email
First Name : William
Last Name : Hitt
Professional Title : Land Use Committee
Business/Organization : S/T Neighborhood Council
Address :
Apt./Suite No. :
City : Sunland/Shadow Hills
State : CA
Zip Code : 91040
Telephone : 818-951-1041
Email : Landmhitt@Verizonm.net
Cell Phone :
Email Subscription : Burbank - Los Angeles
Add to Mailing List : Yes
Stakeholder Comments/Issues : Attention: Burbank to Palmdale, Alternative Route

This Alternative route creates a whole new rail corridor in the San Fernando Valley. WHY? Keep your tracks where they belong along the industrial corridor along San Fernando Rd. Our Valley, Lake View Terrace, Shadow Hills and Sunland, are already burdened with the increasing noise and pollution of the 210 Freeway and the roar of cars & trucks 24 hours a day. As a Sunland - Shadow hills resident since 1946, I fought gravel mining in the riverbed because of air pollution and noise. We fought Home Depot for the same reason and won. This area is one of the last of the horse keeping areas in Los Angeles and will be destroyed by trains roaring through the valley. Sunland considers itself "The Gateway to the Angeles National Forest" which is about preservation of our natural resource and not destroying them. Please delete this alternate route as shown.

Respectfully,
W. Lloyd Hitt, Pharm D

EIR/EIS Comment : Yes
Need PI Response : Yes- Standard Response
General Viewpoint on Project : In Support of SR 14, In Opposition of Alternative Corridor

Submission B007 (Wan-Che Chuang, Southern California Gas Company
Environmental Services, August 23, 2014)



James Chuang
Environmental Specialist
Southern California Gas Company
Sempra Energy utilities
GT17E2
555 Fifth Street
Los Angeles, Ca. 90013
Tel: (213) 244-5817
Fax: (323) 518-2324

August 22, 2014

Sent via Email

Mark A. McLoughlin, Director of Environmental Services
Attn: Burbank to Los Angeles Section EIR/EIS
California High Speed Rail Authority
700 North Alameda Street, Rm 3-532
Los Angeles, CA 90012

**Re: Notice of Preparation of an Environmental Impact Report/ Environmental Impact Statement
for the California High Speed Rail System Palmdale to Burbank Section**

Dear Mr. McLoughlin:

Southern California Gas Company (SoCalGas) appreciates the opportunity to review and respond to the subject Notice of Preparation of an Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the California High Speed Rail System, Palmdale to Burbank Section. We respectfully request that the following comments be addressed in the forthcoming EIR/EIS:

- SoCalGas has a number of existing natural gas lines within the study area which may require modification to accommodate the proposed project and requests that project proponent call Underground Service Alert at 811 at least two business days prior to performing any excavation work. Underground Service Alert will coordinate with SoCalGas and other utility owners in the area to mark the locations of buried utility-owned lines.
- Should it be determined that the proposed project will require SoCalGas to abandon and/or relocate a section of its existing natural gas line with the project area, the potential impacts associated with this work should be appropriately addressed in the EIR.

Once again, we appreciate the opportunity to comment on the Notice of Preparation. If you have any questions, please feel free to contact me at (213) 244-5817 or wccuang@semprautilities.com.

Sincerely,

A handwritten signature in black ink, appearing to read "James Chuang", with a stylized flourish at the end.

James Chuang
Environmental Specialist
Southern California Gas Company

Submission B008 (Adam Gilbert, The Walt Disney Company, August 29, 2014)



Via E-mail and USPS

August 29, 2014

Mark A. McLoughlin
Director of Environmental Services
California High Speed Rail Authority
700 North Alameda Street Room 3-532
Los Angeles, CA 90012

RE: Burbank to Los Angeles Section Project Level EIR/EIS

Dear Mr. McLoughlin:

Thank you for the opportunity to comment on the Notice of Preparation regarding the project referenced above.

As you know, The Walt Disney Company ("Disney") has a significant presence in the Los Angeles area. Our corporate headquarters is located in Burbank and our Grand Central Creative Campus ("GC3") is nearby in Glendale. The proposed High Speed Rail ("HSR") alignment is directly adjacent to our GC3, which is home to Disney's Imagineering, Consumer Products and Interactive divisions along with KABC7, our local television broadcast operator.

Metrolink, Amtrak and freight service have operated adjacent to our GC3 for decades. Current rail activities have not had a significant adverse impact on our operations, but we are concerned that additional activity within the rail corridor may.

While we appreciate the efforts to connect the major urban centers in the State with HSR, Disney is concerned with the potential environmental impacts related to traffic/transportation and noise and vibration to our property. We ask that HSR address the following concerns and conduct the appropriate associated analysis in the proposed EIR/EIS:

Disney operates in dozens of buildings in our GC3. We ask that HSR identify KABC7, at 500 Circle Seven Drive, and the Grand Central Air Terminal event space at 1300 Air Way as Sensitive Receptors for both noise and vibration due to the nature of the activities within each building. What will be the noise levels be from HSR in addition to existing background noise? In addition, how will noise and vibration from both HSR construction and operation be mitigated? Please identify specific project design features and mitigation measures to be implemented as part of the HSR project.

Access, mobility and safety are of great concern for Disney and our employees. As part of our long-range campus plans, we anticipate continued investment in

500 South Buena Vista Street, Burbank, California 91521-2590
Tel 818.560.8151

© Disney

Submission B008 (Adam Gilbert, The Walt Disney Company, August 29, 2014) -
Continued



new media and technology facilities to meet the needs of our business unit segments. Because safe and direct access to the main roadways like State Route 134 and Interstate 5 (as well as major arterials like San Fernando Road) are critical to that growth plan, we have provided right of way and support for installation of three at-grade crossings at Sonora Avenue, Grandview Avenue and Flower Street along the rail corridor. These crossings and their safety are critical to this diverse mobility and access program. How will access across the tracks be handled with HSR? The analysis should study the roadway capacity and level of service levels with and without the HSR project at those and adjacent roadways. If the intent is to grade-separate each of these existing at-grade crossings, please identify the right of way required to implement such improvements or to accommodate HSR along with the other existing rail operations in the corridor.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Adam Gilbert". The signature is fluid and cursive.

Adam Gilbert
Director, Corporate Real Estate
The Walt Disney Company

cc: Michelle Boehm, CHSRA
Phil Lanzafame, City of Glendale
TWDC Corporate Legal
TWDC Government Relations
File - Golden Oak Ranch

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014)

UNION PACIFIC RAILROAD
10031 Foothills Blvd.
Roseville, California 95747
P 916 789 6360

Jerry S. Wilmoth General Manager Network Infrastructure

August 29, 2014

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section EIR/EIS and
Burbank to Los Angeles Section EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Re: Notices of Preparation of an Environmental Impact Report/Environmental Impact Statement for the Palmdale to Burbank and Burbank to Los Angeles Sections of the California High Speed Train Project

Dear Mr. McLoughlin:

Union Pacific Railroad Company (UP) submits the following comments to the California High Speed Rail Authority (CHSRA) and Federal Railroad Administration (FRA) in response to the Notices of Preparation (NOP) of a Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and Notices of Intent (NOI) to Prepare an Environmental Impact Statement for the Palmdale to Burbank and Burbank to Los Angeles Sections of the California High Speed Train (HST) Project. For convenience, and because UP's comments address interrelated issues concerning both sections of the HST, we are submitting a combined set of comments. Please include these comments in the administrative records for both the Palmdale to Burbank and Burbank to Los Angeles EIR/EISs.

UP owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, UP owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UP is the largest rail carrier in California in terms of both mileage and train operations. UP's network in California is vital to the economic health of the state and the nation as a whole, and its rail service to California customers is crucial to the current and future success and growth of those customers.

Comment 1: General. The California Environmental Quality Act (CEQA) NOPs and National Environmental Policy Act (EPA) NOIs for both the Palmdale-Burbank and Burbank-Los Angeles HST sections state that the EIR/EISs will address probable effects including impacts to transportation and safety and security; and the CEQA NOPs also acknowledge electromagnetic

www.up.com



Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

interference and electromagnetic fields (EMI/EMF) as probable impacts. NOPs, p. 6; NOIs, 79 Fed. Reg. 43125, 43128. UP agrees. Overall, we must reiterate that, as stated in our previous comments on the EIR/EISs for other sections of the HST, UP will not allow any part of the HS system to be located on UP-owned property; where UP operates on rights of way owned by others, HST facilities and operations must not interfere with UP's operations; and where the HST and UP alignments run in close proximity, a safe and operationally functional distance must be maintained between them.

Comment 2: CHSRA-UP Memorandum of Understanding and ECM Agreements. On July 11, 2012, CHSRA and UP entered into a Memorandum of Understanding and Implementing Agreement Related to High-Speed Rail Development in California (MOU), which established terms and a coordination process for development of the HST system affecting both those rights of way that UP owns and those on which it operates. Currently, UP and CHSRA are in the process of negotiating an Engineering, Construction and Maintenance (ECM) Agreement pursuant to the MOU for the first construction segment from Merced to Bakersfield, and the parties anticipate negotiating additional ECM Agreements for future segments. The MOU, ECM Agreements and other agreements between UP and CHSRA will govern how the HST system is developed in relation to the UP freight network and operations. In responses to UP's comments on the EIR/EIS for the Fresno-Bakersfield HST Section, CHSRA and FRA extensively relied on the UP review and approval process under the MOU and Merced-Bakersfield ECM Agreement to address the transportation, safety, EMI/EMF and other impacts UP identified. The Palmdale-Burbank and Burbank-Los Angeles EIR/EISs also should acknowledge the role of the MOU, as well as the ECM Agreements for those segments, and expressly incorporate them into mitigation measures for the appropriate impacts.

Comment 3: Surface Transportation Board Decision. In its recent decision on construction of the Fresno-Bakersfield HST section, the Surface Transportation Board (STB) independently reviewed the EIR/EIS for that section and required an additional mitigation commitment to address impacts on freight operations. Specifically, the STB directed that existing mitigation measures be modified as follows: "Prior to initiating project-related construction of the Line, the California High-Speed Rail Authority shall ensure that the Construction Management Plan required by FRA's Mitigation Measures SO-AM#1 and LU-AM#2 construction is expanded to address potential project-related construction impacts to freight railroad operations." Surface Transportation Board Decision, Docket No. FD 35724, August 11, 2014, p. 55. The Palmdale-Burbank and Burbank-Los Angeles EIR/EISs should incorporate the same requirement in their corresponding mitigation measures for construction impacts. Where CHSRA and FRA will rely on the MOU and ECM Agreements to ensure mitigation of impacts, those agreements should be expressly incorporated into the mitigation measures as well.

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

Comment 4: “Bare Checklist” Initial Studies. Accompanying its CEQA NOPs, CHSRA released two CEQA Initial Studies for the Palmdale-Burbank and Burbank-Los Angeles HST sections. However, while the project descriptions in these Initial Studies provides some useful information (addressed in the next comments), the environmental impact sections are “bare checklists” in which every impact is checked as “potentially significant” and no explanatory text at all is provided. Generally speaking, such “bare checklists” are not appropriate under CEQA; see, e.g., *Arcadia v. State Water Resources Control Board*, 135 Cal. App. 4th 1392, 1424 n.11 (2006) (“A negative declaration may not be based on a bare bones approach in a checklist”). In this case, the checklists are not intended to support negative declarations, since CHSRA is proceeding directly with the EIR/EISs, and no impacts are screened out from further review in the EIR/EISs based on the checklist. Nevertheless, one function of Initial Study checklists preceding EIRs is to provide scoping commenters and other readers with notice of the lead agency’s preliminary evaluation and reasoning regarding potentially significant impacts, a function which these bare checklists do not fulfill.

Comment 5: Dedicated and Grade-Separated HSR Tracks. Based on the NOPs/NOIs and Initial Studies, it appears that the Palmdale-Burbank HST section would utilize portions of (i) the Saugus Line extending south from Palmdale; and (ii) the Valley Line from near Sylmar to Burbank. The Burbank-Los Angeles HST section would continue along the Valley Line toward Union Station in Los Angeles. The Saugus Line and Valley Line are owned by Los Angeles County Metropolitan Transportation Authority (LACMTA) and utilized by both UP and the Metrolink commuter rail service operated by the Southern California Regional Rail Authority (SCRRA). As shown in the NOPs and Initial Studies, at various points the HST apparently will share right of way with, cross over or under, or otherwise be located in close proximity to, the tracks shared by UP and Metrolink. However, the CEQA NOPs (p. 5) state that the HST will operate throughout the Palmdale to Burbank and Burbank to Los Angeles sections on a “dedicated system of fully grade-separated, access-controlled steel tracks.” This statement includes two important points:

First, the HST will operate on dedicated tracks; in no case will the HST operate on the UP/Metrolink tracks themselves. This is consistent with the CHSRA-UP MOU, Section 2.L, which provides: “CHSRA intends to build a dedicated HSR track between Palmdale and LAUS [Los Angeles Union Station]. CHSRA will not operate on tracks on which SCRRA and UPRR both operate between Palmdale and LAUS.” MOU Section 2.L also prohibits CHSRA from asking LACTMA, the owner of these lines, to electrify any of the routes on which UP also operates between Palmdale and Union Station.

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

Second, the HST system will be fully grade separated; in no case will it cross other rail or road rights of way at grade. Given the speed at which the HST operates and the density of population, particularly along the Burbank – Los Angeles section, isolation of the system is critical to ensuring safe operations. For the same reason, ECM Agreement provisions require boundary fencing where CHSRA and UP share a common boundary.

Since execution of the MOU, however, CHSRA staff have indicated that the agency wishes to operate electrified service on all or part of the LACMTA-owned line between Palmdale and Union Station. If that is the intent, such a plan would not only conflict with CHSRA's contractual obligations under the MOU; it would also be infeasible due to the operational and safety conflicts inherent in attempting to operate freight, conventional passenger and high speed trains on the same tracks. The project description sections in the EIR/EISs should unambiguously confirm that, as indicated in the NOPs, the HST will operate on new, dedicated tracks in conformance with the MOU, not on the existing UP/Metrolink tracks, and will be isolated by grade separations and fencing to ensure safe operations.

Comment 6: UP Exclusive Freight Easement. UP has exclusive easement rights, as well as rights under a shared use agreement with LACMTA, for conducting freight rail operations and delivery of common carrier rail service on both the Saugus and Valley Lines. As we have previously discussed with both CHSRA and SCRRA (see attached correspondence), UP reserves these valuable property and operational rights, which must not be impaired by HST facilities or operations. Moreover, UP is obligated by federal law to provide a level of service reasonably required by our customers, unless and until the STB authorizes abandonment. Accordingly, the EIR/EIS project description sections must not assume any use of rights of way where UP has operating rights, that would limit UP's ability to serve current and future freight rail customers.

Comment 7: Environmental Implications of UP's Right of Way Issues. UP's right of way concerns are not just property and business issues; they also have environmental implications which must be taken into account in Palmdale-Burbank and Burbank-Los Angeles EIR/EISs, in at least the following ways:

- a) The EIR/EISs must provide accurate project descriptions in order to provide the basis for analysis of impacts, mitigation measures and alternatives. As such, the project descriptions must clearly identify any proposed encroachments into UP property and rights of way where UP has operating rights.
- b) The project description sections in the EIR/EISs must not assume the availability of UP-owned property for the HST project and should specifically address how impairment of UP's operations (including access to current and future customers, and maintenance and emergency access) will be avoided.

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

- c) In the analysis of transportation impacts, interference with freight rail service by HST construction and/or operations would constitute a direct environmental impact to a component of the transportation system, which the EIR/EISs must fully evaluate and mitigate, considering both temporary construction impacts and permanent impacts on freight rail service. See, e.g., the Final EIR/EIS for the Merced to Fresno HST Section (2012), pp. 3.2-36, 73 and 110, acknowledging impacts to freight rail as direct environmental impacts, together with impacts on other transportation modes
- d) The analyses of property acquisitions in the EIR/EISs must clearly identify any proposed encroachments into or acquisitions of UP property and rights of way where UP has operating rights.
- e) The close proximity of the HST and UP rights of way creates the potential for significant safety and hazard impacts on both systems, which must be fully evaluated and mitigated in the EIR/EISs as discussed in more detail below.
- f) The close proximity of the HST and UP rights of way creates the potential for EMI/EMF impacts on the UP systems, which must be fully evaluated and mitigated in the EIR/EISs as discussed in more detail below.
- g) Any reduction in freight service, or access to freight service, will have indirect impacts by causing customers to shift to shipping freight by truck, which has greater environmental impacts than rail, as discussed in more detail below.
- h) If the HST right of way and/or the UP right of way must be relocated in order to avoid encroachment or maintain operationally safe distances, each of the environmental analysis sections in turn must take such relocations of the project "footprint" into account. As discussed below, the trial court's decision in the *Atherton* case demonstrates that such impacts are not speculative and must be considered.

Comment 8: Construction Impacts on Saugus Line. The Final Statewide HST Program EIR/EIS (2005), p. 6-48, noted that the project "would have considerable sections of construction adjacent to existing rail and highway corridors through the urban areas of Palmdale and Lancaster. Services would need to be maintained on these adjacent facilities during construction. It would be one of the most challenging sections of the HST system to construct." The Palmdale-Burbank EIR/EIS must fully evaluate such construction impacts and provide for effective mitigation.

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

Comment 9: Clear-Span Over- or Under-Crossings. The Initial Studies for both the Palmdale-Burbank and Burbank-Los Angeles sections indicate multiple crossings of UP and UP/MetroLink right of way by the HST alignment alternatives. See Palmdale-Burbank Initial Study, Figs. 2-3 and 2-4, and Burbank-Los Angeles Initial Study, Fig. 2-3. Section 5 of the CHSRA-UP MOU specifically provides that, unless otherwise approved by UP, all HST facilities crossing above or below the UP right of way must clear-span UP property and be constructed a sufficient distance away to permit full utilization of the property for railroad purposes. The project descriptions in the EIR/EISs should conform to this commitment.

Comment 10: Avoid “Boxing In” UP Right of Way on the Saugus Line and Valley Line. As UP has previously communicated to CHSRA, construction of the dedicated HST tracks must not confine UP’s tracks between existing highways or other infrastructure on one side and new HST tracks on the other, where UP would be “boxed in” and unable to serve customers on either side of its tracks. Specifically, along both the Saugus Line and the Valley Line, there are existing highways on the west side of the UP/MetroLink tracks. As far as we can determine from the NOPs and Initial Studies, it appears that the HST tracks must be located on the *west* side of the existing UP/MetroLink tracks, in order to avoid boxing in the right of way. Conversely, constructing HST on the east side would leave the UP/MetroLink tracks between the HST and the highways, isolating UP from existing and future rail customers. In any case, the EIR/EISs must examine this issue and ensure that access is preserved at all locations and that the design complies with all aspects of the MOU and ECM Agreements, including the requirement not to box in any right of way that UP has a right to use for freight transportation.

The Palmdale-Bakersfield Initial Study, p. 12, refers to the San Fernando Valley HST subsection (from Sylmar to Los Angeles) as “HSR to the East or West of MetroLink”, suggesting that the EIR/EISs will study alignment options on both sides. The Burbank-Los Angeles Initial Study does not clearly indicate whether the HST would be east or west of the UP/MetroLink right of way. Fig. 2-3 appears to show both LAPT-1 and LAPT-3 alignment options within the MetroLink alignment until they enter a tunnel to Los Angeles Union Station, while the alternative Surface Alignment option is described as extending “at grade in the existing railroad right of way” until it reaches an elevated structure. Burbank-Los Angeles Initial Study, p. 10. For both the Palmdale-Burbank and Burbank Los Angeles sections, it appears that locating the HSR alignment on the east side of the UP/MetroLink alignment would have unacceptable impacts on UP and its customers, with resulting secondary impacts from diversion of those customers’ freight to more environmentally harmful truck transport. If both east- and west-side options are to be studied, the adverse impacts of the east-side option must be fully evaluated and mitigated in the EIR/EISs.

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

Comment 11: Track Realignment. For the Surface Alignment option of the Burbank-Los Angeles section, the Initial Study states that “the existing railroad tracks would need to be realigned to accommodate the HSR tracks.” Burbank-Los Angeles Initial Study, p. 10. The Burbank-Los Angeles EIR/EIS must fully evaluate and mitigate any construction and permanent impacts from such realignment, and freight service must be maintained uninterrupted during construction.

Comment 12: Safe Operational Separation. As discussed in our comments on previous EIR/EISs for sections of the HST, wherever HST and UP tracks come into proximity, a safe and operationally functional distance must be maintained between them. In subsequent discussions between CHSRA and UP, the parties have developed a mutually-agreeable design criterion prescribing a minimum 102-foot distance from the closest centerline of the HST to the boundary of UP’s right of way, to assure safe separation between the systems. We note that some of the earlier environmental documents for the HST do not conform to this design criterion; for example, the Revised Draft EIR/Supplemental Draft EIS for the Fresno-Bakersfield HST section (RDEIR/SDEIS) suggested that a “minimum of 29 feet of separation. . . between the centerlines of HST and adjacent railroad tracks” is acceptable with an intrusion barrier. RDEIR/SDEIS, p. 3.11-30. Such close proximity is not acceptable for safety reasons, even with a barrier. UP property extends at least 50 feet on each side of the centerline of its freight tracks and, as such, no HSR tracks or barrier can be built within 50 feet of UP tracks. If the centerline of HSR tracks is closer than 102 feet to the UP property line, then CHSRA must erect a barrier wall of sufficient size and strength to prevent equipment of either system from entering into the other, sufficiently set back from the UP property line so that CHSRA does not need to enter UP property to perform maintenance.

In addition, the RDEIR/SDEIS indicated that, where the separation distance is between 45 feet and 102 feet, an earth berm is sufficient rather than a barrier wall. *Id.* However, the RDEIR/SDEIS provided no engineering analysis to support the conclusion that the barriers as proposed would be effective; for example, that derailed cars would not come over the top of a wall-plus-screen structure, or that the thickness of the wall would be sufficient to prevent derailed cars from breaking down the crash wall itself. Moreover, where the separation distance is at least 102 feet, no barriers or berms are planned, on the assumption that this distance accommodates “the maximum practical excursion of the longest U.S. freight rail car from the center of the track.” RDEIR/SDEIS, p. 3.11-29. Again, this assumption is not justified by technical analysis. These issues must be analyzed in the hazards and safety impacts sections of the Palmdale-Burbank and Burbank-Los Angeles EIR/EISs.

Comment 13: EMI/EMF Impacts. Where the HST and UP/Metrolink alignments are in close proximity, the EIR/EISs also must evaluate potential EMI/EMF impacts on sensitive signal, grade-crossing and Positive Train Control (PTC) equipment. Standard freight railroad systems may not operate safely and reliably in close proximity to electromagnetic fields in the range

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

likely to be generated by HST's 25 kV propulsion system. Section 2.L of the CHSRA-UP MOU provides that: "CHSRA will not ask LACMTA to electrify any of the routes operated by [SCRRRA] on which UPRR also operates between Palmdale and Los Angeles Union Station. . . . Any electrification facilities that CHSRA or the Passenger Operators may install near UPRR right of way will be built in such a way that the facilities do not limit UPRR's use of its property for freight railroad purposes, including safety activities and maintenance." To achieve this objective, at least three issues must be addressed:

- a) Grade crossings equipped with Constant Warning Time or Motion Sensor systems may be subject to false activation when no train is approaching, caused by electrical energy magnetically induced into the UP's non-electrified rails from the magnetic fields generated by the HST system. Repeated false activations would confuse the public and degrade the effectiveness of the warnings, posing a significant risk to public safety.
- b) While most of the propulsion current drawn by the HST from the overhead catenary system would return to the propulsion substations via the rails and impedance bonds of the electrified tracks, a portion of the return current would return to the propulsion substations via the earth. The manner in which the propulsion return current will be divided between the rails and the earth depends on their relative impedances. The analyses of EMI/EMF impacts should include estimates of grounding resistance, measurements of ground resistivity, or electrical modeling of the propulsion system in order to evaluate how the system is expected to perform.
- c) Electrical system components such as insulators, impedance bonds, etc. have finite lifetimes and are normally replaced only on an as-needed basis after failure. The inevitable occasional failures could divert excess propulsion return currents into the earth, resulting in a localized ground potential rise that could cause the UP's track lightning arrestors to fire "backwards," conducting the current along the UP rails in the direction of the nearest HST propulsion facilities, and damaging the UP signaling equipment and/or surge protection devices.

There are no railroads in the United States that currently use 25 kV electrical catenary systems to operate trains at the high speeds contemplated for the HST. CHSRA has performed no testing to investigate whether operating electrified trains of the design, voltage and speed of the planned HST may cause EMI/EMF impacts or other kinds of interference with conventional railroad signals or PTC systems. The project description and EMI/EMF impact analysis must ensure that the design, construction, operation and maintenance of the HST does not interfere with safe and reliable operation of railroad signals (including automatic grade crossing warning devices), PTC systems or other equipment or systems utilized by UP.

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

Comment 14: Freight Diversion to Truck Transport. In addition to direct impacts on freight operations, disruptions in freight rail service, or access to service, will cause indirect impacts by compelling customers to find alternatives for freight shipping, most likely by truck. On average, trains are four times more fuel-efficient than trucks, and a single freight train can carry the same amount of cargo as more than two hundred trucks. As a result, shipping by rail significantly reduces fuel consumption, air pollution and highway congestion compared to shipping by truck. Moving freight by rail also reduces GHG emissions, on average, by 75 percent compared to shipping by truck. See Association of American Railroads, *The Environmental Benefits of Moving Freight By Rail*, June 2012, and *Freight Railroads Help Reduce Greenhouse Gas Emissions*, July 2012 (attached). A 2009 FRA study evaluated different scenarios of train and truck types and conditions, and found that across all scenarios rail was more efficient than trucking. Moreover, even taking into account predicted increases in truck fuel efficiency through 2020, trucking was less efficient than all train types and scenarios examined in the study. FRA, *Comparative Evaluation of Rail and Truck Fuel Efficiency on Competitive Corridors*, November 2009, pp. 51-78, 104-105, available at http://www.fra.dot.gov/Downloads/Comparative_Evaluation_Rail_Truck_Fuel_Efficiency.pdf. If freight rail service is significantly disrupted by the HST project, shippers will move their goods by truck instead of by rail, resulting in adverse impacts due to the poorer environmental performance of trucks. In addition, displacement of freight shipping from rail to truck could substantially reduce the air quality and GHG benefits projected to occur from passengers switching from automobile trips to the HST. The EIR/EISs must consider the consequences for air quality, GHG, traffic congestion and energy consumption relating to increased truck freight traffic.

Comment 15: Secondary Impacts of Alignment Shifts. The EIR/EISs must consider the environmental impacts resulting from any shifting of either the HST or the UP alignment in order to avoid or reduce any of the constraints, encroachment and impacts as discussed above. Potential impacts from alignment shifts could include additional construction impacts; additional property acquisitions from adjacent owners; new or further intrusion into incompatible land uses, agricultural land, sensitive habitats and other open space; and closer proximity to sensitive receptors for light and glare, noise and vibration and other localized impacts.

Regarding such impacts, we again call CHSRA's and FRA's attention to the trial court's decision in *Town of Atherton v. California High Speed Rail Authority* (Sacramento Superior Court, Case No. 34-2008-8000022). In that case, the trial court rejected the Program EIR/EIS for the Bay Area to Central Valley section of the HST for failure to address impacts arising from lack of UP's consent to use its right of way. That case concerned a programmatic EIR/EIS, in which a higher-level, less detailed analysis is permissible; nevertheless, the court concluded (on pp. 5-6 of its August 29, 2009 decision):

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

If Union Pacific will not allow the [HSR] Authority to use its right-of-way, it appears it will be necessary for the Authority to obtain additional right-of-way outside this area, requiring the taking of property and displacement of residents and businesses. However, none of this was addressed in the FPEIR. . . . The court concludes that the description of the alignment of the HSR tracks between San Jose and Gilroy was inadequate even for a programmatic EIR. The lack of specificity in turn results in an inadequate discussion of the impacts of the Pacheco alignment alternative on surrounding businesses and residences which may be displaced, construction impacts on the Monterey Highway, and impacts on Union Pacific's use of its right-of-way and spurs and consequently its freight operations.

Accordingly, the court held, the EIR/EIS failed to adequately address land use impacts and property acquisitions that could result from shifting the alignment to avoid property rights that UP declined to make available. Following the initial decision in *Atherton*, the Program EIR/EIS was twice revised and recirculated to address the court's concerns. Ultimately, the trial court upheld the revised document and recently was affirmed by the court of appeal. However, that eventual outcome did not alter the failure of the initial Program EIR/EIS to take into account the relevant impacts, which should not be repeated in the Palmdale-Burbank and Burbank-Los Angeles EIR/EISs.

Comment 16: "Blended" Metrolink Service. Finally, in addition to impacts of the HST itself, changes to Metrolink infrastructure and service as part of the "blended" approach are also a concern. As outlined in the NOPs/NOIs and CHSRA's 2014 Business Plan, the project would be implemented in two phases: First, as part of the Initial Operating Segment (IOS), the Palmdale-Burbank section would be constructed, including the portion on the Valley Line shared by UP and Metrolink. For an interim period, the HST would operate on the IOS, in coordination with "blended" Metrolink service connecting to the HST at Burbank. Second, at some later date, the Burbank-Los Angeles HST section would be constructed, continuing on the UP/Metrolink alignment and replacing the Metrolink blended service with HST service. The interim Metrolink service appears to involve an unspecified "program of early investments to improve the existing Metrolink rail infrastructure" (Palmdale-Burbank Initial Study, p. 12). It is unclear whether the interim Metrolink service also would include operational enhancements, such as longer trains or increased frequency. However, neither infrastructure nor operational improvements to Metrolink are included as part of the project in the Palmdale-Burbank NOP/NOI and Initial Study. Accordingly, it appears that the intent is for any such "connectivity" projects to be separately evaluated under CEQA and (if appropriate) NEPA.

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

As noted above, UP operates under an exclusive easement and shared use agreement with LACMTA for freight service on the Saugus and Valley Lines. UP has no obligation to allow additional passenger trains to use its routes other than under the terms of the CHSRA-UP MOU. Moreover, UP has not consented and will not consent to any modifications to accommodate changes to Metrolink service. Interim Metrolink service designed to connect to HST at Burbank for an unspecified period could have significant adverse impacts on UP's freight rail service on the same tracks. As one obvious example, increased frequency of Metrolink trains would reduce availability for freight operations. In addition, depending on their location and nature, Metrolink infrastructure improvements could adversely affect access to UP's customers.

Comment 17: "Blended" Metrolink Service as Part of the Project. The Palmdale-Burbank EIR/EIS must clearly explain, and address the transportation and other environmental consequences of, the plan for "blended" interim Metrolink service on the right of way shared by UP. If nothing else, clarification of this interim service is necessary to justify separate environmental review for the Metrolink project or projects. As it is, it is unclear whether Metrolink projects should be included as part of the project in the Palmdale-Burbank EIR/EIS, to avoid violating the CEQA prohibition against "piecemealing" and the corresponding NEPA prohibition against "segmentation" of connected projects (especially since some connectivity projects are funded by CHSRA itself, through bond sales under Proposition 1A). To the extent that the Palmdale-Burbank HST EIR/EIS relies on the contribution of interim Metrolink service to support its ridership projections and related analysis of air quality, GHG, traffic congestion and energy benefits and impacts of the HST, the interim Metrolink service would appear to be part of the Palmdale-Burbank HST project.

Comment 18: Cumulative Impact Analysis of "Blended" Metrolink Service. Alternatively, if the Palmdale-Burbank EIR/EIS does sufficiently explain and justify separate review of Metrolink improvements, that does not exclude them from analysis. Instead, the projects must be included in the cumulative impacts analysis, as past, present or reasonably foreseeable future projects contributing to environmental impacts during the interim period, together with the Palmdale-Burbank HST section. Thus, one way or the other, the Palmdale-Burbank EIR/EIS must provide a detailed description and impact analysis (whether project-specific or cumulative) of any Metrolink infrastructure and/or operational improvements for the "blended" interim connection to HST at Burbank. See, e.g., Draft EIR for the Peninsula Corridor Electrification Project (February 2014), Section 4.1 (cumulative impact analysis of the Caltrain electrification project together with "blended service" of HST on the Caltrain right of way).

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

Thank you for considering our comments. Please contact me if you have any questions or would like further information or to discuss any of these issues.

Sincerely,



JERRY S. WILMOTH

Attachments:

- A. Letter, J. Wilmoth, UP, to D. Solow, SCRRRA, November 14, 2008
- B. Letter, J. Wilmoth, UP, to M Morshed, CHSRA, May 13, 2008
- C. Association of American Railroads, The Environmental Benefits of Moving Freight By Rail, June 2012
- D. Association of American Railroads, Freight Railroads Help Reduce Greenhouse Gas Emissions, July 2012

cc: Arthur Leahy, Chief Executive Officer, LACMTA
Mike DePallo, Chief Executive Officer, SCRRRA

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued



November 14, 2008

Mr. David Solow
Chief Executive Officer
Southern California Regional Rail Authority
700 South Flower Street, Suite 2600
Los Angeles, CA 90017

Re: Saugus Line Freight Easement

Dear Mr. Solow:

With passage of Proposition 1A last week, we anticipate that the California High Speed Rail Authority (CHSRA) will contact Metrolink to begin planning the location and design of the Southern California segment of the high speed rail network. Union Pacific's understanding is that CHSRA will ask Metrolink to share the Valley Subdivision (Saugus Line) from Sylmar (possibly Palmdale) to Los Angeles Union Station.

As you know, Union Pacific is the owner and user of an exclusive freight service easement on Metrolink's Valley Subdivision south of Palmdale. We are obligated by federal law to provide a level of service reasonably required by our customers unless and until the Surface Transportation Board permits abandonment. We have no plans to seek abandonment at this time.

Union Pacific therefore requests that Metrolink fully safeguard and protect Union Pacific's freight service rights and easement over the Valley Subdivision during any negotiations with CHSRA. Union Pacific's position on sharing rights of way with high speed rail was made clear in the letter I sent to CHSRA on May 13, 2008, (copy attached). Our freight easement must not be eliminated or limited in any way by high speed rail facilities or operations.

Our concerns apply both to through trains and to local service. For example, as you also know, we are close to starting a new rock train service to Vulcan at Sun Valley. This operation must be protected in any arrangement that Metrolink may negotiate with CHSRA. Metrolink also must assure that Union Pacific's liability exposure on the Valley Subdivision as a whole will not increase if high speed rail service is added.

Please keep me advised as to matters that affect our easement. We also would like to participate in high speed rail meetings that could impact our operations.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Wilmoth".

Attachment

Jerry Wilmoth
General Manager Network Infrastructure

UNION PACIFIC RAILROAD
10031 Foothills Blvd., Roseville, CA 95747
ph. (916) 789-6360 ex. (916) 789-6171

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued



May 13, 2008

Mr. Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

Re: California High Speed Rail Route

Dear Mr. Morshed:

Reference is made to our meeting of May 9, 2008, to discuss the current status of the California high-speed rail initiative and its possible impacts on Union Pacific Railroad.

It was a very informative meeting to hear the efforts you are undertaking as the high-speed train bond measure is being prepared for the November, 2008 ballot.

After hearing your plans regarding the proposed routing for this service, Union Pacific feels it is important for the California High Speed Rail Authority (CHSA) to once again understand Union Pacific's position as related to potential alignments along Union Pacific corridors. Union Pacific has carefully evaluated CHSA's project and for the variety of reasons we discussed during our meeting, does not feel it is Union Pacific's best interest to have any proposed alignment located on Union Pacific rights-of way. Therefore, as your project moves forward with its final design, it is our request you do so in such a way as to not require the use of Union Pacific operating rights-of-way or interfere with Union Pacific operations. The State of California and the nation need railroads to retain their future ability to meet growing demand for rail cargo transportation, or that cargo will be in trucks on the highways.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,
A handwritten signature in black ink, appearing to read "Jerry Wilmoth".

Cc: Scott Moore - UP
Wesley Lujan - UP

Jerry Wilmoth
General Manager Network Infrastructure

UNION PACIFIC RAILROAD
10031 Foothills Blvd., Roseville, CA 95747
ph. (916) 789-6360 fx. (916) 789-6171

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

The Environmental Benefits of Moving Freight by Rail

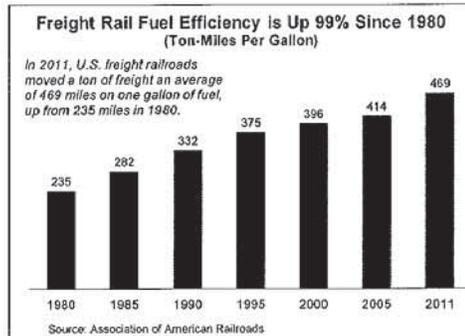
ASSOCIATION OF AMERICAN RAILROADS JUNE 2012

Summary

Railroads are the most environmentally sound way to move freight over land. On average, **trains are four times more fuel efficient than trucks.** They also **reduce highway gridlock, lower greenhouse gas emissions, and reduce pollution.** Through the use of greener and cleaner technologies and more efficient operating practices, our nation's privately owned freight railroads are committed to even greater environmental excellence in the years ahead.

Freight Railroads and Fuel Efficiency Go Hand in Hand

- In 2011, U.S. freight railroads moved a ton of freight an average of **469 miles per gallon of fuel** — up from 235 miles in 1980. **That's a 99% improvement.**
- On average, railroads are **four times more fuel efficient than trucks**, according to a recent independent study for the Federal Railroad Administration.
- Greenhouse gas emissions are directly related to fuel consumption. That means **moving freight by rail instead of truck lowers greenhouse gas emissions by 75 percent.**
- If just 10 percent of the long-distance freight that moves by truck moved by rail instead, fuel savings would be approximately **one billion gallons per year** and **greenhouse gas emissions would fall by approximately 11 million tons** — equivalent to taking nearly 2 million cars off the road or planting more than 250 million trees.



Freight Railroad Innovations Help the Environment

Rail freight volume is nearly double what it was in 1980, but railroads' fuel consumption is about the same. How did railroads do this? Through technological innovations, new investments, improved operating practices, and a lot of hard work, including:

- **Increasing the amount of freight in an average rail car.** Thanks to improved freight car design and other factors, the average freight train carried 3,538 tons of freight in 2011, up 59 percent from 1980.

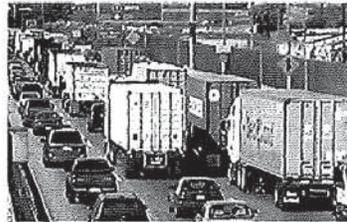
Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

- Acquiring thousands of **new, more efficient locomotives**, including many “gensets” that have several independent engines that turn on and off depending on how much power is needed to perform a particular task. Many older, less fuel efficient locomotives have been retired from service.
- Installing new idling-reduction technologies, such as **stop-start systems** that shut down a locomotive when it is not in use and restart it when it is needed.
- Developing and implementing **highly advanced computer software systems** that, among other things, calculate the most fuel-efficient speed for a train over a given route; determine the most efficient spacing and timing of trains on a railroad’s system; and monitor locomotive functions and performance to ensure peak efficiency.
- Offering **employee training and incentive programs** to help locomotive engineers develop and implement best practices and improve awareness of fuel-efficient operations.
- Expanding the use of **distributed power** (positioning locomotives in the middle of trains) to reduce the total horsepower required for train movements.
- Improving **rail lubrication** to reduce friction at the wheel-rail interface, saving fuel and reducing wear and tear on track and locomotives.

Freight Railroads Fight Highway Gridlock

Railroads help reduce the huge economic costs of highway congestion:

- According to the Texas Transportation Institute, in 2010 **highway congestion cost American \$101 billion in wasted time (4.8 billion hours) and wasted fuel (1.9 billion gallons)**. Lost productivity, cargo delays, and other costs add tens of billions of dollars to this tab.
- **A single freight train, though, can carry the load of several hundred trucks**, freeing up space on the highway for other motorists.
- Shifting freight from trucks to rail **reduces highway wear and tear and the pressure to build costly new highways**.



Freight Railroads Mean Less Pollution

Moving freight by rail rather than by truck significantly reduces harmful emissions. In March 2008, the EPA issued stringent new locomotive emissions standards. The EPA estimates that, when compared to the previous standards, the new standards will:

- Reduce particulate matter (PM) emissions by 90 percent; and
- Reduce nitrogen oxide (NOx) emissions by 80 percent.

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

The Environmental Benefits of Moving Freight by Rail

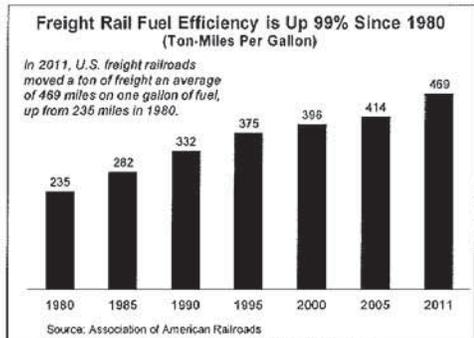
ASSOCIATION OF AMERICAN RAILROADS JUNE 2012

Summary

Railroads are the most environmentally sound way to move freight over land. On average, **trains are four times more fuel efficient than trucks**. They also **reduce highway gridlock, lower greenhouse gas emissions, and reduce pollution**. Through the use of greener and cleaner technologies and more efficient operating practices, our nation's privately owned freight railroads are committed to even greater environmental excellence in the years ahead.

Freight Railroads and Fuel Efficiency Go Hand in Hand

- In 2011, U.S. freight railroads moved a ton of freight an average of **469 miles per gallon of fuel** — up from 235 miles in 1980. **That's a 99% improvement.**
- On average, railroads are **four times more fuel efficient than trucks**, according to a recent independent study for the Federal Railroad Administration.
- Greenhouse gas emissions are directly related to fuel consumption. That means **moving freight by rail instead of truck lowers greenhouse gas emissions by 75 percent.**
- If just 10 percent of the long-distance freight that moves by truck moved by rail instead, fuel savings would be approximately **one billion gallons per year** and **greenhouse gas emissions would fall by approximately 11 million tons** — equivalent to taking nearly 2 million cars off the road or planting more than 250 million trees.



Freight Railroad Innovations Help the Environment

Rail freight volume is nearly double what it was in 1980, but railroads' fuel consumption is about the same. How did railroads do this? Through technological innovations, new investments, improved operating practices, and a lot of hard work, including:

- **Increasing the amount of freight in an average rail car.** Thanks to improved freight car design and other factors, the average freight train carried 3,538 tons of freight in 2011, up 59 percent from 1980.

Submission B009 (Jerry Wilmoth, Union Pacific Railroad, August 29, 2014) -
Continued

- Acquiring thousands of **new, more efficient locomotives**, including many “gensets” that have several independent engines that turn on and off depending on how much power is needed to perform a particular task. Many older, less fuel efficient locomotives have been retired from service.
- Installing new idling-reduction technologies, such as **stop-start systems** that shut down a locomotive when it is not in use and restart it when it is needed.
- Developing and implementing **highly advanced computer software systems** that, among other things, calculate the most fuel-efficient speed for a train over a given route; determine the most efficient spacing and timing of trains on a railroad’s system; and monitor locomotive functions and performance to ensure peak efficiency.
- Offering **employee training and incentive programs** to help locomotive engineers develop and implement best practices and improve awareness of fuel-efficient operations.
- Expanding the use of **distributed power** (positioning locomotives in the middle of trains) to reduce the total horsepower required for train movements.
- Improving **rail lubrication** to reduce friction at the wheel-rail interface, saving fuel and reducing wear and tear on track and locomotives.

Freight Railroads Fight Highway Gridlock

Railroads help reduce the huge economic costs of highway congestion:

- According to the Texas Transportation Institute, in 2010 **highway congestion cost American \$101 billion in wasted time (4.8 billion hours) and wasted fuel (1.9 billion gallons)**. Lost productivity, cargo delays, and other costs add tens of billions of dollars to this tab.
- **A single freight train, though, can carry the load of several hundred trucks**, freeing up space on the highway for other motorists.
- Shifting freight from trucks to rail **reduces highway wear and tear and the pressure to build costly new highways**.



Freight Railroads Mean Less Pollution

Moving freight by rail rather than by truck significantly reduces harmful emissions. In March 2008, the EPA issued stringent new locomotive emissions standards. The EPA estimates that, when compared to the previous standards, the new standards will:

- Reduce particulate matter (PM) emissions by 90 percent; and
- Reduce nitrogen oxide (NOx) emissions by 80 percent.

This Page Intentionally Left Blank

Appendix F.6

Letters From Individuals

Last Name ¹	First Name	Submission Number	Page Number
Asimow	Steven	I001	F.6-1
Avanes	Adrinen	I002	F.6-2
Baldwin	Xavier	I003	F.6-4
Benitez	Michelle	I004	F.6-5
Betts	Byron E.	I005	F.6-6
Biera	Olivia	I006	F.6-12
Bocek	Daniel	I007	F.6-13
Browne	Tom	I008	F.6-15
Campbell	Mark	I009	F.6-16
Coppedge	David	I010	F.6-17
Croels	Caroline	I011	F.6-18
Croels-Decker	Arlette	I012	F.6-19
Dillard	Joyce	I013	F.6-20
Durrer	Sarah	I014	F.6-21
Dyson	Paul	I015	F.6-22
Friedman	Alexander	I016	F.6-24
Garibian	Tony	I017	F.6-25
Grindley	William	I018	F.6-27
Kerner	Ken	I019	F.6-29
Larson	Julie	I020	F.6-30
Logan	John and Rain	I021	F.6-31
MacAdams	Susan	I022	F.6-32
MacAdams	Susan	I023	F.6-38
MacAdams	Susan	I024	F.6-40
Martel	Donald	I025	F.6-58
May	Marlena	I026	F.6-60
McGrath	Peter	I027	F.6-61
Morton	Pat	I028	F.6-62
Orcholski	Gerald	I029	F.6-63
Patterson	Michael	I030	F.6-64
Rodriguez	Andrew	I031	F.6-65
Russell Brown	J.	I032	F.6-66
Salinsky	Eugene	I033	F.6-68
Sanderson	Joseph	I034	F.6-69
Sarkissian	Greg	I035	F.6-70
Serridge	Anna	I036	F.6-71
Sherback	Harvey	I037	F.6-73
Squires	Janet	I038	F.6-75
Steinbruecker	Rick	I039	F.6-76
Sucich	Yvonne	I040	F.6-77
Sweeny	Dianne M.	I041	F.6-78
Unknown	Naveen	I042	F.6-80
Unknown	James	I043	F.6-81
Unknown	Unknown	I044	F.6-82
Uyemutsu	Ryan	I045	F.6-83
Wagner	Evan	I046	F.6-84
Walsh	John	I047	F.6-85
Williams	Tom	I048	F.6-88
Williams	Tom	I049	F.6-90
Wilsa	Bonita	I050	F.6-98
Winstead	Ruth	I051	F.6-99

Note: ¹ Comment letters organized alphabetically by individual's last name and chronologically by date/time of submission.

Submission I001 (Steven Asimow, August 4, 2014)

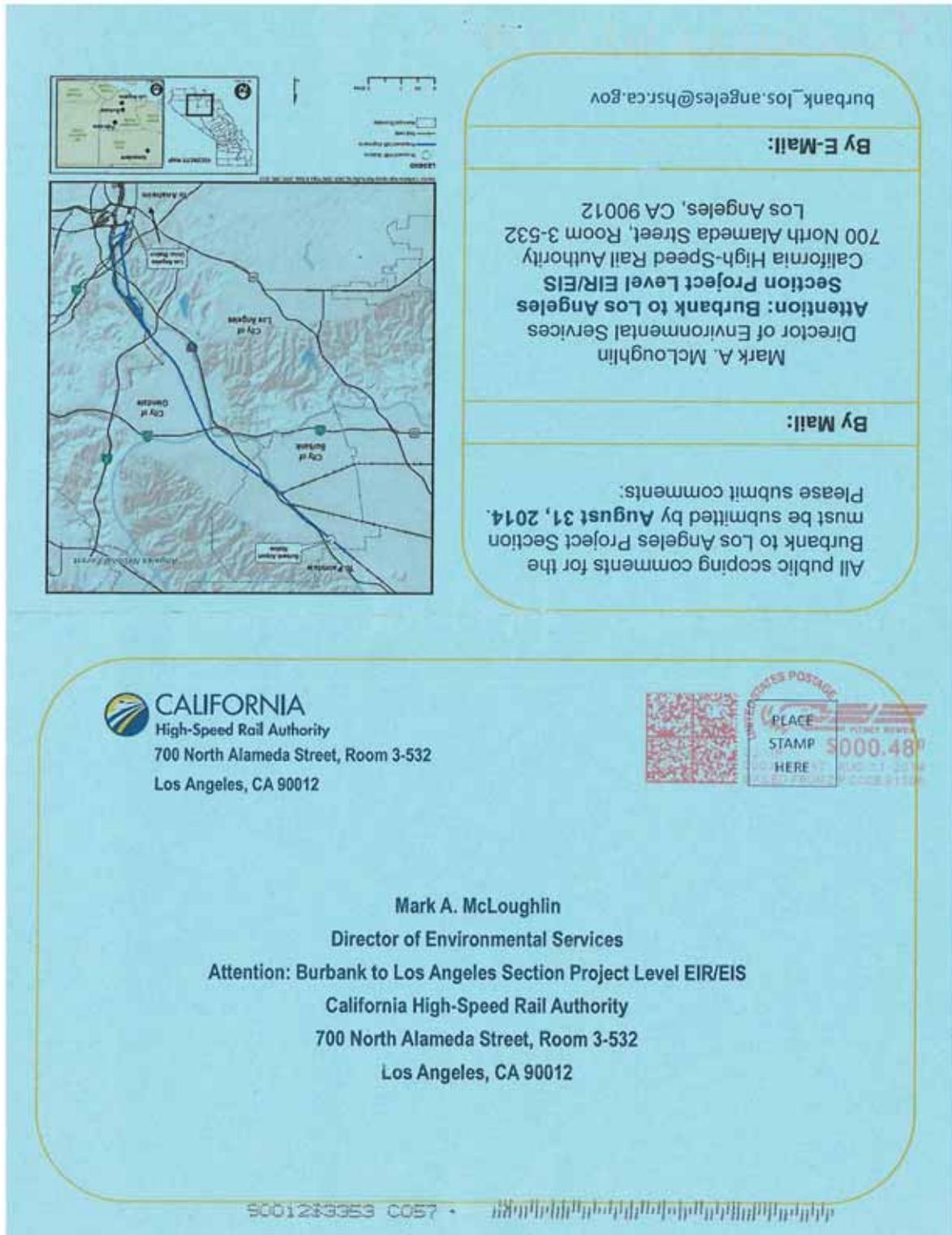
Burbank - Los Angeles - RECORD #3 DETAIL

Status : Pending
Record Date : 8/4/2014
Response Requested :
Submission Date : 8/4/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Email
First Name : steven
Last Name : Asimow
Professional Title :
Business/Organization :
Address :
County :
Apt./Suite No. :
City : Glendale
State : CA
Zip Code : 91204
Telephone :
Email : asimows@sbcglobal.net
Fax :
Cell Phone :
Email Subscription :
Add to Mailing List :
Comment Type : Issue (concern, suggestion, complaint)
Stakeholder Comments/Issues : Dear Sirs: Thanks for the opportunity to comment on the proposed high speed rail project. I am appalled at the extravagant misuse of taxpayer funds for a project such as this. Millions of dollars have been slashed from our civil court system, effectively disenfranchising people of modest means. There are rumors of bake sales to support the courts. In the LA Times a few days ago, there was a description of present condition of the city of Los Angeles: Potholed streets, busted sidewalks, deteriorated power poles and leaking pipes. The money you propose to spend on the rail project is desperately needed to maintain our quality of life. Sincerely, Steve Asimow 624 Ivy St., Glendale, Ca 91204 8182409825
Subscription Request/Response :
EIR/EIS Comment : Yes
Attorney or Law Firm? : No
Need PI Response :
General Viewpoint on Project :

Submission I002 (Adrienne Avanes, August 6, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card
NAME: <i>Adrienne Avanes</i>		DATE: <i>08/06/14</i>
MEETING LOCATION: <i>Burbank Library</i>	AFFILIATION:	
ADDRESS:	EMAIL:	PHONE:
CITY:	STATE:	ZIP:
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		
<input type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES		
<input type="radio"/> PALMDALE TO BURBANK		
*NOTE: This does not substitute for formal request to receive legal notices.		
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
ADDITIONAL COMMENTS: <i>I believe that authorities should select the quickest way first.</i>		
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_ins.angelos@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I002 (Adrienne Avanes, August 6, 2014)



Submission I003 (Xavier Baldwin, August 14, 2014)

Burbank - Los Angeles - RECORD #45 DETAIL

Status : Pending
Record Date : 8/23/2014
Response Requested : No
Submission Date : 8/14/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Email
First Name : Xavier
Last Name : Baldwin
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State :
Zip Code : 00000
Telephone :
Email : xbaldwin@sbcglobal.net
Cell Phone :
Email Subscription :
Add to Mailing List :

Stakeholder Comments/Issues : I greatly encourage you to proceed to develop high speed rail regardless of the opposition. The USA is one of the few developed countries without true high speed rail. It is ironic as the USA was a pioneer in building the first railroad systems in the world. I have had the pleasure of riding the French TGV from Marseille to Paris and then on the Eurostar under the English Channel to Waterloo Station in London. There is nothing like it. If there is a train I will ride it. I love taking the slow Amtrak Surfliner from Burbank to San Diego...sure beats driving and takes about the same time. If HSR was available, this trip would take about 45 minutes!

HSR from Southern California to SF and to Las Vegas are ideal destinations.

My only regret is that I may not live to see completion as I am now 71.

Xavier Baldwin

EIR/EIS Comment : Yes
Need PI Response : Yes- Standard Response
General Viewpoint on Project : In Support of CAHSR Project

Submission I004 (Michelle Benitez, August 7, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: Michelle Benitez		DATE: 8-7-14	
MEETING LOCATION: PALMDALE		AFFILIATION: Resident	
ADDRESS: 14653 Deebank Dr.	EMAIL: c21michelloj@msn.com	PHONE: 661-965-4436	
CITY: LK. ELIZABETH	STATE: CA	ZIP: 93532	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES			
<input type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
Animals, water, chopping mtn.'s away, more elect wires			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
TAKE \$100 Billion + create jobs by hiring 10,000's of thousands, if not 100,000's of thousands + fix our pot-hole ridden roads and highways. Then, take the rest + build homes for poor or more shelters + create even more jobs + residential by weeding wood, piping, roofing, etc., etc.			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I005 (Byron E. Betts, August 11, 2014)

 CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card
NAME: <i>Byron E. Betts</i>		DATE: August 11, 2014
MEETING LOCATION: <i>Acton-Agua Dulce Library</i>	AFFILIATION: <i>Homeowner</i>	
ADDRESS: <i>1845 Shadow Canyon Rd</i>	EMAIL: <i>byron@byronbetts.com</i>	PHONE: <i>661-269-0706</i>
CITY: <i>Acton</i>	STATE: <i>CA</i>	ZIP: <i>93510</i>
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		
*NOTE: This does not substitute for formal request to receive legal notices.		
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES		
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		
A. Water alone brings up many huge concerns. (See Attachment: Page 1) B. Increased Greenhouse emissions. (See Attachment: Page 1) C. Air Quality brings up many huge concerns as well. (See Attachment: Page 1) D. Destruction of Biological Resources (See Attachment: Page 1) E. Increased Transportation, Traffic Congestion, and Road Closures (See Attachment: Page 2) F. Decreased or interrupted Public Services and Emergency Response (See Attachment: Page 2) G. Negative Effects on Population Growth and House Values (See Attachment: Page 2 and 3) H. Negative Economic and Social Impacts, Environmental Justice (Blighting) (See Attachment: Page 3) I. Destruction of Agricultural Resources (See Attachment: Page 3 and 4) J. Destruction of Historic and Cultural Resources (See Attachment: Page 4) K. Increased Vibration and Noise (See Attachment: Page 4) L. Negative Effects on Geology, Soils and Earthquake Faults (See Attachment: Page 4)		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
A. Cost overruns and funding <ol style="list-style-type: none"> The voters approved a bond measure for approximately \$8.5 Billion. I've read estimates that the actual cost will be more than ten times that amount. How will the HSRA be funded? We were told Cap & Trade Funding would cover \$2-3 Million per year, but that barely scratches the surface of total cost. In addition, is it even legal to use this type of funding for an ongoing project? We were told Foreign Investors would fund the remaining \$Billions. Which foreign investors want to invest in a business that must be continuously subsidized by the Federal Government because the ridership will never recoup the cost of operation, let alone the cost to build it? Will the HSRA give the public access to the actual owners of the HST system? California already has one of the highest tax rates in the country. How will the high cost of HST system affect California taxpayers? 		
ADDITIONAL COMMENTS: What measures are being taken to prevent terrorist attacks on the 800 miles of open track? To the overpasses, underpasses, tunnels, and HST Stations? And to the trains themselves? What safeguards are there to prevent someone from sabotaging the train in some way, causing a high speed derailment and subsequent injuries and deaths? Since 9/11, the whole world has adapted to lengthy security measures to ride an airplane, but airplanes are less easily sabotaged when in the sky. Trains are vulnerable at all times of operation.		
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hst.ca.gov ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I005 (Byron E. Betts, August 11, 2014) - Continued

Attachment: Page 1 of 4

List of Environmental Concerns

- A. Water alone brings up many huge concerns. California has already been in a severe drought for over 3 years and most of Acton's water comes from wells. The Santa Clara River Bed is the last remaining clean water source in California, and it lies directly under the route from Palmdale to Burbank.
1. How will HSRA prevent polluting this crucial water supply? What will protect the water supply from pollution in the event of tunneling through an aquifer? How will the HSRA compensate everyone who is affected in the event that their water supply is destroyed by pollution or depletion?
 2. How will the HSRA fulfill the requirements of the Clean Water Act?
 3. Most of Acton depends on well water. How will residents be compensated for wells that are damaged or permanently depleted?
 4. Will the HSRA use District 37 water during construction? How will the HSRA address depletion of the District 37 water supply?
 5. How will HSRA address the depletion of water to all of California due to projected population growth the HSR will encourage?
 6. How will the HSRA prevent fracturing of the Blue Line?
 7. How will the HSRA prevent disruption to hydrological patterns? There are several faults in the area between Palmdale and Burbank. Changing water levels has been proven to cause earthquakes in other areas. How will the HSRA compensate everyone in So. California who is affected by a major earthquake that is caused by changes in hydrological patterns?
 8. Will the HSRA monitor water contamination from trenching, drilling, and boring? Will the results of water samples be released to the public on request?
- B. Increased Greenhouse emissions.
1. How will the HSRA prevent increases in diesel fumes and CO2 emissions during construction? Large, land-moving equipment and vehicles run on diesel fuel. Properties surrounding the work sites will certainly be affected.
 2. How does the HSRA intend to handle exposure AFTER completion?
- C. Air Quality brings up many huge concerns as well. My daughter and I have asthma that is triggered by pollution and dust. We moved from the South Bay to Acton BECAUSE the air is cleaner and we have noticed a significant reduction in asthma since moving to Acton.
1. How will the HSRA prevent and ensure the air quality remains the same during and after construction? Will they test air quality before, during, and after the Rail is built and take responsibility for any noted degradation in air quality? How will the HSRA compensate people who become ill during or after construction of the HST?
 2. How will the HSRA address the potential of releasing Valley Fever spores into the air due to tunneling? How will they compensate people who become ill or die from Valley Fever?
- D. Destruction of Biological Resources
1. Acton is a migratory route for many birds, and a variety of rare or endangered wildlife live in this very sensitive high desert region. How will the HSRA prevent affecting the already decreasing habitat of the following: California Quail, Horned Toads, Kangaroo Rats,

Submission I005 (Byron E. Betts, August 11, 2014) - Continued

Attachment: Page 2 of 4

Roadrunners, Red legged frogs, coyotes, bobcats, deer, the California Condor, tarantulas, unarmored three-spine stickleback, Santa Ana Sucker, and the two-striped garter snake?

2. How will HSRA, improve the declining habitat of these animals by promoting population growth in California?
3. How will the HSRA preserve the Wildlife viewing area at the Soledad Campground?
4. How will the HSRA preserve the exotic feline rescue, Shambala Preserve? Shambala humanely houses lions, tigers, panthers, and other wild cats. The land where Shambala Preserve resides is uniquely suited to this dangerous purpose because it is situated in a valley, away from major residential areas, and there are plenty of trees providing necessary shade for the big cats. And, the Santa Clara river runs through the property.

E. Increased Transportation, Traffic Congestion, and Road Closures.

1. There are currently no traffic signals in Acton, due to our preferred rural lifestyle. The HST will increase traffic through our area. How will the HSRA compensate for increased traffic delays, and congestion and pollution it brings to our rural town?
2. How will HSRA address the temporary or permanent road closures due to the construction and operation of the HST?
3. In the event of a road closure, what will be done so homeowners and emergency personnel will still be connected?
4. Sierra Highway, Soledad Canyon, and Angeles Forest Highway are commuter roadways through Acton, in addition to the 14 fwy. How will the HSRA compensate for traffic impacts and the increased wear and tear due to construction vehicles using these roads?
5. The SR14 and SR14 East alignments would limit or block access to two (2) schools in our area during construction and final operation of the HST. (High Desert Middle School and Vasquez High School.) How will the HSRA compensate the community for blocked access to these schools? How will the HSRA address emergency access to the schools in the event of a road closure?

F. Decreased or interrupted Public Services and Emergency Response

1. How will disruption in water, electricity, natural gas, or waste disposal be addressed and compensated?
2. Our nearest Sheriff station and hospital is 20 miles north of Acton and the Fire station is at the north edge of town. How will the HSRA address hindrance in emergency response of these services during road closures?
3. Will HSRA provide additional emergency response services during times of road closures?
4. What protection and services will the HSRA make available during earthquakes, derailment, floods, or other disasters?

G. Negative Effects on Population Growth and House Values

1. The construction of the HST will create negative impacts to Acton that will permanently destroy the community. The intrusion of this urban structure bisecting the town violates the Acton Community Standards and the County's AV General Plan for rural areas. How will the HSRA solve this?
2. The HST will have a negative impact on house values in the whole town, not just areas on or near the proposed alignments. The HST will close several roads, prevent access through

Submission I005 (Byron E. Betts, August 11, 2014) - Continued

Attachment: Page 3 of 4

town, it will block precious mountain views, and if the alignment passes next to our Junior High and High School, it will destroy our school system, thereby killing our entire town. Who wants to send their kids to school next to the noise equivalent to an airport?

3. We own 2 homes in Acton. Both are horse properties with acreage. **The HST is already affecting our ability to sell** one of our homes because that home is located on the SR14 East proposed alignment. We want to sell the home to our renters. They wanted to buy our 2.5 acre home with horse facilities. **But no one wants to inherit the potential seizure (by eminent domain) of the property for the HST in the next couple of years.** So now we're stuck with a home we cannot sell, thanks to the HST proposed alignment. The HSRA just announced the study area (slug) for a new alignment, and the home we live in is located within that new study area. We will be negatively impacted twice by the HST coming through Acton. **How will the HSRA compensate all the homeowners and local businesses in Acton for decreases in property values, degradation of local schools, and the blight that comes with a dying town?**
4. The Acton Community Standards were set up many years ago to maintain the rural nature of Acton. This is an equestrian community. There are very few places in Southern California where people can keep horses on their property and ride their horses directly from their property onto local riding trails. Acton's library is the ONLY library in California that has an enclosure and hitching post for horses. How will the HSRA maintain the rural, equestrian nature of Acton by blasting jet-like high speed trains through the middle of the town? How can the HSRA mitigate the potential closure of one of the last rural communities remaining in Southern California?
5. Most homes in Acton have pristine views of the mountains. Many homes have views that overlook valleys as well. Any HST alignment running through the middle of Acton will permanently block pristine views of surrounding mountains and valleys. How can the HSRA mitigate or compensate homeowners for destruction/obstruction of their property's beautiful country view?

H. Negative Economic and Social Impacts, Environmental Justice (Blighting)

1. The 2 proposed alignments and the new study area of the HST will divide and displace Acton wherever the HST comes above ground. Yet tunneling may deplete or poison the water supply, which supplies additional communities besides Acton. The HST will not provide ANY benefit to Acton. Whether it goes through above ground or below Acton, it will destroy the unique, rural town forever.
2. The HSRA has not conducted a baseline study of property values prior to the assignment of a route. Why not?
3. The HST will cause a trickle effect in loss of income to Acton businesses, realtors, contractors, developers, teachers (when the schools close) and homeowners.

I. Destruction of Agricultural Resources

1. The majority of Acton is currently zoned as Agricultural. How will the HSRA compensate for zoning conflicts or Williamson Act contract conflicts?

Submission I005 (Byron E. Betts, August 11, 2014) - Continued

Attachment: Page 4 of 4

2. How will the HSRA compensate local farmers, horse breeders, dog kennel owners, and animal rescues that will be affected or forced to move by the HST?
- J. Destruction of Historic and Cultural Resources
1. Acton is home to Blum Ranch, which is an historic farm.
 2. Governor Mine and Red Rover Mine are historic mines in Acton. Mining operations are still active.
 3. There are also known Indian artifacts and historical burial sites of Native American Indians in the area of the Soledad Canyon Corridor. There are also paleontological fossil resources scattered throughout Acton.
 4. How will all these Historic and Cultural resources be protected?
- K. Increased Vibration and Noise
1. Dynamic stress from vibrations can accelerate the development of structural damage to buildings. How will HSRA certify the structural integrity of all impacted and surrounding areas prior to construction?
 2. How will the HSRA monitor structures over time and how will the HSRA compensate for damages due to vibration and accelerated aging?
 3. People and animals are all adversely affected by stress from vibration and noise. How will the HSRA compensate for the negative effects of stress due to the startle affects of sudden vibrations caused by blasting, tunneling, and operation of the HST?
 4. How will the HSRA mitigate the 85+ decibel jet airplane-like noise to property owners next to or near the alignment? How will the HSRA mitigate the jet airplane-like sounds from echoing through the canyons and valleys as each HST passes? How will the HSRA mitigate the noise as the trains run right next to our schools?
- L. Negative Effects on Geology, Soils and Earthquake Faults
1. The State of California recognizes the Acton Quadrangle as an official seismic hazard zone. Liquefaction and/or landslides are highly likely in the event of an earthquake of magnitude 5.5 or greater. How will the HSRA ensure public safety in the event of an earthquake or landslide triggered by water depletion, vibration, or tunneling?
 2. Will the HSRA monitor soil contamination from trenching, drilling, and boring? Will the results of these soil samples be released to the public on request?

Submission I006 (Olivia Biera, August 20, 2014)

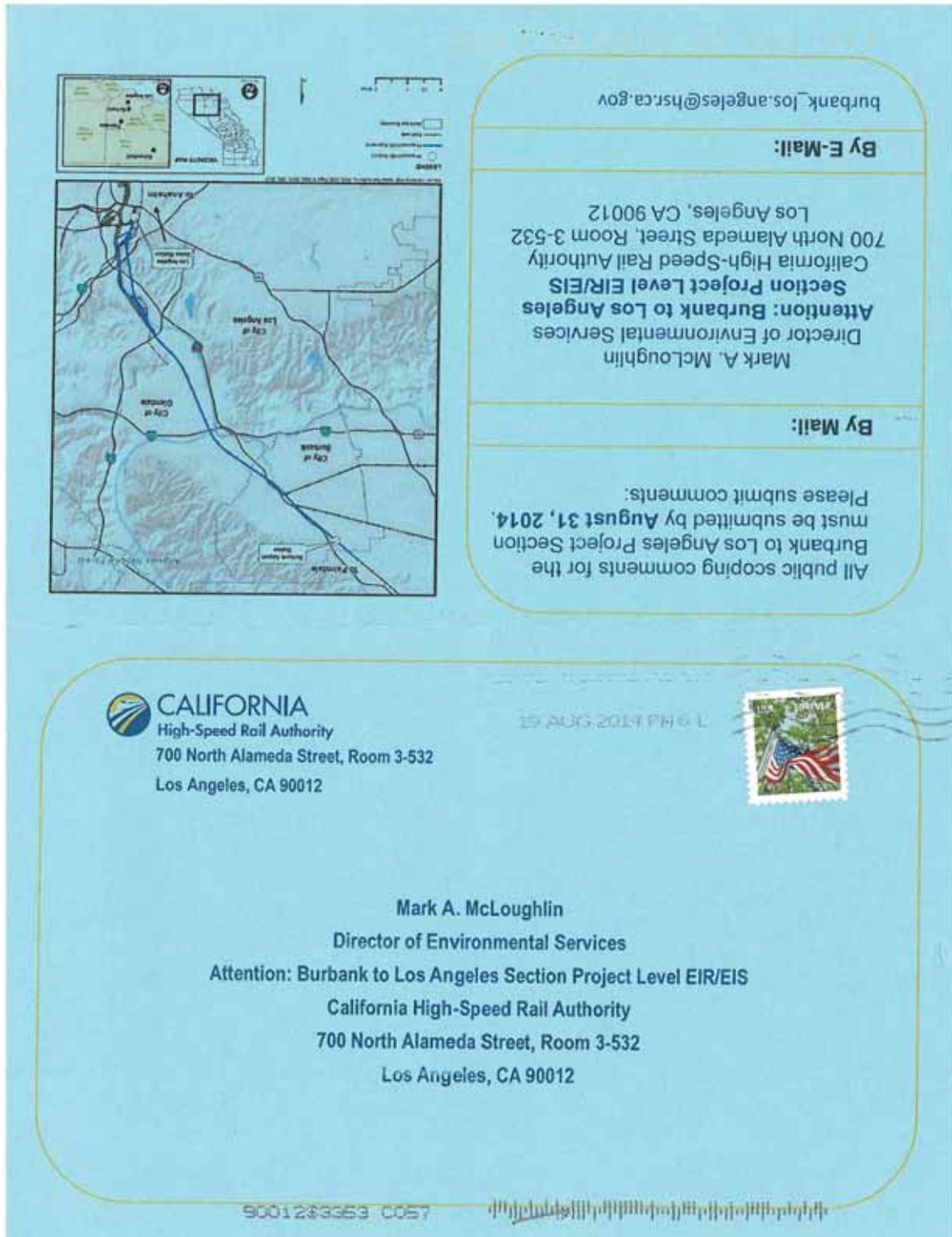
Burbank - Los Angeles - RECORD #41 DETAIL
--

Status :	Pending
Record Date :	8/23/2014
Response Requested :	Yes
Submission Date :	8/20/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Email
First Name :	Olivia
Last Name :	Biera
Professional Title :	
Business/Organization :	
Address :	662 Amador Street
Apt./Suite No. :	
City :	Los Angeles
State :	CA
Zip Code :	90012
Telephone :	
Email :	opb170@gmail.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	<p>I live in Solano Canyon, just above the tracks that run along the 5 fwy and nestled in elysian park. We have the 110 freeway dividing our canyon community and the 5 freeway to the east of the hillside. In no way shape or form do i believe it is in the best interest of anyone for the proposed rail to come close to any residential neighborhood, especially SOLano Canyon. In no way shape or form do i think this rail should create tunnels through mountains or hills. Keep it as close to the already established rail ways as possible and for the love of children, please keep it away from any residential neighborhoods. Please reply so that I know you received this message. Olivia Biera 662 Amador St. LA, CA 90012</p>
EIR/EIS Comment :	Yes
Need PI Response :	Yes- Standard Response
General Viewpoint on Project :	In Opposition to Alternative Corridor

Submission I007 (Daniel Bocek, August 17, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: Daniel Bocek		DATE: 8/17/2014	
MEETING LOCATION: Burbank		AFFILIATION: none	
ADDRESS: 2937 MYSTIC VILL		EMAIL: dj7489256@comcast.net	PHONE: 818-843-3090
CITY: Burbank	STATE: CA	ZIP: 91504	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES <input checked="" type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<ul style="list-style-type: none">• Ugly wires to train (view)• Power consumption (cost to us!!) Coal plants being sunset <u>soon</u>!!• Cost to operate to local community• My home value• My home value if tunnel goes under my property!• Noise• congestion			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
What about mag <u>lev</u> ! instead of wires!!			
ADDITIONAL COMMENTS:			
<ul style="list-style-type: none">• No Train (high speed) operates without tax payers in the world!• Cost effective!!			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_lox.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I007 (Daniel Bocek, August 17, 2014)



Submission I008 (Tom Browne, August 7, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <u>Tom Browne</u>		DATE: <u>7 AUG 2014</u>	
MEETING LOCATION: <u>PALMDALE</u>		AFFILIATION:	
ADDRESS:		EMAIL: <u>tbrowne@palmdale.com</u>	PHONE: <u>(562) 420-3254</u>
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES			
<input type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<u>Stop EIR mitigation (EM) Seismic. Stop mitigation. Make sure the ^{can} train stand up to a M=7.0 quake along the San Andreas fault, in ^{on} along the weather fault.</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? <u>NONE. I don't think there are any plants or animals to worry about between Downtown LA and Burbank but I'm NOT the guy to ask!</u>			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I009 (Mark Campbell, Antelope Valley Archaeological Society,
August 7, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card
NAME: <i>MARK CAMPBELL</i>		DATE: <i>8/7/2014</i>
MEETING LOCATION: <i>Palmdale Cultural Center</i>	AFFILIATION: <i>Antelope Valley Archaeological Society</i>	
ADDRESS: <i>Po Box 2139</i>	EMAIL: <i>AVARCHAEOLOGY@yahoo.com</i>	PHONE: <i>661 400-4397</i>
CITY: <i>Rosamond</i>	STATE: <i>CA</i>	ZIP: <i>93560</i>
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES		
<input type="checkbox"/> PALMDALE TO BURBANK		
*NOTE: This does not substitute for formal requests to receive legal notices.		
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		
<i>The proposed routes pass through several archaeological sensitive areas. I wish to be identified as an interested party and wish to have input on the preparation of the cultural resources studies.</i>		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
ADDITIONAL COMMENTS:		
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hr.ca.gov . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I010 (David Coppedge, August 5, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card
NAME: <i>David Coppedge</i>		DATE: <i>8/5/14</i>
MEETING LOCATION: <i>Hart Park</i>	AFFILIATION:	
ADDRESS:	EMAIL:	PHONE:
CITY:	STATE:	ZIP:
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		
<input type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES		
<input type="radio"/> PALMDALE TO BURBANK		
*NOTE: This does not substitute for formal request to receive legal notices.		
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
ADDITIONAL COMMENTS: <i>The state is broke. Stop spending our tax dollars on government boondoggles. We cannot afford this. Businesses are leaving. Stop the tax & spend habit.</i>		
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I011 (Caroline Croels, August 6, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: CAROLINE CROELS		DATE: 8/6/14	
MEETING LOCATION: BURBANK LIBRARY		AFFILIATION:	
ADDRESS: 1843 GARDENA AVE.	EMAIL:	PHONE: (818) 951 4825	
CITY: GLENDALE	STATE: CA	ZIP: 91204	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES <input type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
① NOISE AND VIBRATION DURING CONSTRUCTION & AFTER WHEN TRAINS ARE RUNNING. WHAT REMEDIAL ACTIONS WILL BE ISSUED TO AFFECTED PARTIES IF NOISE LEVELS EXCEED REGULATIONS? ② SAFETY ISSUES: ENOUGH SPACE NEXT TO TRACKS IF TRAIN DERAILED - WOULD WALL BE BUILT TO SLOW IMPACT ON DWELLINGS ADJACENT TO TRACKS? ③ HOW WOULD THE ELECTRICAL GRID DEAL WITH THE EXTRA DEMAND FROM THE RAIL SYSTEM? ④ EMISSIONS DURING CONSTRUCTION, HOW WOULD THIS BE ADDRESSED? ⑤ IMPACT ON FLORA & FAUNA IN ANGELES FOREST AND L.A. RIVER?			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
⑥ ESTHETIC ISSUES AROUND RESIDENTIAL SECTIONS. ALSO PRIVACY ISSUES. WHAT REMEDIES WOULD BE MADE AVAILABLE? ⑦ IMPACT ON PROPERTY PRICES POSSIBLY DROPPING FOR DWELLINGS NEXT TO TRACKS. AGAIN WHAT REMEDIES ARE PLANNED FOR THESE ISSUES? ⑧ EFFECTS ON SOIL STABILITY?			
ADDITIONAL COMMENTS: QUESTION THE NECESSITY OF SUCH AMBITIOUS UNDERTAKING. WANDER THE ACTUAL INCREASE OF PEOPLE ACTUALLY REGULARLY USING THE RAIL SYSTEM WOULD INCREASE GREATLY TO JUSTIFY HUGE COSTS OF BUILDING!			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I012 (Arlette Croels-Decker, August 6, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <i>CROELS-DECKER, ARLETTE</i>		DATE: <i>08/06/2014</i>	
MEETING LOCATION: <i>BURBANK LIBRARY</i>		AFFILIATION:	
ADDRESS: <i>1843 Gardenia AVE</i>		EMAIL: <i>d.deckercroels@er</i>	PHONE: <i>818 241 6626</i>
CITY: <i>Glendale</i>	STATE: <i>CA</i>	ZIP: <i>91204</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES <input type="radio"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<ol style="list-style-type: none"> 1. NOISE during construction: How do you plan to mitigate impact? 2. Air quality during construction: What are the measures you will take to minimize this issue? 3. How LARGE WOULD THE SAFETY CORRIDOR BE, NEXT TO DWELLINGS? 4. Will there be a wall between the dwellings + the train tracks? 5. VIBRATIONS CAUSING DAMAGE TO THE DWELLINGS (Wall + foundation)- EFFECT ON SOIL STABILITY. 6. IMPACT ON PROPERTY VALUE? 			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_loi.angeles@hsr.ca.gov . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I013 (Joyce Dillard, August 25, 2014)

California High-Speed Rail Project EIR/EIS
Burbank to Los Angeles Section

2014 Scoping Report

Submission 013 (Joyce Dillard, August 27, 2014)

First Name : Joyce

Last Name : Dillard

Business/Organization :

Address : P.O. Box 31377

City : Los Angeles

State :

Zip Code : 90031

Stakeholder

Comments/Issues :

Earthquake vaults are an issue in the City of Los Angeles with the recent mapping of the Hollywood Fault and the planned mapping of the Santa Monica Fault.

Puente and Elysian faults also merge in the area of the LA River also.

With the planned daylighting of the LA River through the US Army Corps of Engineers USACE LA River Ecosystem Feasibility Study, analysis of subsidence, flooding and earthquake issues need consideration. Parts of the area have oil and gas field issues also.

Vibrational issues create broken pipelines and that liability should be addressed. Purple pipe installation is planned by LADWP.

Headwaters Project, an underground reservoir, is the project of LADWP in the Griffith Park area.

The state of the underground infrastructure around the City of Los Angeles needs exposure.

The area is being planned for hotel development and tourism by the City officials.

All public services will be affected.

Joyce Dillard
P.O. Box 31377
Los Angeles, CA 90031

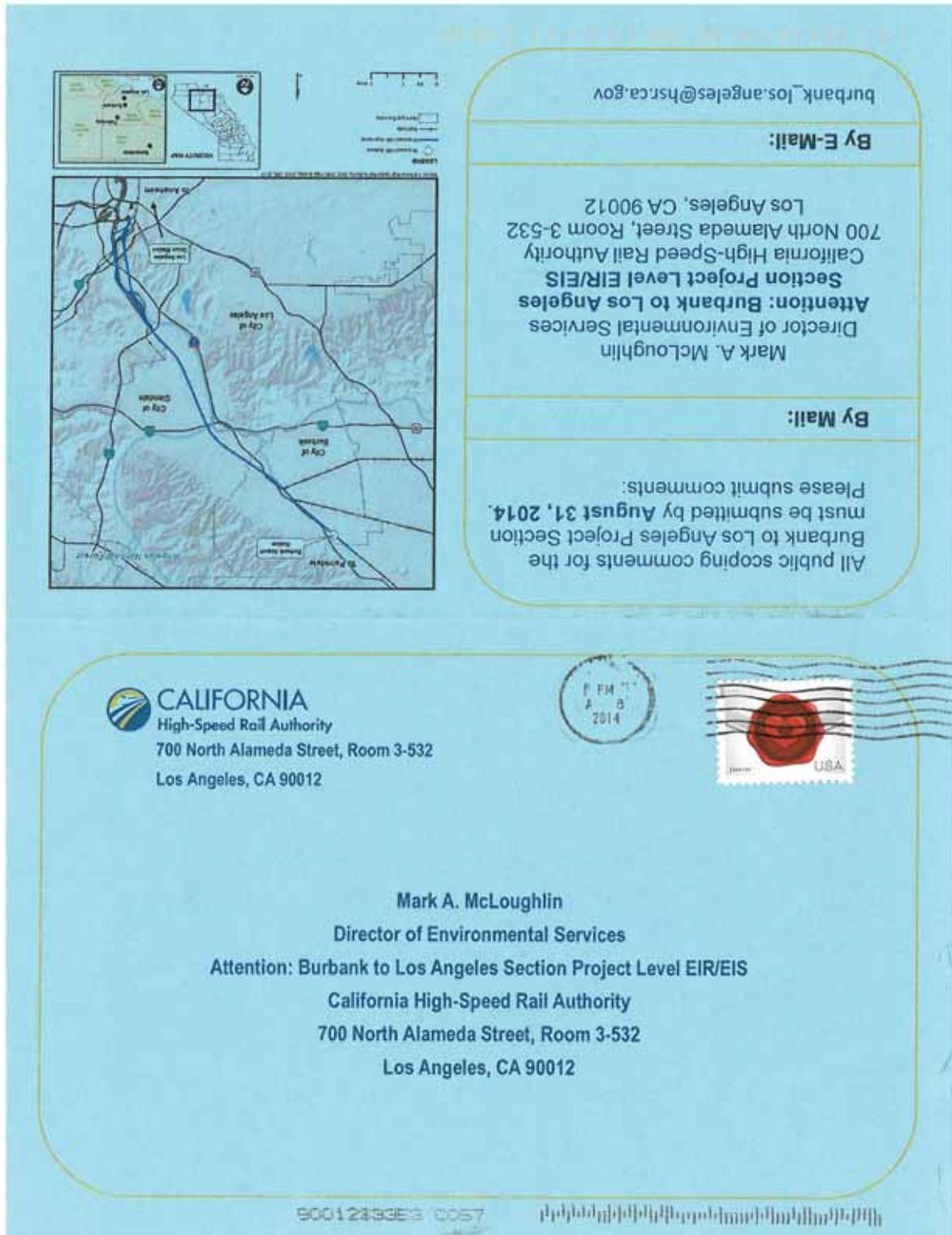
Submission I014 (Sarah Durrer, August 14, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: Sarah Durrer		DATE: August 14, 2014	
MEETING LOCATION: Lake View Terrace		AFFILIATION:	
ADDRESS: 18940 Granada Circle	EMAIL: sedurrer@gmail.com	PHONE: 818-263-6173	
CITY: Park Ranch	STATE: CA	ZIP: 91326	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? * (Check all that apply) <small>*NOTE: This does not substitute for formal request to receive legal notices.</small>		<input type="radio"/> STATEWIDE <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES <input type="radio"/> PALMDALE TO BURBANK	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
All equestrian properties and trails in the area, including those in the Los Angeles National Forest. I work at a ranch in the Los Angeles forest that looks to be in the yellow proposed area.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
All wildlife habitats and existing recreational use of the forest. We don't have a lot of forests in Los Angeles, I'd hate to see us lose a National Forest for a train. We have National Parks and Forests for a reason. Let's not destroy that and not lose what our fore-fathers worked so hard for.			
ADDITIONAL COMMENTS: Great meeting. Can't wait to see a thorough environmental impact analysis. But I do also worry about the effectiveness of the environmental impact analysis and construction because of how easily EPA standards regulations can be bent. I worry about the mountains because I know what coal mining, tunneling, mountain top removal does to them and the surrounding wildlife lands and communities. And it is not good.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I015 (Paul Dyson, August 7, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: PAUL DYSON		DATE: 8-7-14	
MEETING LOCATION: BURBANK		AFFILIATION: RAILPAC/BURBANK/TC	
ADDRESS:		EMAIL: pdyson@railpac.org	
CITY:		STATE:	
CITY:		ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES	
*NOTE: This does not substitute for formal request to receive legal notice.		<input type="radio"/> PALMDALE TO BURBANK	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
MAXIMUM SPEED 125 MPH ELECTRIFY NOISE, ESPECIALLY ELEVATED SECTIONS PUT IT IN A TRENCH LIKE ALAMEDA CORRIDOR			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
NO INTERIM TERMINUS AT BURBANK ELECTRIFY EXISTING TRACK TO LAUS			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I015 (Paul Dyson, August 7, 2014)



Submission I016 (Alexander Friedman, August 9, 2014)

Burbank - Los Angeles - RECORD #47 DETAIL
--

Status :	Pending
Record Date :	8/23/2014
Response Requested :	
Submission Date :	8/9/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Email
First Name :	Alexander
Last Name :	Friedman
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Los Angeles
State :	CA
Zip Code :	00000
Telephone :	
Email :	alek3000@sbcglobal.net
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	Leaves

Dear HSR Authority:

I am a strong supporter of high-speed rail, and I look forward to the completion of the project. I am flexible with any alignment you choose (between Los Angeles and San Francisco, including Burbank, Palmdale, etc). However, what I would recommend - is reducing the timeline of project completion.

To recall, California voters - myself including - have voted on the HSR project that was promised to be completed by year 2020. Namely, this completion year concerns the Los Angeles - to - San Francisco segment. However, your revised business plan now estimates the completion by no earlier than 2029 - almost double the original estimate. Please note: this drastic timeline change has made your original ballot measure to be a lie to your voters. Unfortunately, that's the only way it appears.

Therefore I would strongly urge you to reconsider your plan, so that the LA-to-SF segment would open to the public by year 2020, as originally promised and planned. This way, you will not only improve your image by standing up to your original promise (and ballot measure), but you will also gain many more supporters of your project.

Thank you for your consideration!
I look forward to the reduced timeline - i.e. year 2020 for the 1st phase (LA-to-SF) completion.

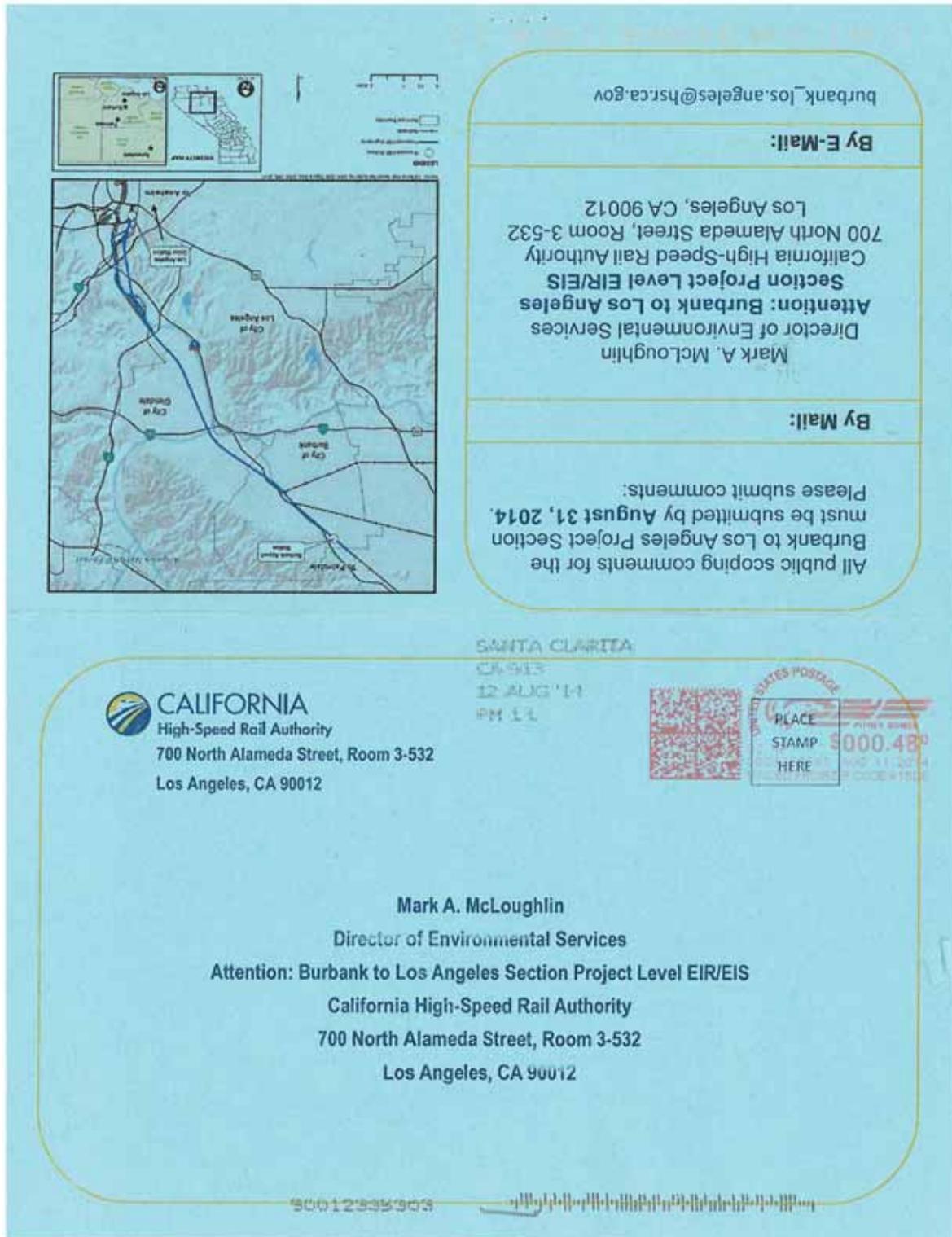
Alexander Friedman
Los Angeles, California

EIR/EIS Comment :	Yes
Need PI Response :	Yes- Standard Response
General Viewpoint on Project :	In Support of CAHSR Project

Submission I017 (Tony Garibian, August 26, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: Tony Garibian		DATE: 8/6/14	
MEETING LOCATION: Burbank Library		AFFILIATION:	
ADDRESS:		EMAIL: tgaribian@gmail.com	PHONE:
CITY: Burbank	STATE: Ca	ZIP: 91506	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
		<input checked="" type="checkbox"/> STATEWIDE	<input type="checkbox"/> BURBANK TO LOS ANGELES
		<input type="checkbox"/> PALMDALE TO BURBANK	
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
No concerns that weren't addressed.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
I'd like to see the project move along faster than its current pace.			
ADDITIONAL COMMENTS:			
I believe that the authority should select the absolute quickest route possible.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsvr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I017 (Tony Garibian, August 26, 2014)



Submission I018 (William Grindley, August 29, 2014)

Mark A. McLoughlin, August 29th 2014
Director of Environmental Services
ATTN: Palmdale to Burbank AND Burbank to Los Angeles
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

SUBJECT: Palmdale to Burbank AND Burbank to Los Angeles

Dear Mr. McLoughlin:

Your group is doing a scoping study concerning the environmental review between Palmdale and Burbank and onward to Los Angeles.

City Councils along that route are concerned about the speeds the high-speed train be going through their cities. I enclose the results of my analysis I that indicates the high-speed train will be going through the cities along the route at high speed, which will probably be objectionable (including unsafe) for many of these urban areas.

I therefore ask you to consider this issue and the results of my analyses, which accompany this letter.

Paul Jones

Copies:

Acton Town Council
Agua Dulce Town Council
Burbank City Council
Los Angeles City Council, Seventh District
Palmdale City Council
San Fernando City Council
Santa Clarita City Council
Van Nuys Neighborhood Council

Submission I018 (William Grindley, August 29, 2014) - Continued

Table accompanying 29 August 2014 letter from Paul Jones to Mark McLoughlin of the California High-Speed Rail Authority

HSR TRAIN SPEEDS THROUGH SELECTED SOUTHERN CALIFORNIA CITIES *		
mph = miles per hour		
	Southbound	Northbound
City	HSR Trains	HSR Trains
Palmdale	210 mph	220 mph
Soledad	220 mph	155 mph
Newhall	220 mph	200 mph
San Fernando	220 mph	175 mph
Burbank	220 mph	160 mph

* Source: Memorandum by Frank Vacca of February 11, 2013 to Jeff Morales, CEO, California High-Speed Rail Authority, Titled: Phase 1 Blended Travel Time. Also incorporated into the court Declaration of Frank Vacca

Submission I019 (Ken Kerner, August 15, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <u>KEN KERNER</u>		DATE: <u>8/11/14</u>	
MEETING LOCATION: <u>ACTON/AGUA DULCE LIB</u>		AFFILIATION: <u>SELF</u>	
ADDRESS: <u>22000 SAN YSIDRO AVE</u>		EMAIL:	PHONE:
CITY: <u>VALENCIA</u>	STATE: <u>CA</u>	ZIP: <u>91355</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES			
<input type="radio"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal requests to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: <u>This entire project should be canceled!</u> <u>The taxpayers of Calif & the U.S cannot afford it.</u> <u>The usage will not pay for the entire train project.</u> <u>and the impact on people, property & environment too severe.</u>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hslr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I020 (Julie Larson, August 11, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: Julie M. Larson		DATE: 8-11-14	
MEETING LOCATION: Library in Acton		AFFILIATION:	
ADDRESS: 34717 Red Rover Mini Road		EMAIL: jlarson@masters.edu	PHONE: 805-558-8496
CITY: Acton	STATE: CA	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES			
<input type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>* The same issue of noise and the subsequent impact on horse owners (which there are many in Sylmar, the Hanson Dam area, Shadow Hills, and the Burbank area (especially near Griffith Park)) would be my concern for the Burbank to LA section.</p> <p>This area would not affect me personally, but I do ride horses with my friends in the Shadow Hills and Hanson Dam areas.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: I would recommend trains go underground entirely from Palmdale to Burbank and Burbank to Union Station. The extra money needed to go underground <u>SHOULD BE SPENT</u> as it will benefit the HSR Authority in terms of community relations & positive regard towards HSR			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hrr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I021 (John and Rain Logan, August 7, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: John & Rain Logan		DATE: 08-07-14	
MEETING LOCATION: Chimbote		AFFILIATION:	
ADDRESS: 3720 Suncoast Dr		EMAIL: Rainlogana.kw.com	PHONE: 661-607-9767
CITY: Palmdale	STATE: CA	ZIP: 93551	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES			
<input type="radio"/> PALMDALE TO BURBANK			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: Positive for travel to San Francisco & for me and my husband to get early access. Help find job relocations.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_for_angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I022 (Susan MacAdams, August 25, 2014)

Burbank - Los Angeles - RECORD #58 DETAIL	
---	--

Status :	Pending
Record Date :	8/27/2014
Response Requested :	
Submission Date :	8/25/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Email
First Name :	Susan
Last Name :	MacAdams
Professional Title :	
Business/Organization :	
Address :	269 S. Beverly Drive, Unit 1187
Apt./Suite No. :	
City :	Beverly Hills
State :	CA
Zip Code :	90212
Telephone :	
Email :	susan.macadams@gmail.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	August 25, 2014

Susan MacAdams
Transit Consultant
269 S. Beverly Drive, Unit 1187
Beverly Hills, CA 90212

Mark A. McLoughlin
Director of Environmental Services
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

ATTN: Burbank to Los Angeles Project Section, Union Station Comment

Dear Mr. McLoughlin;

For twelve years I was a track alignment engineer and manager for METRO on the Red, Blue and Green Lines. Prior to that, I worked on transit systems in Baltimore, Boston and Washington DC. More recently (2009-2011), I was

Submission I022 (Susan MacAdams, August 25, 2014) - Continued

the High Speed Rail Planning Manager at METRO.

This comment pertains to the problems and solutions of building High Speed Rail (HSR) at Union Station.

To put the length of the HSR platform in perspective, the typical length of a HSR platform is 1400 feet. For comparison, the height of the World Trade Center is 1365 feet.

http://en.wikipedia.org/wiki/File:World_Trade_Center_Building_Design_with_Floor_and_Elevator_Arrangement.svg

For the HSR structure to be built along Vignes Street, the length of the HSR platform will be greater than the height of the World Trade Center. Currently there is no building of that size in the Western United States.

This structure must be built as an aerial station to maintain surface roadway circulation. The construction will displace the police department helicopter landing pad, Hooper Heliport, located on the roof of the Piper Technical Center, the world's largest rooftop airport.

The HSR Station along Vignes will also require the removal of METRO's brand new \$72 million dollar bus facility, located on the northeast and southeast corners at the intersection of Vignes Street and Cesar E. Chavez Avenue.

<http://www.google.com/#q=METRO+new+bus+facility>

Construction will also displace the County Jail's plan for expansion.

<http://touch.latimes.com/#section/-1/article/p2p-79999647/>

***"The new downtown facility would be built next to the current jail site and would hold between 4,860 and 5,860 inmates, depending on the design chosen....The construction is projected to cost between \$1.74 billion and \$2.32 billion and take seven to 10 years to complete..**"

County Supervisors Molina, Yaroslavsky, Antonovich and Ridley-Thomas approved the prison expansion. (Supervisor Knabe was absent.) These County Supervisors are also on the METRO Board and it is recommended that approval of the Vignes Street alignment meet with their approval before continuing further.

If the new HSR station is built underground at Vignes, the HSR tunnels will have to be built beneath the existing Red Line Subway tunnels. The bottom of the Red Line subway structure was constructed on top of the existing layer bed rock. That means HSR excavation must go below the bedrock 120 feet to build the HSR station. Passengers would have to descend 8 stories to reach the platform. Also, HSR tunnels will be twice the diameter of Red Line tunnels. Twice the diameter means four times the volume of earth will need to be removed. The cost of this alignment is extraordinary. Using the FRA's own terminology, this is a "show stopper" as the costs will far

Submission I022 (Susan MacAdams, August 25, 2014) - Continued

exceed the benefits, either above grade or below.

The only viable solution for HSR without building a structure as large as the World Trade Center is to move the Gold Line platform at Union Station and build run-through tracks for HSR over the 101 Freeway. The run-through option was studied by Amtrak and Caltrans ten years ago and was being further developed with Metrolink's assistance in 2010 and 2011 using HSR funding. This project is now being given full consideration by METRO and HSR tracks should be included in the proposal.

<http://www.railpac.org/2014/06/06/whats-so-great-about-run-through-tracks-at-la-union-station/>

Moving the Gold Line Station Platform at Union Station to accommodate HSR has not been publicly discussed by the HSR Authority.

Since 2009, it was recognized that the current Gold Line station creates a choke-hold over the Union Station platform area and this limits the feasibility of building platforms long enough for HSR in the platform area. >From 2010-2013, the HSR proposal was a two story structure, the size of the World Trade Center built on its side, with trains running through the middle and across the top in Union Station to avoid moving the Gold Line Station Platform. There was no justification for this proposal, which would triple the budget for HSR. A new structure as big as the World Trade Center is not needed at Union Station. Moving the Gold Line is better, faster and cheaper.

Funding was available from the High Speed Intercity Passenger Rail Grants, \$150 million, to provide solutions to transit issues created by building a HSR station at Union Station, but the infusion of HSR money was put into the Regional Connector Project. The money was assigned before *all* the alternatives to building a HSR platforms at Union Station were discussed, including moving the Gold Line at Union Station. This appears to be a violation of Proposition 1A. The money was to be spent within a one-quarter mile radius of the HSR Station. The Regional Connector Project is beyond the one quarter mile radius.

Perhaps the METRO Board has not been fully informed of the options.

Plus, there are other problems with the current design of the Gold Line Platform. When the Gold Line Foothill Extension to Azusa opens in 2015, additional passengers will arrive and depart at Union Station. At that time, there will be insufficient room on the Gold Line platform for safe passenger circulation. The platform is too small. This is a Fire-Life Safety issue.

When the single elevator is out of order on the Gold Line Platform, which happens often, disabled passengers must travel back to Chinatown to use an elevator and wait for a shuttle to return them to Union Station. A second elevator needs to be added.

In addition, there needs to be another set of stairs. The single stairway is currently overcrowded during rush hours. Passengers walking up the steps when the majority of people are going down are confronted with a sudden crush of commuters. Bicycle patrons must hoist their bikes overhead to

Submission I022 (Susan MacAdams, August 25, 2014) - Continued

navigate the crowds. The platform should be wider.

A pair of up and down escalators should be added.

But there is no room for escalators at the current location of the Gold Line Platform at Union Station. Nor is there room to widen the platform.

The solution is to relocate the Gold Line platform by moving the platform closer to the Union Station Building into the old baggage handling area. Previously, rail tracks were located in this area and were used for Post Office business, such as letters and packages. These tracks were later removed and the area became a parking lot for Amtrak employees and baggage handling.

Currently METRO proposes to build a busway in this area.

http://media.metro.net/board/Items/2014/07_july/20140717workshopitem2.pdf

The busway could be located elsewhere, perhaps on the Alameda side of Union Station, which is currently a parking lot, or in the area now occupied by the apartment building. Trackway expansion in the Union Station platform area is limited to previous trackway locations. Finding another location for the busway is less difficult than finding another area for a transit platform. Rail lines are governed by the California Public Utilities Commission (CPUC) and there are strict rules for overhead catenary clearances which are far greater than the clearances for buses and trucks (CPUC General Order 95). At present, these clearances at Union Station are intact. Rail expansion would be simplified.

Originally, back in the 1990's, METRO Planning designed the Orange Line in San Fernando Valley as a transit line. Instead, for cost reduction purposes, the busway was built. But the success of the busway has generated discussions to change the busway into a rail transit line. Doing so today will be extremely difficult and expensive and disruptive to the current patronage.

<http://www.sfvbj.com/news/2014/aug/01/valley-rail-coalition-track/>

If METRO uses the old trackway area behind Union Station as a busway, then the public loses out on the potential for the area to become a transit station for the Gold Line. METRO Board and the HSR Authority should consider retaining this area for rail transit expansion only.

If the Gold Line was re-located, then there would be sufficient room in the current train yard to add the longer High Speed Rail Platforms. With this option, there would be no need for the added construction expense of building a HSR along Vignes Street or building a double decker HSR platform within Union Station.

Submission I022 (Susan MacAdams, August 25, 2014) - Continued

For further clarification, it is the current location of the Gold Line tracks north of the platform that creates a choke-hold over the remainder of the rail yard. There is no room for High Speed Rail platforms unless the Gold Line curve that leads north to Chinatown is re-built.

In the early 1990's, preliminary plans for the Gold Line at Union Station also suggested a platform location in the old baggage handling area. The passenger circulation patterns were streamlined compared to today's arrangement, commuters could have easily transferred to the Red Line by going down an escalator from the Gold Line platform to the Red Line Alameda entranceway, just behind the current Starbucks at Union Station. If that alignment had been built, passengers today could descend by escalators into the atrium and be met by the aroma of hot coffee and freshly baked goods. Passengers transferring from the Red Line to the Gold would not need to walk through the crowded passenger tunnel.

But this alignment was not chosen in the 1990's because Catellus, the property management company created from a merger of Santa Fe and Southern Pacific Railroads, owned the Union Station property at that time, and that alignment had other problems. Just north of the current Gold Line Platform are the Garden Tracks. These tracks are reserved for private owners to park their antique rail cars. When Catellus owned the railyard, these tracks could not be disturbed. That forced the Gold Line to go over the Garden Tracks. Going up, over and around the Garden tracks is what creates the choke-hold pattern over the northern part of the rail yard.

But in 2011, METRO purchased the Union Station property. The Garden Track storage facility could now be moved to the Metrolink/Amtrak Yard near Washington Boulevard.

When standing on the current Gold Line Platform at Union Station and observing the tracks to Chinatown, you can see that the tracks climb higher than would be necessary if those antique rail cars weren't stored in that location. The tracks also swing slightly east into the railyard instead of traveling directly westward into Chinatown.

Metrolink engineers were aware of this choke-hold and supported the idea of moving the Gold Line Platform, but this proposal has not been discussed publicly at HSR meetings.

As there are new METRO Board Members, the idea of moving the Gold Line at Union Station should be discussed publicly. The Foothill Extension will be opening in 2015 and there will be increased patronage. A larger platform will be required for safety reasons.

With the proposed location for the Gold Line platform at Union Station, a new bridge over the 101 Freeway should be built. A more streamlined alignment connecting the new platform to the existing Alameda alignment is possible. The old zig zag bridge could be utilized as a storage track for rush hour trains and the required track connections could use yard design criteria as these tracks would now become non-mainline. But this proposal is outside the range of this discussion.

Submission I022 (Susan MacAdams, August 25, 2014) - Continued

If the Gold Line station platform is relocated and there is sufficient space at Union Station for HSR platforms, then there is no need for a second large HSR terminal in Burbank or San Fernando. The FAA rules on electromagnetic interference (see my previous comment posted on the Burbank to Palmdale section) will not allow HSR to build an at-grade station at Burbank and will require a below grade construction. The Crenshaw Line at LAX must comply by these same FAA rules and that alignment will be built in a trench. Building a HSR Station at Burbank Airport will require a 35 foot deep trench.

The most significantly halfway point for a HSR stop between Union Station and Palmdale that serves the majority of the San Fernando and Santa Clarita Valley residents is downtown San Fernando City. An aerial HSR station in that location should accommodate Metrolink and freight passage as well. But since 2011, this location has not receive the same attention and funding from HSR as Burbank Airport. In the future, this location should be considered in all future planning discussions.

Thank you for your attention to this matter.

Susan MacAdams
310-994-8407
susan.macadams@gmail.com

EIR/EIS Comment : Yes
Need PI Response : Yes- Standard Response
General Viewpoint on Project :

Submission I023 (Susan MacAdams, September 15, 2014)

Burbank - Los Angeles - RECORD #96 DETAIL	
--	--

Status :	Pending
Record Date :	9/15/2014
Response Requested :	
Submission Date :	9/15/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Susan
Last Name :	MacAdams
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	00000
Telephone :	
Email :	susan.macadams@gmail.com
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	Dear CAHSR Board Members,

For twelve years I was a track alignment engineer and manager for METRO on the Red, Blue and Green Lines. Prior to that, I worked on transit systems in Baltimore, Boston and Washington DC. More recently (2009-2011), I was the High Speed Rail Planning Manager at METRO.

This email is to alert you that two of the comments I submitted are missing from the CAHSR Summary posted on your web-site for the upcoming Board Meeting in Palmdale, September 16, 2014. Both comments, using the FRA's own terminology, are "show stoppers" as the costs exceed the benefits.

Both of the current proposals for Burbank Airport and Union Station should be discontinued before any more tax money is spent.

1.) Electromagnetic interference from HSR catenaries at Burbank Airport will force the station into a trench, escalating the costs ten fold over a surface alignment. The electromagnetic problem has been known since 2010. Currently this item is ignored. Putting the HSR station in a trench will force the relocation and rebuilding of the 5 Freeway at Buena Vista Street. This is also never discussed.

2.) Moving the Light Rail Gold Line platform at Union Station will provide sufficient room to accommodate HSR. No need to build a separate terminal along Vignes Street. METRO has not included this concept in their current plans, nor has the public been informed, although the drawings for this proposal exist. The METRO Board and the CAHSR Board were not fully informed of this possibility as it would jeopardize the HSR funding being spent the Regional Connector through Little Tokyo.

Yet METRO's Little Tokyo Station alignment is more akin to an amusement park ride or a coal mining operation, only those vehicles have little shoulder hooks to hold them onto the tracks. METRO's fleet of four million

Submission I023 (Susan MacAdams, September 15, 2014) - Continued

dollar vehicles lack these shoulder hooks. This un-constructible alignment is currently being addressed by the Law Firm Latham & Watkins and is a separate but related matter.

HSR Funding was given to a METRO project that can't be built and most Board Members have not been properly informed.

Don't let CAHSR continue with this current "Antonovich" alignment proposal. It is a waste of taxpayer funds.

Susan MacAdams
Transit Consultant
310-994-8407

EIR/EIS Comment : Yes
Need PI Response : Yes- Standard Response
General Viewpoint on Project : In Opposition to Alternative Corridor

Submission I024 (Susan MacAdams, September 22, 2014)

page 1

August 25, 2014

Susan MacAdams
Transit Consultant
269 S. Beverly Drive, Unit 1187
Beverly Hills, CA 90212

Mark A. McLoughlin
Director of Environmental Services
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

ATTN: Burbank to Los Angeles Project Section, Union Station Comment

Dear Mr. McLoughlin;

For twelve years I was a track alignment engineer and manager for METRO on the Red, Blue and Green Lines. Prior to that, I worked on transit systems in Baltimore, Boston and Washington DC. More recently (2009-2011), I was the High Speed Rail Planning Manager at METRO.

This comment pertains to the problems and solutions of building High Speed Rail (HSR) at Union Station.

To put the length of the HSR platform in perspective, the typical length of a HSR platform is 1400 feet. For comparison, the height of the World Trade Center is 1365 feet.

[http://en.wikipedia.org/wiki/
File:World Trade Center Building Design with Floor and Elevator Arrangement.svg](http://en.wikipedia.org/wiki/File:World_Trade_Center_Building_Design_with_Floor_and_Elevator_Arrangement.svg)

For the HSR structure to be built along Vignes Street, the length of the HSR platform will be greater than the height of the World Trade Center. Currently there is no building of that size in the Western United States.

This structure must be built as an aerial station to maintain surface roadway circulation. The construction will displace the police department helicopter

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 2

landing pad, Hooper Heliport, located on the roof of the Piper Technical Center, the world's largest rooftop airport.

The HSR Station along Vignes will also require the removal of METRO's brand new \$72 million dollar bus facility, located on the northeast and southeast corners at the intersection of Vignes Street and Cesar E. Chavez Avenue.

<http://www.google.com/#q=METRO+new+bus+facility>

Construction will also displace the County Jail's plan for expansion.

<http://touch.latimes.com/#section/-1/article/p2p-79999647/>

"The new downtown facility would be built next to the current jail site and would hold between 4,860 and 5,860 inmates, depending on the design chosen.... The construction is projected to cost between \$1.74 billion and \$2.32 billion and take seven to 10 years to complete.."

County Supervisors Molina, Yaroslavsky, Antonovich and Ridley-Thomas approved the prison expansion. (Supervisor Knabe was absent.) These Supervisors are also on the METRO Board and it is recommended that approval of the Vignes Street alignment meet with their approval before continuing further.

If the new HSR station is built underground at Vignes, the HSR tunnels will have to be built beneath the existing Red Line Subway tunnels. The bottom of the Red Line subway structure was constructed on top of the existing layer bed rock. That means HSR excavation must go below the bedrock 120 feet to build the HSR station. Passengers would have to descend 8 stories to reach the platform. Also, HSR tunnels will be twice the diameter of Red Line tunnels. Twice the diameter means four times the volume of earth will need to be removed. The cost of this alignment is extraordinary. Using the FRA's own terminology, this is a "show stopper" as the costs will far exceed the benefits, either above grade or below.

The only viable solution for HSR without building a structure as large as the World Trade Center is to move the Gold Line platform at Union Station and build run-through tracks for HSR over the 101 Freeway. The run-through option was studied by Amtrak and Caltrans ten years ago and was being further developed with Metrolink's assistance in 2010 and 2011 using HSR funding. This project is now being given full consideration by METRO, and HSR tracks should be included in the proposal.

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 3

<http://www.railpac.org/2014/06/06/whats-so-great-about-run-through-tracks-at-la-union-station/>

Moving the Gold Line Station Platform at Union Station to accommodate HSR has not been publicly discussed by the HSR Authority.

Since 2009, it was recognized that the current Gold Line station creates a chokehold over the Union Station platform area and this limits the feasibility of building platforms long enough for HSR in the platform area. From 2010-2013, the HSR proposal was a two story structure, the size of the World Trade Center built on its side, with trains running through the middle and across the top in Union Station to avoid moving the Gold Line Station Platform. There was no justification for this proposal, which would triple the budget for HSR. A new structure as big as the World Trade Center is not needed at Union Station. Moving the Gold Line is better, faster and cheaper.

Funding was available from the High Speed Intercity Passenger Rail Grants, \$150 million, to provide solutions to transit issues created by building a HSR station at Union Station, but the infusion of HSR money was put into the Regional Connector Project. The money was assigned before **all** the alternatives to building a HSR platforms at Union Station were discussed, including moving the Gold Line at Union Station. This appears to be a violation of Proposition 1A. The money was to be spent within a one-quarter mile radius of the HSR Station. The Regional Connector Project is beyond the one quarter mile radius of Vignes Street.

Perhaps the METRO Board has not been fully informed of the options.

Plus, there are other problems with the current design of the Gold Line Platform. When the Gold Line Foothill Extension to Azuza opens in 2015, additional passengers will arrive and depart at Union Station. At that time, there will be insufficient room on the Gold Line platform for safe passenger circulation. The platform is too small. This is a Fire-Life Safety issue.

When the single elevator is out of order on the Gold Line Platform, which happens often, disabled passengers must travel back to Chinatown to use an elevator and wait for a shuttle to return them to Union Station. A second elevator needs to be added.

In addition, there needs to be another set of stairs. The single stairway is currently overcrowded during rush hours. Passengers walking up the steps when the majority of people are going down are confronted with a sudden crush of

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 4

commuters. Bicycle patrons must hoist their bikes overhead to navigate the crowds. The platform should be wider.

A pair of up and down escalators should be added.

But there is no room for escalators at the current location of the Gold Line Platform at Union Station. Nor is there room to widen the platform.

The solution is to relocate the Gold Line platform by moving the platform closer to the Union Station Building into the old baggage handling area. Previously, rail tracks were located in this area and were used for Post Office business, such as letters and packages. These tracks were later removed and the area became a parking lot for Amtrak employees and baggage handling.

Currently METRO proposes to build a busway in this area.

http://media.metro.net/board/Items/2014/07_july/20140717workshopitem2.pdf

The busway could be located elsewhere, perhaps on the Alameda side of Union Station, which is currently a parking lot, or in the area now occupied by the apartment building. Trackway expansion in the Union Station platform area is limited to previous trackway locations. Finding another location for the busway is less difficult than finding another area for a rail transit platform. Rail lines are governed by the California Public Utilities Commission (CPUC) and there are strict rules for overhead catenary clearances which are far greater than the clearances for buses and trucks (CPUC General Order 95). At present, these clearances at Union Station are intact. Rail expansion would be simplified.

Originally, back in the 1990's, METRO Planning designed the Orange Line in San Fernando Valley as a transit line. Instead, for cost reduction purposes, the busway was built. But the success of the busway has generated discussions to change the busway into to a transit line. Doing so today will be extremely difficult and expensive and disruptive to the current patronage.

<http://www.sfvbj.com/news/2014/aug/01/valley-rail-coalition-track/>

If METRO uses the old trackway area behind Union Station as a busway, then the public loses out on the potential for the area to become a transit station for the Gold Line. METRO Board and the HSR Authority should consider retaining this area for rail transit expansion only.

If the Gold Line was re-located, then there would be sufficient room in the current train yard to add the longer High Speed Rail Platforms. With this option, there

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 5

would be no need for the added construction expense of building a HSR along Vignes Street or building a double decker HSR platform within Union Station.

For further clarification, it is the current location of the Gold Line tracks north of the platform that creates a choke-hold over the remainder of the rail yard. There is no room for High Speed Rail platforms unless the Gold Line curve that leads north to Chinatown is re-built.

In the early 1990's, preliminary plans for the Gold Line at Union Station also suggested a platform location in the old baggage handling area. The passenger circulation patterns were streamlined compared to today's arrangement, commuters could have easily transferred to the Red Line by going down an escalator from the Gold Line platform to the Red Line Alameda entranceway, just behind the current Starbucks at Union Station. If that alignment had been built, passengers today could descend by escalators into the atrium and be met by the aroma of hot coffee and freshly baked goods. Passengers transferring from the Red Line to the Gold would not need to walk through the crowded passenger tunnel.

But this alignment was not chosen in the 1990's because Catellus, the property management company created from a merger of Santa Fe and Southern Pacific Railroads, owned the Union Station property at that time, and that alignment had other problems. Just north of the current Gold Line Platform are the Garden Tracks. These tracks are reserved for private owners to park their antique rail cars. When Catellus owned the railyard, these tracks could not be disturbed. That forced the Gold Line to go over the Garden Tracks. Going up, over and around the Garden tracks is what creates the choke-hold pattern over the northern part of the rail yard.

But in 2011, METRO purchased the Union Station property. The Garden Track storage facility could now be moved to the Metrolink/Amtrak Yard near Washington Boulevard.

When standing on the current Gold Line Platform at Union Station and observing the tracks to Chinatown, you can see that the tracks climb higher than would be necessary if those antique rail cars weren't stored in that location. The tracks also swing slightly east into the railyard instead of traveling directly westward into Chinatown.

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 6

Metrolink engineers were aware of this choke-hold and supported the idea of moving the Gold Line Platform, but this proposal has not been discussed publicly at HSR meetings.

As there are new METRO Board Members, the idea of moving the Gold Line at Union Station should be discussed publicly. The Foothill Extension will be opening in 2015 and there will be increased patronage. A larger platform will be required for safety reasons.

With the proposed location for the Gold Line platform at Union Station, a new bridge over the 101 Freeway should be built. A more streamlined alignment connecting the new platform to the existing Alameda alignment is possible. The old zig zag bridge could be utilized as a storage track for rush hour trains and the required track connections could use yard design criteria as these tracks would now become non-mainline. But this proposal is outside the range of this discussion.

If the Gold Line station platform is relocated and there is sufficient space at Union Station for HSR platforms, then there is no need for a second large HSR terminal in Burbank or San Fernando. The FAA rules on electromagnetic interference (see my previous comment posted on the Burbank to Palmdale section) will not allow HSR to build an at-grade station at Burbank and will require a below grade construction. The Crenshaw Line at LAX must comply by these same FAA rules and that alignment will be built in a trench. Building a HSR Station at Burbank Airport will require a 35 foot deep trench.

The most significantly halfway point for a HSR stop between Union Station and Palmdale that serves the majority of the San Fernando and Santa Clarita Valley residents is downtown San Fernando City. An aerial HSR station in that location should accommodate Metrolink and freight passage as well. But since 2011, this location has not receive the same attention and funding from HSR as Burbank Airport. In the future, this location should be considered in all future planning discussions.

Thank you for your attention to this matter.

Susan MacAdams
310-994-8407
susan.macadams@gmail.com

Submission I024 (Susan MacAdams, September 22, 2014)

page 1

September 22, 2014

Susan MacAdams
Transit Consultant
269 S. Beverly Drive, Unit 1187
Beverly Hills, CA 90212

City Councilmember Mike Bonin
METRO Board of Directors
Planning & Program Committee Chair
City Hall Office
200 N. Spring Street #475
Los Angeles, CA 90012

Subject: Ten Fatal Flaws in the Union Station Master Plan
Final Plan dated September 17, 2014

Subject document:
http://media.metro.net/board/Items/2014/09_september/20140917p%26pitem28handout.pdf

Dear Councilmember Mike Bonin:

The Final Draft of the Union Station Master Plan was presented to the METRO Board during the September 17, 2014, Planning & Programming Committee Meeting.

During the presentation you requested, if there was any knowledge of fatal flaws, you would like to know. In answer to that request, here are ten fatal flaws of which you may not be aware.

Formerly, I was the High Speed Rail Planning Manager at METRO (2009-2011) and studied the existing infrastructure of Union Station. During the design and construction of the METRO system I was a track and alignment engineer for the Red, Blue and Green Lines. Prior to that experience, I worked on transit systems in Baltimore, Boston, and Washington DC.

During my Boston experience, I worked on the Back Bay Station, the only rail station in America most like Union Station with regards to the types of transit operations that are funneled through a small area: Light Rail, Commuter Rail, Amtrak, Acela High Speed Rail and freight trains, with a subway station located underneath.

From working as a rail yard designer on the East Coast and the West Coast, rail yards have become one of my areas of expertise.

Union Station is one big rail yard.

Track engineers have an expression for yard design: "like putting ten pounds of sugar into a five pound bag."

In other words, with rail yard design, there's not an inch to spare.

In the lessons learned category, experience showed that many design problems occur in the early stages of development when designers fail to look underneath the surface. With this in mind, I spent my two year tenure at Union Station studying the underground structures and found a

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 2

honeycomb of entranceways, tunnels, utilities, auto ramps, offices, stairwells, escalators and elevators.

At Union Station there are more structures underground than above.

Also, by trade, I am a map maker and discovered there was no consolidated rail map for Los Angeles County. METRO had their own system map, Metrolink another, Amtrak a third, Santa Fe had their own set of maps and Union Pacific another. Some railroads shared corridors with Amtrak, some with Metrolink.

Working with the Long Range Planning group at METRO, the first consolidated rail map for Los Angeles County was developed. This map is currently used by METRO Executive Officer, Don Sepulveda, during his High Speed Rail presentations. For item 6 on the list, regarding raising of the tracks in Union Station, having a copy of the detail on the map of Union Station area will clarify the track problem along the Los Angeles River.

This map is also important for commuter information as there is a general lack of coordination in the transit and rail planning industry, which will effect the development of High Speed Rail at Union Station, for which the new Master Plan plays a big part.

There are problems within the new proposed Master Plan, but there are also solutions, especially with the movement of passengers through the underground facilities. These solutions are not always mine or new, and were developed after spending many hours in underground garages, investigating existing damage to structures, and speaking to multiple METRO departments on multiple topics. The Board and the public should be aware that there are more cost effective, organic (in the sense of growing out of the old), cheaper alternatives to the Master Plan and that I hope you will take this into consideration when planning for the future of our community.

TEN FATAL FLAWS IN THE UNION STATION MASTER PLAN:

1.) Overhead Pedestrian Walkway directly above locomotives emitting diesel exhaust is a hazard to public health

Fatal Flaw: Amtrak and Metrolink locomotives continually emit diesel exhaust. From OSHA report: "(Persons) exposed to diesel exhaust face the risk of health effects ranging from irritation of the eyes and nose, headaches and nausea, to respiratory disease and lung cancer."

<https://www.osha.gov/SLTC/dieselexhaust/>

On a daily basis, the handrails and surfaces of the overhead walkway will be coated with diesel soot. Eliminate overhead walkways.

Solution: Provide a pedestrian bridge over Alameda Street, see item 8, and add two new underground passenger tunnels for circulation, see item 9.

2.) New development along Vignes Street should not be planned above remnants of coal gasification plant

Fatal Flaw: The soil under Union Station is contaminated from remnants of a coal gasification plant. A technical paper titled "(One) Gateway Center Water Treatment Plant, Los Angeles: Controlled Hydrogen Peroxide Treatment of Hydrogen Sulfide" was presented at the Fifth

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 3

International Symposium of the Chemical Oxidation Association, held at Vanderbilt University in 1995.

“The Gateway Center underground parking facility will provide space for the occupants of six future office buildings and Union Station, the central hub of the Los Angeles Metropolitan Transit Authority (MTA) in downtown Los Angeles. The first stage of the development was to construct a 40+ foot deep excavation for construction of an underground parking structure in which temporary (approximately two years) dewatering was required to lower water levels. The regional groundwater in the vicinity of the site is affected by hydrogen sulfide and dissolved petroleum/chlorinated hydrocarbons and requires extensive treatment before the groundwater can be discharged to the Los Angeles River. The suspected source of these chemicals is a nearby former coal gasification plant which operated from the 1890s until the 1950s.”

<http://www.h2o2.com/remediation/ex-situ-soil-and-groundwater-treatment.aspx?pid=96&name=Case-Study-Groundwater-Treatment-Hydrogen-Sulfide>

A copy of the full article is available through METRO's library via email request.

The recent Union Station Master Plan encourages development along Vignes Street which may not be economically feasible because of the soil contamination and the costs of the remedial actions required to decontaminate the soil.

During 2013, the lowest parking level at One Gateway, P-4, was closed while an extensive clean-up operation was performed to remove the black ooze that was bubbling up from cracks in the concrete and pooling in significant quantities under One Gateway.

From METRO's Media Relations:

“Apparently there has been some cement cracking occurring on P-4 parking level and Ferrous Sulfite is coming up through the cracks. Safety had some studies done and deem it not harmful for people, but obvious...the stuff coming up through some cracks and joint areas of the cement is not good to have. General service started the work of filling in the cracks and then putting a sealer on the floor starting with P-4. They also plan to seal each level of the parking structure and re-stripe as well. The Ferrous Sulfite is only on P-4 level, not elsewhere.

“We suspect that due to old oil storage in the area of our building many years ago may have led to this....also we have a very high water table here due to our location next to the LA river. Metro's environmental safety folks are monitoring the issue and will monitor after work is completed to ensure the construction process works.”

The garages under the proposed Vignes Street development underwent this decontamination in 2013. Rust colored leakage ran along the bottom of the columns on aisle PF-4. This is the center of the parking garage. The damage was at the base of the columns. The concrete slab under the columns is about four feet thick. Is this goo moving up through four feet of concrete?

In addition to the One Gateway garages, the soil under the old Denny's site was also contaminated. The same remedial action was taken: Denny's restaurant and parking lot were removed, soil decontamination dug a hole 40+ feet down, the soil was removed, the site refilled with clean soil, a new parking lot was added, and new Denny's was built that looked identical to the old one.

The Board should request METRO's Environmental Safety Group provide a geotechnical report on the contamination of the soil under the proposed development site before proceeding further with the Master Plan.

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 4

Fatal Flaw: Even if the environmental hazards can be addressed, the height of the buildings shown along Vignes Street will interfere with the LAPD helicopter landing pad, Hooper Heliport, located on the roof of the Piper Technical Center, the world's largest rooftop airport. Federal Aviation Administration (FAA) regulations governing helicopter landing clearances mandate that buildings may not obstruct the airspace. The helicopter landing space is in the shape of an invisible upside-down wedding cake; the higher the elevation, the wider the airspace in circumference. It appears the height of the buildings shown on the Master Plan interfere with this airspace and will have to be truncated.

Solution: The areas designated for new development along Vignes Street on the Master Plan may be suitable for parking garages that will be necessary for High Speed Rail to succeed.

3.) Building an underground HSR station beneath Vignes Street

Fatal Flaw: This proposal, using the Federal Railroad Administration's (FRA) own terminology for funding denial is a "Show Stopper," as the costs outweigh the benefits.

For reference, the length of a HSR Platform is 1400 feet. The height of the World Trade Center was 1365 feet.

<http://en.wikipedia.org/wiki/>

[File:World Trade Center Building Design with Floor and Elevator Arrangement.svg](#)

Therefore, the building of this HSR platform is nearly equivalent to building the World Trade Center on its side, underground. There is no building of this size in the Western United States, and this proposed HSR station will be mined in bedrock through soil of dubious noxious content!

Complicating the proposal is the existing Red Line subway. The bottom of the Red Line Station is deep, about 80 feet. The station is a shoe box-like structure and sits on top of solid bedrock. During construction in the 1990's, for economic reasons, to provide sufficient height for the station structure, engineers decided to raise the flooring of the Union Station passenger tunnel instead of mining into the bedrock. Today one can see the rise and descent of the flooring by observing the tiles along the side walls of the passenger tunnel between tracks 7 through 10. This is the roof of the Red Line Station pushing up into the passenger tunnel flooring.

This slightly bulging floor is an example of ten pounds of sugar in a five pound bag.

The HSR alignment presents big problems. Subway tunnels currently exist underground in the vicinity, about 40-60 feet deep. The El Monte busway rests on top of support columns. Also an impediment is the 101 Freeway, in a low profile. The proposed HSR tunnels will be built under the bottom of the El Monte busway and the 101 Freeway and the subway tunnels.

According to the Master Plan, the subway tunnels and the HSR tunnels criss cross each other under the 101 Freeway, one set of tunnels below the other.

This is a Fatal Flaw. This isn't going to work. You don't want to mess with this bag of sugar.

And if that isn't sufficient information to stop the project, here's another Fatal Flaw: the HSR station platform will be about 100-120 feet underground mined into solid bedrock.

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 5

If the station platform is 120 feet deep, that translates to about eight stories down. This is a structure the size of the World Trade Center. The costs are astronomical. This is a "Show Stopper" and the proposal should be taken off the table immediately.

The only viable solution for HSR to fit conveniently at Union Station is to move the Gold Line over into the old baggage handling area, a distance of about 150 feet. More on that in item 4.

But moving the Gold Line at Union Station to accommodate HSR has not been presented to the METRO Board or to the public.

METRO received \$115 million from HSR to address transit issues at Union Station, but the infusion of HSR money was put into the Regional Connector Project. That is the reason moving the Gold Line at Union Station has not been discussed with the public or the METRO Board.

A structure as big as the World Trade Center is not needed at Union Station. Move the Gold Line. Use the HSR money for what it was intended, to address transit issues caused by building HSR at Union Station.

4.) Building the new busway behind Union Station violates perviously signed Railroad Agreements

Fatal Flaw: The busway is planned for an area that was designated for rail traffic. Railroad Agreements dating back to the the 1930's assign rights to each successive tenant at Union Station to maintain this area for rail traffic only. These agreements were written for the best interest in regards to rail expansion. Previously, rail tracks were located in this area and were used for Post Office business, such as letters and packages. These tracks were removed during the construction of the Red Line and is currently use as a parking lot and an area for Amtrak baggage handling.

According to the Railroad Agreements, it would be illegal to build a busway at this location. METRO Board should comply with the Railroad Agreements signed by METRO Executives in the 1990's and retain this area for rail transit expansion only. Purchasing the property does not give METRO the right to waive these previous agreements as this is a separate legal matter that over-rides ownership.

Currently, METRO is considering converting the San Fernando Valley Orange Line busway back into a rail line. One hundred and twenty years ago this busway was a rail transit line. The rail line was later discontinued. Then, in the 1990's, METRO planned for the construction of a light rail line in the Valley. But this was deemed too expensive, and the busway was built. The current success of the busway has generated discussions to change the busway back into to a light rail line. But doing so today will be extremely expensive and disruptive to the current patronage.

The Patsauoras Plaza busway is successful and needs to expand, but cannot in the current location; the Master Plan proposes building a new facility on the Alameda side, behind Union Station in the old baggage handling area.

But putting the busway into the old rail right-of-way violates the terms of the Railroad Agreements and removes the option of moving the Gold Line to make room for High Speed Rail.

This is one of those problems of putting ten pounds of sugar into a five pound bag.

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 6

There is no other solution for High Speed Rail. The new busway location will block expansion of the railyard. Should METRO willingly disregard the previous Railroad Agreements? This is a legal issue and the Board should investigate this claim.

Plus, there are other problems with the current design of the Gold Line Platform. When the Gold Line Foothill Extension to Azusa opens in 2015, additional passengers will arrive and depart at Union Station. At that time, there will be insufficient room on the Gold Line platform for safe passenger circulation. The current platform is too small. This is a Fire-Life Safety issue.

There needs to be another set of stairs at the platform. The single stairway is overcrowded during rush hours. Passengers walking up the steps when the majority of people are going down are confronted with a sudden crush of commuters. Bicycle patrons must hoist their bikes overhead to navigate the crowds. The platform should be wider.

A pair of up and down escalators should be added.

But there is no room for escalators at the current location of the Gold Line Platform at Union Station. Nor is there room to widen the platform.

Trackway expansion in the Union Station platform area is limited to previous trackway locations. Finding another location for the busway is less difficult than finding another location for a rail transit platform. Rail lines are governed by overhead clearances regulated by the California Public Utilities Commission (CPUC). These strict regulations for overhead clearances are far greater than the clearances for buses (CPUC General Order 95). At present, these clearances at Union Station are intact. Rail expansion would be simplified.

Solution: Relocate the Gold Line platform by moving the platform 150 feet closer to Union Station into the old baggage handling area which would create sufficient room within the train yard for the longer HSR platforms; there would be no violations to the Railroad Agreements or the Proposition 1A ruling for use of HSR funding.

For further clarification on moving the Gold Line, see attached comment to the California High Speed Rail (CAHSR) Authority dated August 25, 2014.

Solution: Build the busway in the area now occupied by the Mosaic apartment building. Instead of building the grand staircase upwards, build the staircase downwards from the existing level to the Red Line Mezzanine. Patrons could exit the buses and transfer directly to the Red Line without entering Union Station. Building an entrance at this location was discussed in the early architectural planning efforts of the subway (1983), but discarded as this location was outside of the Union Station main building.

Currently there are emergency steps leading downwards to the Red Line Mezzanine. The steps are located in the current Amtrak bus waiting depot area, in the sidewalk near the stairway. There are metal doors in the pavement marked "emergency only."

The interior location of the emergency exit is located on the Red Line Mezzanine level. Walking through this emergency passageway will help envision the possibilities for the proposed entrance. The emergency stairs will no longer be needed if a new entrance is built.

The new entrance would attract additional patronage to the buses and the Red Line, as passengers could swiftly transfer from one conveyance to the other without entering Union Station.

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 7

5.) New high rise development around Union Station, Alameda side, violates the previously signed Railroad Agreements

Fatal Flaw: It is illegal to erect new buildings into the old track right-of way. See previous discussion.

The Mosaic Apartments were built by Catellus Development Corporation with full knowledge that the back of the building extended into the track right-of-way and that this structure was a violation of the existing Railroad Agreements. METRO did not dispute this violation, as there was great interest in the economic feasibility of the project. But it would have been within METRO's rights to halt the construction beyond the right-of-way line.

During the purchase of Union Station, METRO's legal and real estate departments were notified of this breach and were given documentation to support this statement during one of the regular coordination meetings.

Solution: New structures built near the tracks may overhang the trackway but the CPUC clearances must be maintained. Support columns for these structures may not be built in the trackway area unless they are coordinated with the proposed track expansion.

6.) Run-through tracks over the 101 Freeway raises track levels five feet at Union Station means rebuilding ten bridges over the LA River

Fatal Flaw: Raising the tracks at Union Station five feet will impact the track levels from the station platform area to the the track junction along the Los Angeles River.

The track levels at Union Station have remained the same for eighty years, to the thickness of a dime. The entire trackway was designed, built and maintained using standard engineering track practices still in use today. Each station and rail yard from Los Angeles to Chicago was designed in a similar fashion, in a swale, or spoon shape, to prevent trains from rolling out to the mainline. When profile grades are over one percent, trains start to roll; therefore the industry refers to all track vehicles as rolling stock.

If vehicles roll onto the mainline, they become an extreme safety hazard. For this reason, strict guidelines are adhered to for profile grade elevations in train stations across the country, to the thickness of a dime. To prevent vehicles from unintentionally rolling, the entire track complex, from the passenger platforms to the LA River, must remain in a swale, or spoon shape. Raising the tracks five feet at Union Station will demand that the entire track complex to the LA River also be raised five feet.

The track interchange at the LA River is unique. There are few track crossings within the United States that have this magnitude of complexity and history. Freight trains run north and south, from Long Beach to Sacramento and beyond. Amtrak trains run to Chicago and New Orleans, east to west. Amtrak trains exit the station area and then turn north or south to San Diego or San Francisco and Seattle. Metrolink trains cross in multiple directions, to Riverside, San Bernardino, Ventura and Orange County. These routes will not be eliminated with building the run-through tracks. But raising the track profile five feet in the station area will require raising the track profile here five feet as well. This would seriously impact the surrounding bridge clearances. The CPUC codes for clearances, mentioned in item 4, apply to the underside of all bridges. Ten bridges will have to be reconstructed over the LA River to provide for this extra clearance of five

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 8

feet: Broadway, Spring, Main Street, Cesar Chavez Avenue, El Monte Busway, the newly renovated First Street bridge, two Amtrak and Metrolink rail bridges and the Gold Line bridge.

To suggest that the grade elevation for tracks inside Union Station can be higher than grade elevations along the LA River could be regarded as an act of willful misconduct, as this disregards standard track design practices and disregards public safety.

Solution 1: It may be more cost effective to lower the 101 Freeway than raise the tracks. Lowering the the 101 freeway through downtown was completed decades ago. But the project stopped just short of Union Station due to opposition from adjacent stakeholders, primarily the property owner of the strip club across the freeway from Union Station.

Caltrans construction drawings showing a lower profile along the 101 Freeway should be available in Caltrans archives. A lower profile along the freeway would eliminate the need of raising the tracks in Union Station when building the run-through tracks. The METRO Board should request that Caltrans investigate and substantiate this claim and compare costs of lowering the freeway (and finishing the job) to those of raising the rail yard five feet, which will require replacing about ten bridges over the LA River.

Solution 2: Conduct further studies of bridge designs for the run-through tracks to find a more appropriate solution.

7.) New landscaping at Union Station will cause corrosion and potential structural failure to existing structures

Fatal Flaw: Landscaping requires fertilizer. Fertilizer mixes with the water. Excess water leaks. Containers that are buried, eventually crack. Water leaks into basements, parking lots, tunnels. The chemically enhanced water seeks electrical lines encased in concrete such as lighting conduits. Upon contact with the water, the electrical lines react to the chemicals in the fertilizer. The concrete that surrounds electrical lines begins to spall, corrode and dis-color.

Note that the landscaping between One Gateway and the Amtrak platform area was recently removed and replaced. The above problem occurred at this location. The landscaping containers buried inside the masonry walls cracked and the fertilizer rich water seeped down the steps and into the roof of Cesar Chavez underpass. During the rainy season of 2008-2009, over one hundred square feet of concrete collapsed in segments onto the roadway. Repairs to the roof of Cesar Chavez were not completed until 2013.

Landscaping is not recommended near train yards. Numerous reports have been professionally written on the topic and are available in the METRO library.

Solution: Large water fountains would be more appropriate. No fertilizer necessary.

8.) Alameda Street road diet, Los Angeles Street closure not permissible for emergency reasons. Planting of large trees not permissible because of large underground storm drain.

Fatal Flaw: Alameda Street is currently overburdened with rush hour traffic. Emergency teams, such as fire and police use this corridor and it is highly unlikely they would allow the road diet. From the lessons learned category, Fire-Life safety holds the trump card when it comes to enforcing safety rules and will defeat this design. Emergency Departments are not usually part of the preliminary review process. But because of the magnitude of this proposal, verifying this statement with the City Departments and with METRO Fire-Life Safety is recommended.

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 9

Closing Los Angeles Street will also be under the same scrutiny for the same reasons.

Solution: If you can't go across Alameda, go over it. Build a pedestrian bridge. Build a wide bridge that carries pedestrians from Union Station and continues directly towards Plaza Park. Design the bridge should be a memorable, historic attraction.

It may not be possible to close both lanes of Los Angeles Street. But it may be possible to close one lane and leave the other lane open for emergency and permitted vehicles only. This could have a beneficial impact. Festival merchants for Olvera Street could have better access to the Plaza with the permit only system, same with film crews. And the closed lane could become the exit for the new pedestrian bridge.

Alameda Street would remain the current width.

Fatal Flaw: Planting trees on Alameda Street. Missing from the cross section in the Master Plan is a large storm drain (eight or ten foot diameter) that runs underneath the east-side of Alameda Street. This storm drain was constructed during the same era as Union Station and was built to protect Olvera Street and Union Station from flooding.

Tree roots cause damage sidewalks. Tree roots equally damage underground storm drains. It is highly unlikely that Los Angeles city engineers will permit the planting of any trees on the east-side of Alameda.

Solution: No trees on the east-side of Alameda.

9.) New Passenger Mezzanine height not feasible because it will cause the reconstruction of ten bridges along the LA River

Fatal Flaw: The new Passenger Mezzanine was praised at the meeting because the roof would be five feet higher. But this may not be possible because of reasons cited in item number 6 regarding the run-through tracks. Raising the tracks five feet in Union Station is not possible without serious consequences to ten bridge structures that cross the LA River. And raising the height of the existing passageway may not be feasible or necessary.

The original east-west passenger tunnel was designed to minimize commuter travel time. Exit lines were clearly visible. The new proposal replaces the original commuter flow within a mezzanine of cross directional travel, sunken pits, and a maze of columns. This will lead to confusion and accidents. No longer will commuters be able to adhere to a natural right hand rule regarding incoming and outgoing movement. Commuters will cross each other in every direction, travelers will intersect, each pulling suitcases, who goes first could be embarrassing or hostile, parents pushing baby carriages will move slower, elderly one-time visitors will stop and try to determine which way to go, and in every direction, columns will block straight site lines to platform entrances and station exits. People will walk around a column and trip over a suitcase.

Sunken pits are places where cell phone gazing commuters could fall and create liabilities. Sunken pits seem to be neglected in other areas of the city where they were installed years ago. These pits ignore needs of handicap patrons.

In addition, maintaining landscaping in the sunken pits is a maintenance hazard for the reasons cited in item 7 regarding new landscaping. The excess water from these pits will eventually leak into the Red Line Box structure, if not in this generation, the next. The subway contains

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 10

embedded electrical systems. The top of the station box is straddled just between these two landscaped pits, the mezzanine flooring just a thin veneer over the humpback top of the box.

Solution: Add two additional passenger tunnels, one parallel to the south and one parallel to the north of the current walkway.

On the south side, extend a new tunnel from the end of the Harvey Restaurant walkway which has the same distinct architectural elements as Union Station. There is a grand portico entrance near Alameda which originally attracted celebrities to the restaurant. This walkway passes between two well-maintained gardens, both underutilized. The Metropolitan Water Department (MWD) garden has patio seating, shade trees, a beautiful fountain and a historical plaque marking the old boundary of Chinatown. This garden is open to the public.

The Harvey Restaurant walkway could continue straight forward under the tracks, maybe higher and wider than the existing passenger tunnel without raising the tracks. Currently there are thick beams in the roof of the existing passenger tunnel, designed to hold up the weight of steam locomotives, which are four times heavier than the currently used diesel engines. Therefore the beams in the original passenger tunnel are larger than necessary to do the job. The new roof beams could be structurally smaller, providing more head room. Construction-wise, it would be easier to build a new tunnel than to take out the roof beams of the old one.

There are currently no elevators to the Amtrak and Metrolink platforms at Union Station. This tunnel could have elevators and be designated for handicap patrons. This tunnel also allows for easier boarding of Metrolink trains as passengers would load more directly at the south end of the station platforms.

One goal set forth in the first draft of the Union Station Master Plan was to increase the number of passengers using the Red Line and Metrolink. Some of the elevators in this tunnel could connect Metrolink platforms directly with the Red Line mezzanine, straight downwards.

This infrastructure improvement could attract a new crowd to use the rail system, especially for those traveling to the Staples Center for sports and entertainment.

This Fred Harvey passenger tunnel has not been discussed in the Master Plan and is not identified on the drawings. It is primarily used only by El Monte busway commuters, who enter and exit Union Station across the MWD garden patio.

The second tunnel could be built on the north side of the existing passenger tunnel, beginning inside the Red Line entranceway, in the atrium room behind Starbucks.

The tunnel would exit behind the existing METRO information booth, into the parking garage. A large cinder block wall currently exist at the proposed tunnel portal. This area also contains an underutilized loading dock.

The parking area near the new passenger tunnel could become an underground drop off area for a special kind of "kiss and ride."

The area in front of this proposed tunnel portal (100' x 100') opens to the sky. This could be the right location for a bicycle parking structure, spiraling upwards. The loading dock, which is currently underutilized, could become a sports bar, in the sense of providing bicyclists the kind of nourishment they prefer, energy drinks and high protein snacks.

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 11

This tunnel could be the only tunnel where bicyclists are allowed, limiting bike traffic to one corridor.

10.) Outdoor Seating, grand staircases and new plazas, too much sun, not enough shade

Fatal Flaw: Too much sun. No shade. Many Los Angeles residents prefer to stay in the shade. The City Fathers designed the downtown streets to be at an angle, slightly off from north to south, so there would always be shade at lunchtime.

Where can passengers go inside the existing Union Station and enjoy meeting with friends, saying good-bye to loved ones, waiting for an hour to catch a train?

The old ticketing area in Union Station is closed to passengers. What use could it serve?

Night-time is when many Los Angeles residents go out for entertainment. Where's the night life attractions in the Master Plan? What could increase patronage through Union Station at night? Not a bar, not a club, maybe just a cup of coffee in a new setting?

Solution: Here are two suggestions from Europe, one for day and one for night, both very cost effective:



An interior garden in the Madrid Train Station

Submission I024 (Susan MacAdams, September 22, 2014) - Continued

page 12



LED lighting demonstration, Cathedral of Lights, Ghent, Belgium, 2012

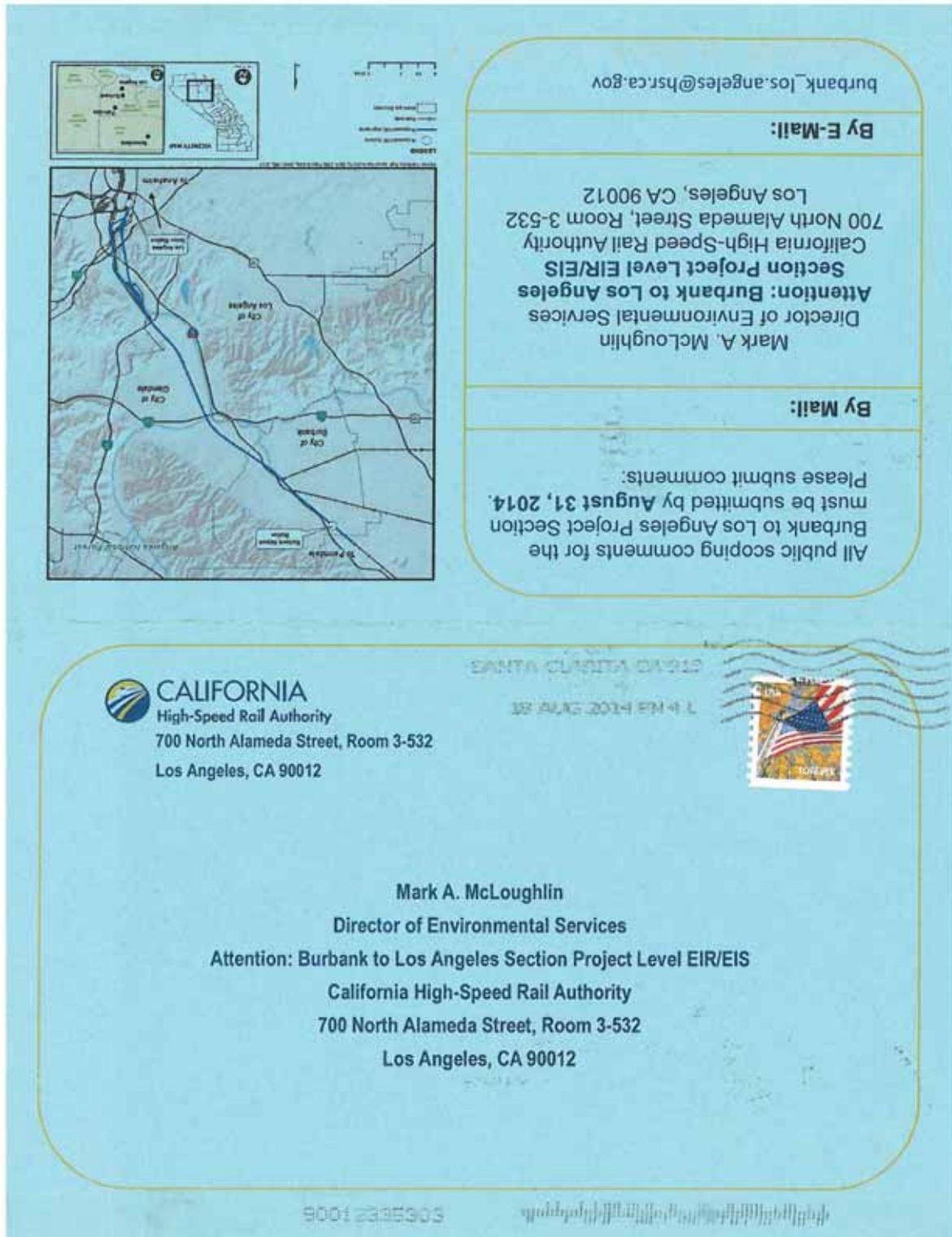
Thank you for your attention to this matter.

Susan MacAdams
Former High Speed Rail Planning Manager at METRO
310-994-8407
susan.macadams@gmail.com

Submission I025 (Donald Martel, August 17, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card
NAME: DONALD E. MARTEL		DATE: 8-17-14
MEETING LOCATION: BURBANK	AFFILIATION:	
ADDRESS: 712 IRVING DR	EMAIL: MARTELJD@SBCA	PHONE: 818-845-0898
CITY: BURBANK	STATE: CA	ZIP: 91504
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		
<input type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES <input type="checkbox"/> PALMDALE TO BURBANK		
*NOTE: This does not substitute for formal request to receive legal notices.		
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		
<p><i>It is my belief property owners and farmers would object to the damage caused by the construction of laying railroad tracks. Heavy equipment driven onto ones property could do considerable damage.</i></p>		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
<p><i>Laying railroad track along the 5 freeway from Sun Valley to Glendale, will cause a driving nightmare in Burbank.</i></p> <p><i>also, the noise from the heavy equipment is a concern of mine. The constant pounding day after day ruins a nice quiet neighborhood.</i></p>		
ADDITIONAL COMMENTS:		
<p><i>The Bullet train estimate of more than 100 Billion dollars will probably triple in cost. The cost of a deceleration plant would cost far less than a Bullet train, and in greater need.</i></p>		
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I025 (Donald Martel, August 17, 2014)



Submission I026 (Marlena May, August 27, 2014)

August 26, 2014

Jeff Morales
Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Cc: CHSRA Chairman, Dan Richard

Submission I027 (Peter McGrath, August 6, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card
NAME: <i>PETER MCGRATH</i>		DATE: <i>8/6/14</i>
MEETING LOCATION:		AFFILIATION:
ADDRESS:	EMAIL:	PHONE:
CITY:	STATE:	ZIP:
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		
<input type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES		
<input type="radio"/> PALMDALE TO BURBANK		
*NOTE: This does not substitute for formal request to receive legal notices.		
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		
<i>RAIL CROSSING SAFETY</i>		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
<i>Present Demg GOOD TO ME</i>		
ADDITIONAL COMMENTS:		
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_loi.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I028 (Pat Morton, August 28, 2014)

Burbank - Los Angeles - RECORD #72 DETAIL

Status : Pending
Record Date : 8/28/2014
Response Requested : Yes
Submission Date : 8/28/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Email
First Name : Pat
Last Name : Morton
Professional Title :
Business/Organization :
Address : 4400 Brunswick Ave.
Apt./Suite No. :
City :
State : CA
Zip Code : 90039
Telephone :
Email : pamorton@ix.netcom.com
Cell Phone :
Email Subscription :
Add to Mailing List : No
Stakeholder Comments/Issues : I'm a resident of Atwater Village, and my house is not far from the rail crossing at Chevy Chase. While I strongly support high speed rail and mass transportation generally, I would urge you to consider other routes that don't pass so close to residential areas like Atwater Village. I realize this is a difficult task since HSR should link high density cities. The at-grade crossings in this area, however, would be very dangerous to the many pedestrians and vehicles that cross daily. In addition, the noise would greatly impact our neighborhood and lower our property values dramatically. Don't degrade an improving neighborhood!

I urge you to mitigate the route through Atwater Village, preferably by eliminating at-grade crossings and creating robust noise abatement measures.

Patricia Morton
4400 Brunswick Ave.
Los Angeles, CA 90039
EIR/EIS Comment : Yes
Need PI Response : Yes- Standard Response
General Viewpoint on Project :

Submission I029 (Gerald Orcholski, August 25, 2014)

Burbank - Los Angeles - RECORD #61 DETAIL

Status : Pending
Record Date : 8/27/2014
Response Requested :
Submission Date : 8/25/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Email
First Name : Gerald
Last Name : Orcholski
Professional Title :
Business/Organization :
Address : 2400 Brigden Road
Apt./Suite No. :
City : Pasadena
State : CA
Zip Code : 91104
Telephone : 626-797-3531
Email : gerryjim@sbcglobal.net
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues : I am completely against the route going through the national forest of the San Gabriel Mountains. Mike Antonovich is my supervisor and his suggestion to run the train through the forest is anti-environmental. We as a society have encroached upon natural areas enough as it is, and this is going to far.

Gerald Orcholski
2400 Brigden Road
Pasadena, California 91104
626-797-3531
EIR/EIS Comment : Yes
Need PI Response : Yes- Standard Response
General Viewpoint on Project :

Submission I030 (Michael Patterson, LA Building Trades - Heat & Frost Insulators Local 5, August 7, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card
NAME: <u>MICHAEL PATTERSON</u>		DATE: <u>AUG 7 2014</u>
MEETING LOCATION: <u>PALMDALE</u>	AFFILIATION: <u>L.A. BUILDING TRADES HEAT & FROST INSULATORS LOCAL 5</u>	
ADDRESS: <u>10280 RANCIERO RD</u>	EMAIL: <u>MICHAELPAWLS@AOL.COM</u>	PHONE: <u>626 771 6027</u>
CITY: <u>OAK HILLS</u>	STATE: <u>CA</u>	ZIP: <u>92344</u>
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES		
<input type="checkbox"/> PALMDALE TO BURBANK		
*NOTE: This does not substitute for formal request to receive legal notices.		
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		
<u>THIS PROJECT IMPROVES THE ENVIRONMENT, TAKE CARS OFF THE ROADS LOW EMISSION SMALL FOOT PRINT</u>		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
ADDITIONAL COMMENTS:		
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: hurbank_los-angeles@hst.ca.gov . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I031 (Andrew Rodriguez, August 19, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: Andrew Rodriguez		DATE:	
MEETING LOCATION: Union Station		AFFILIATION:	
ADDRESS:		EMAIL: andrewrod@verizon.net	PHONE:
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input checked="" type="checkbox"/> STATEWIDE	<input checked="" type="checkbox"/> BURBANK TO LOS ANGELES
*NOTE: This does not substitute for formal request to receive legal notices.		<input checked="" type="checkbox"/> PALMDALE TO BURBANK	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: Please build this! I'm 21 years old, I will definitely ride this in the future, hope my kids will enjoy this as well.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I032 (J. Russell Brown, August 31, 2014)

Burbank - Los Angeles - RECORD #79 DETAIL

Status : Pending
Record Date : 9/3/2014
Response Requested :
Submission Date : 8/31/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Email
First Name : J.
Last Name : Russell Brown
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone : 213-999-0379
Email : dlanc.jr2brown@gmail.com
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues : burbank_los.angeles@hsr.ca.gov

----- Forwarded message -----
From: J. Russell Brown <dlanc.jr2brown@gmail.com>
Date: Sun, Aug 31, 2014 at 6:58 PM
Subject: HSR Bur to LA
To: burbank_los.angeles@hsr.ca.gov

Attended Lakeview Terrace meeting.

Good meeting.

Either cut and cover or tunnel most of sections thru tight urban areas and downtown.

Or underground train with stacked trains above.

Open up access to LA River where possible.

--

J. Russell Brown
Vice President Administration
Downtown Los Angeles Neighborhood Council
Chair DLANC Public Safety Committee

Downtown Streetcar Bringing Back Broadway Chair
Regional Connector Community Leadership Council Co-Chair

DLANC.jr2brown@gmail.com
Cell 213-999-0379
FAX 213-341-2382

Submission I032 (J. Russell Brown, August 31, 2014) - Continued

Words Of Wisdom

Teamwork divides the task and doubles the success.

The art of being wise is the art of knowing what to overlook. William James

"The best way out is through." Robert Frost

"The line that is straightest offers the most resistance." Leonardo DaVinci

"Genius is eternal patience." Michaelangelo

--

J. Russell Brown
Vice President Administration
Downtown Los Angeles Neighborhood Council
Chair DLANC Public Safety Committee

Downtown Streetcar Bringing Back Broadway Chair
Regional Connector Community Leadership Council Co-Chair

DLANC: jr2brown@gmail.com
Cell 213-999-0379
FAX 213-341-2382

Words Of Wisdom

Teamwork divides the task and doubles the success.

The art of being wise is the art of knowing what to overlook. William James

"The best way out is through." Robert Frost

"The line that is straightest offers the most resistance." Leonardo DaVinci

"Genius is eternal patience." Michaelangelo

EIR/EIS Comment :

Yes

Need PI Response :

Yes- Standard Response

General Viewpoint on Project :

Submission I033 (Eugene Salinsky, August 19, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: Eugene Salinsky		DATE: Aug. 19, 2014	
MEETING LOCATION: Los Angeles US		AFFILIATION:	
ADDRESS: 616 N. Sweetzer Ave. 301		PHONE:	
CITY: Los Angeles		STATE: Ca.	
		ZIP: 90048	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<input checked="" type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: Route from Stockton to Los Angeles should be from on I-5, improve Amtrak service between Bykersfield and Oakland. Route from San Francisco to Stockton should be at in the pass near the Union Pacific former Western Pacific tracks (Altamont Pass)			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I034 (Joseph Sanderson, August 8, 2014)

Burbank - Los Angeles - RECORD #48 DETAIL	
--	--

Status :	Pending
Record Date :	8/23/2014
Response Requested :	No
Submission Date :	8/8/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Email
First Name :	Joseph
Last Name :	Sanderson
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	00000
Telephone :	
Email :	joseph.sanderson@yale.edu
Cell Phone :	
Email Subscription :	
Add to Mailing List :	
Stakeholder Comments/Issues :	<p>?As the High Speed Rail project is constructed, it provides a tremendous opportunity to create other new projects efficiently.? For example, tunnels, trenches, or viaducts constructed to carry HSR tracks might be designed so that they can carry, on other tracks, parts of new Metro lines.</p> <p>Burbank is an important regional jobs center, and several proposals to link it into the Metro rail system have been floated, including a Burbank-Glendale-Downtown line, a northern extension of the Red Line from North Hollywood to Burbank, and a Burbank-Pasadena link to connect the SFV with the SGV. It is currently served by Metrolink.</p> <p>High Speed Rail should be constructed in such a way as to facilitate the construction of future light rail lines between Burbank and Downtown and Burbank and Pasadena. Construction should leave space for future lines and light rail stations, and certainly not adopt methods that will physically preclude Metro expansion along the corridor. This is especially important since the Metro Board has recently ordered a study to determine what transit projects should be priorities in this region.</p> <p>Additionally, I am concerned that some of the proposed alignments would either (1) require severe disruptions to Metro Gold Line services; and/or (2) involve open trenches that would severely disrupt traffic and pedestrian connectivity. These are serious issues that require serious mitigation.</p>
EIR/EIS Comment :	Yes
Need PI Response :	Yes- Standard Response
General Viewpoint on Project :	

Submission I035 (Greg Sarkissian, August 6, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <i>Greg Sarkissian</i>		DATE: <i>8/6/14</i>	
MEETING LOCATION: <i>Burbank</i>		AFFILIATION:	
ADDRESS: <i>849 S Broadway #1106</i>	EMAIL: <i>modernement@smail.com</i>	PHONE: <i>310 927 5550</i>	
CITY:	STATE:	ZIP: <i>90014</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="radio"/> STATEWIDE			
<input checked="" type="checkbox"/> BURBANK TO LOS ANGELES			
<input type="radio"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal requests to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: <i>Provided that the Doran Street overpass is built, this would be a great project. The overpass at that location is vital to local business, close to 2 major highways, and would be a key vein to the future Verdugo Wash park area west of the rail line.</i>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I036 (Anna Serridge, September 2, 2014)

Burbank - Los Angeles - RECORD #77 DETAIL

Status : Pending
Record Date : 9/3/2014
Response Requested : No
Submission Date : 9/2/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Email
First Name : Anna
Last Name : Serridge
Professional Title :
Business/Organization :
Address : 9823 Wornom Avenue
Apt./Suite No. :
City : Shadow Hills
State : CA
Zip Code : 91040
Telephone :
Email : annaserridge@gmail.com
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues : ----- Forwarded message -----
From: Anna Serridge <annaserridge@gmail.com>
Date: Fri, Aug 29, 2014 at 10:45 AM
Subject: PALMDALE TO BURBANK PROJECT SECTION HSR
To: palmdale_burbank@hsr.ca.gov
Cc: felipe.fuentes@lacity.org, fifthdistrict@lacbos.org,
zev@bos.lacounty.gov, mayor.garcetti@lacity.org,
raul.bocanegra@asm.ca.gov,
Assemblymember.Wilk@outreach.assembly.ca.gov

Mark A. McLoughlin, Director of Environmental Services
ATTN: PALMDALE TO BURBANK PROJECT SECTION
California High Speed Rail Authority
Southern California Regional Office
700 N. Alameda, Room 3-532
LA, CA 90012

Dear Mr. McLoughlin,

NO NO NO NO NO! I am completely opposed to the exploration of an alternative corridor for the HSR that threatens to ruin the communities of Shadow Hills and the Tujunga Wash. Imagine my distress at discovering recently that an alternative corridor is being proposed and advertised in the local papers, an alternative corridor that threatens to tear right through my backyard and our centuries old neighborhood. I was fortunate enough to be included in a meeting this past week where we heard directly from Michelle Boehm that there aren't any specifics yet identified for this alternative corridor. Just a banana shaped cloud over our entire community. This is really irresponsible on the part of the HSR. Our community is historic and one of the last equestrian communities in Los Angeles. Your irresponsible plan is already putting our property values at risk, as well as creating a host of problems in an area that is already impacted by transit solutions. Whatever lines you are proposing to build need to go through commercial and industrial areas, not rural communities or environmentally sensitive open

Submission I036 (Anna Serridge, September 2, 2014) - Continued

spaces.

The original Route 14 and 5 Fwy planned route is a far superior choice. Our community will stand together to oppose this ridiculous 'alternative'. My guess is that all those developers with vested interest in 'new' construction in the Santa Clarita area and Supervisor Antovich are at the heart of this proposal to move the already approved route. We won't stand for it! We have just begun to fight back on this issue and won't back down. Generations of families have lived here and worked hard to preserve a lifestyle that has proven to provide a healthy balance, the heart of what defines our life in Los Angeles.

Sincerely,

Anna Serridge
9823 Wornom Avenue
Shadow Hills, CA 91040

EIR/EIS Comment :

Yes

Need PI Response :

Yes- Standard Response

General Viewpoint on Project :

Submission I037 (Harvey Sherback, August 7, 2014)

Burbank - Los Angeles - RECORD #49 DETAIL

Status : Pending
Record Date : 8/23/2014
Response Requested :
Submission Date : 8/7/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Email
First Name : Harvey
Last Name : Sherback
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone :
Email : harveysherback@yahoo.com
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues : California High-Speed Rail Authority
CHSRA Board of Directors
Dan Richard, Chairman

August 7, 2014

Hello Chairman Richard, CHSRA Board of Directors and Staff,

Thanks for your many good works, they are very much appreciated.

With the relentless changes brought on by climate destabilization, including California's severe drought, it's time to comprehensibly redirect our water, energy and transportation policies towards more sustainable systems. The CHSRA states, "The Authority has committed to using 100 percent renewable energy for powering the system." I propose that California's Hi-Speed Rail can achieve its goal by using clean, renewable electricity generated by the Central Valley's "Photovoltaic Aqueduct System."

Water scarcity threatens to disrupt California's economy. In 2014 our snowpack and reservoirs are at record low levels. The State Water Project cannot satisfy demand. Even worse, our invisible underground water supplies are being consumed at an unsustainable rate. Because the sea level is rising and the Delta levees are sinking, salty water is slowly infiltrating the Delta, which is the source of the canal system's water. Worse again, the rising sea is pressuring ever more salty water into our depleted underground aquifers. In response, California might renovate its water infrastructure in conjunction with the development of the Hi-Speed Rail project. I have developed a simple model called the "Photovoltaic Aqueduct System."

California can repair and improve its vital water system while producing new revenues for government, income for developers and clean electricity for the nearby Hi-Speed Rail line. I have formulated the following model: shading selected portions of California's canals with photovoltaic generators. This project will help our utilities meet government mandates to provide renewable electricity. Depending on location and the developer's resources, these electricity-generating structures might span the canal like a canopy, shade

Submission I037 (Harvey Sherback, August 7, 2014) - Continued

the canal like an awning or float on the canal like a barge. The reasons we recommend money-generating, water-saving, photovoltaic canal shields are listed below:

Perfect Location: Following the same general path as the proposed Hi-Speed Rail lines, California's canals run for hundreds of miles through desert-like conditions, ideal for the development of solar power. They are situated on secure public property, mostly government-controlled. Additionally, the canals frequently adjoin major high-voltage transmission line corridors. More than just increasing efficiency, producing photovoltaic power near the grid benefits our utility companies, who must fulfill California's strict renewable energy mandate. The Renewable Portfolio Standard (RPS) requires utility companies to purchase one-third of their electricity from renewable sources by 2020. By law, most of this new power must connect to the grid.

Conserving Water: A shield over the canal would help keep the water cool and clean. Blocking the sunlight, a covering would help keep the canal free from unwanted vegetation and immune to blooms of toxic algae. In addition to slowing evaporation, the electricity-generating shield will protect the canal water from absorbing agricultural chemicals and airborne pollutants like soot, soil and sand.

Ideal Timing: Everyone agrees, we have to act now! According to the US Interior Department, the California Aqueduct system is inadequate, antiquated and dangerously vulnerable to drought, flood and earthquake emergencies, much less the effects of rising sea levels. Our canal system needs immediate overhaul. Fortunately, interest rates are low, and the Obama administration is seeking to significantly expand the development of clean energy projects on federal lands. California has already approved this concept. In 2005, a bill was passed approving the leasing of the space above and adjacent to the State Water Project for the production of photovoltaic electricity (AB 515, Richman R, signed by Gov. Schwarzenegger).

Photovoltaic Technology: Power generation is agriculture's biggest competitor for water. America's coal-fired, oil-fired, natural gas and nuclear power plants consume more than 100 billion gallons of fresh water every day; only agriculture uses more water. In contrast, once installed, photovoltaic generators consume no water, except for occasional cleaning. Having no moving parts, they require minimal maintenance, make no noise and create no emissions. Long-lived photovoltaic technology also provides architectural flexibility. "Net zero" Hi-Speed Rail is achievable in California.

Governor Brown, in his 2012 State of the State address, declared that High-Speed Rail was a top priority for his Administration. The simultaneous development of the Photovoltaic Aqueduct System with Hi-Speed Rail will help to address our water crisis, replace agricultural jobs lost to drought and meet our transportation goals.

Harvey Sherback
Berkeley, California

EIR/EIS Comment : Yes
Need PI Response : Yes- Standard Response
General Viewpoint on Project :

Submission I038 (Janet Squires, August 15, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <i>JANET SQUIRES</i>		DATE:	
MEETING LOCATION: <i>HART PARK SANTA CLARITA</i>		AFFILIATION:	
ADDRESS:	EMAIL: <i>jsquires51@ca.hsr.com</i>	PHONE:	
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES <input type="radio"/> PALMDALE TO BURBANK			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>How would the construction and eventual train operation impact the LA River Rehabilitation & Nature Corridor</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: <i>I WANT A CEQA REVIEW!</i>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I039 (Rick Steinbruecker, August 15, 2014)

CALIFORNIA High-Speed Rail Authority *PALMDALE TO BURBANK*
~~Burbank to Los Angeles Section~~
Scoping Comment Card

NAME: *Rick Steinbruecker* DATE: *8-3-2014*

MEETING LOCATION: *HART PARK* AFFILIATION: *CITY OF S.C.*

ADDRESS: *19718 MERRYHILL ST* EMAIL: *-* PHONE: *661-252-2929*

CITY: *CANYON COOKING* STATE: *CA* ZIP: *91351*

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)
 STATEWIDE BURBANK TO LOS ANGELES PALMDALE TO BURBANK

*NOTE: This does not substitute for formal requests to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

I DO NOT WANT THE TRAIN TO COME THRU THE SANTA CLARITA VALLEY.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

WHAT ABOUT PROPERTY THAT THE TRAIN TRAVELS BY, OVER, OR UNDER THAT HAVE PRIVATE WELLS FOR WATER. HOW ARE YOU GOING TO SAFE GUARD THESE WELLS?

ADDITIONAL COMMENTS:

I DO NOT BELIEVE THIS TO BE A GOOD PROJECT FOR CALIF AT THIS TIME, OR IN THE NEAR FUTURE. WHAT WE NEED IS WATER, NOT A FAST TRAIN.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov.
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Submission I040 (Yvonne Sucich, August 14, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: Yvonne Sucich, MS, REHS		DATE: 08/14/14	
MEETING LOCATION: LVT Rec Ctr		AFFILIATION: LAND owner	
ADDRESS: 10371-10379 Foxhill		EMAIL: junkunicorn@ca.hsr.com	PHONE: 818/8965776
CITY: LVT	STATE: CA	ZIP: 91342	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES <input type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
I have the same concerns all the way along the route! As an Environmental Health & IH Consultant! The Reports Favor those who are paying the Consulting Firms! I'd like to see CAL/OSHA or an opposing Consulting Firm do			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
Same Tests. Double Blind Study of Impact. Thank-you I am open & willing to change for the right reasons.			
ADDITIONAL COMMENTS: Save the Greenery of Calif. In LVT, Horses, Noise, Haz Waste, etc.			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I041 (Dianne M. Sweeny, July 31, 2014)

Burbank - Los Angeles - RECORD #5 DETAIL

Status : Action Completed
Record Date : 8/7/2014
Response Requested :
Submission Date : 7/31/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Dianne M.
Last Name : Sweeny
Professional Title :
Business/Organization :
Address :
County :
Apt./Suite No. :
City : San Francisco
State : CA
Zip Code : 94111
Telephone :
Email : dianne.sweeny@pillsburylaw.com
Fax :
Cell Phone :
Email Subscription :
Add to Mailing List :
Comment Type :

Submission I041 (Dianne M. Sweeny, July 31, 2014) - Continued

Stakeholder Comments/Issues : Good afternoon,

Could you please let me know when the deadline is to submit comments on the Palmdale to Burbank and Burbank to Los Angeles segments. There are conflicting dates as indicated below:

* The July 24, 2014 Federal Register indicates to submit comments by August 25, 2014,

* The meeting flyer for these segments indicates comments will be accepted until August 31, 2014,

* The Notice of Preparation letter from Frank Vacca (signed July 24, 2014) indicates comments should be provided no later than 30 days after publication of the notice (which would be August 23).

I left a voicemail message at the indicated telephone number (800-630-1039) on July 31, asking for clarification of the comment deadline, but have not received a response.

Thank you.

Dianne

Dianne M. Sweeny | Pillsbury Winthrop Shaw Pittman LLP
Practice Clerk
Four Embarcadero Center, 22nd Floor | San Francisco, CA 94111
t 415.983.1087<tel:415.983.1087> | f 415.983.1200<tel:415.983.1200>
dianne.sweeny@pillsburylaw.com<mailto:dianne.sweeny@pillsburylaw.com>
| pillsburylaw.com<http://www.pillsburylaw.com/>
[Image]
[Pillsbury Law]<http://www.pillsburylaw.com/>

The contents of this message, together with any attachments, are intended only for the use of the individual or entity to which they are addressed and may contain information that is legally privileged, confidential and exempt from disclosure. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this message, or any attachment, is strictly prohibited. If you have received this message in error, please notify the original sender or the Pillsbury Winthrop Shaw Pittman Help Desk at Tel: 800-477-0770, Option 1, immediately by telephone or by return E-mail and delete this message, along with any attachments, from your computer. Thank you.

**Subscription
Request/Response :**
EIR/EIS Comment :
General Viewpoint on Project :

Submission I042 (Naveen Unknown, August 19, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <i>NAVEEN</i>		DATE: <i>19 Aug 2014</i>	
MEETING LOCATION: <i>UNION STATION</i>		AFFILIATION: <i>USE</i>	
ADDRESS: <i>PO Box 7046</i>		EMAIL:	PHONE: <i>323 730 0447</i>
CITY: <i>LA</i>	STATE: <i>CA</i>	ZIP: <i>90007</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES <input checked="" type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<ul style="list-style-type: none"> • <i>PUBLIC SAFETY ON RING AND AT GRADE CROSSINGS</i> <i>Redistribution</i> • <i>DISPLACEMENT OF WILDLIFE OR NATURAL FOLIAGE</i> • <i>NOISE ABATEMENT ISSUES</i> • <i>CARBON FOOTPRINT, IMPACT PER MILE OR PER PASSENGER.</i> 			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: <i>PLEASE KEEP ME PUBLIC INFORMED; WE ARE SOLELY LACKING IN REAL AND ACCURATE INFORMATION.</i>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I043 (James Unknown, August 29, 2014)

Burbank - Los Angeles - RECORD #80 DETAIL

Status : Pending
Record Date : 9/3/2014
Response Requested :
Submission Date : 8/29/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Email
First Name : James
Last Name : Unknown
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone :
Email : lordoakrock@socal.rr.com
Cell Phone :
Email Subscription :
Add to Mailing List : No
Stakeholder Comments/Issues : Completing these sections are important, but current rides have to transfer in Bakersfield to a bus to reach any station in the Los Angeles. This section will be the key to making the train an alternative to driving to Northern California.

EIR/EIS Comment : Sent from my iPad
Need PI Response : Yes
General Viewpoint on Project : Yes- Standard Response

Submission I044 (Unknown, September 12, 2014)

Burbank - Los Angeles - RECORD #94 DETAIL

Status : Pending
Record Date : 9/15/2014
Response Requested : No
Submission Date : 9/12/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Unknown
Last Name : Unknown
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone :
Email : orellanajes@yahoo.com
Cell Phone :
Email Subscription :
Add to Mailing List :
Stakeholder Comments/Issues : I am opposed of the SR14 rail project constructing walls and splitting the community in half.

Sent from my HTC smartphone on the Now Network from Sprint!
EIR/EIS Comment : Yes
Need PI Response : Yes- Standard Response
General Viewpoint on Project : In Opposition to CAHSR Project

Submission I045 (Ryan Uyemutsu, August 19, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <i>Ryan Uyemutsu</i>		DATE: <i>8/19/14</i>	
MEETING LOCATION: <i>Union Station</i>		AFFILIATION:	
ADDRESS:		EMAIL: <i>Wu1088@gmail.com</i>	PHONE:
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES			
<input type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>o How the Grade Separation will work either separate the entire line or just dig the roads underneath the rail, as well as the cost difference.</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<i>o Depend on the method used for Grade separation, how it will effect metrolinks VC Line, especially when it splits from the AV Line in Burbank</i>			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM . YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31 , 2014.			

Submission I046 (Evan Wagner, August 22, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: EVAN WAGNER		DATE: 8/19	
MEETING LOCATION: LA		AFFILIATION: CITIZEN	
ADDRESS: 612 S. FLOWER ST #1217		EMAIL: evanwagner@me.com	PHONE: 310-961-1930
CITY: LA	STATE: CA	ZIP: 90017	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> BURBANK TO LOS ANGELES <input checked="" type="checkbox"/> PALMDALE TO BURBANK			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
None.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
JUST GET IT DONE!			
ADDITIONAL COMMENTS:			
I TRULY DONT UNDERSTAND WHY THIS NEEDS TO TAKE MORE THAN 2-3 YEARS...			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I047 (John Walsh, August 22, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: John WALSH		DATE: 8/19/14	
MEETING LOCATION: Union Station		AFFILIATION:	
ADDRESS:	EMAIL:	PHONE:	
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES <input type="radio"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
This Spare Turnout is a transit white Nerd convention! The handful of minorities here are officials and staff. Also the turnout count is about 90% male & 10% female!			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I047 (John Walsh, August 22, 2014) - Continued

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: John WALSH		DATE: 8/19	
MEETING LOCATION:		AFFILIATION:	
ADDRESS: LA	EMAIL: john.walsh@ca.gov	PHONE:	
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES			
<input type="checkbox"/> PALMDALE TO BURBANK			
*NOTE: This does not substitute for formal request to receive legal notices.			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
How much over-budget will this thing end up. To the nearest \$10 Billion!			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I047 (John Walsh, August 22, 2014) - Continued

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <i>John Walsh</i>		DATE: <i>8/19</i>	
MEETING LOCATION:		AFFILIATION:	
ADDRESS:	EMAIL:	PHONE:	
CITY: <i>LA</i>	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		<input type="radio"/> STATEWIDE	<input type="radio"/> BURBANK TO LOS ANGELES
*NOTE: This does not substitute for formal request to receive legal notices.		<input type="radio"/> PALMDALE TO BURBANK	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>Why are these ^{SCOPING} meetings always 95% white guys... mostly middle aged!</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hcr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I048 (Tom Williams, Sierra Club, Angeles Chapter, Transportation Committee, August 15, 2014)

Burbank - Los Angeles - RECORD #44 DETAIL

Status : Pending
Record Date : 8/23/2014
Response Requested : No
Submission Date : 8/15/2014
Affiliation Type : Public Meeting
Interest As : Individual
Submission Method : Email
First Name : Tom
Last Name : Williams
Professional Title :
Business/Organization : Sierra Club, Angeles Chapter, Transportation Committee
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 00000
Telephone :
Email : ctwilliams2012@yahoo.com
Cell Phone :
Email Subscription :
Add to Mailing List :

Stakeholder Comments/Issues : DATE: August 15, 2014
TO: California
High-Speed Rail Authority, So.Cal.Regional Office
Mark A. McLoughlin, Director of
Environmental Services

ATTN: Project Sections - Palmdale to Burbank
Burbank to Los Angeles

CC: Gloria
Molina, LACo Supervisor
Micheal
Antonovich, LACo Supervisor
Sierra
Club, Angeles Chapter,
Transportation Committee

FROM: Dr.
Tom Williams,
Sierra Club, Angeles Chapter,
Transportation Committee
4117 Barrett Road , Los Angeles , CA 90032-1712
ctwilliams2012@yahoo.com, 323-528-9682

SUBJECT: CaliforniaHigh Speed Rail - Palmdale- Los Angeles Sections -
Plan Scoping

RE: a. Request for Extension of Scoping Comments Deadline to Sep.7,
5pm
b. Examples of Scoping Comments

a. Request for Extension of Scoping Comments Deadline to Sep.7, 5pm
The current deadline to submit all comments regarding Scoping for the two
CalHiSpdRail. segments: Palmdale-Burbank and Burbank-Los Angeles Union
Station by Sunday evening August 31, 2014 appears confused and does not
reflect the season and timing. The end-of-summer days are commonly used
for vacations , the weekend of the deadline is a national holiday, and the

Submission I048 (Tom Williams, Sierra Club, Angeles Chapter, Transportation Committee, August 15, 2014) - Continued

deadline does not specify the hour, presumably 23:59:59. We request an extension of the deadline for Scoping Comments for both the Palmdale-Burbank and Burbank-Los Angeles Union Station segments of the CHSR to September 7, 5pm.

In presentations, the presenter stated that the State has set the timeline for comments as if it was fixed, while the State is a minimum of 30 days. As the NOI/NOPs stated to receive comments in 30 days from the notices (072414) which would have been 082414 but this apparently was extended by one week (both ending on a Sunday/0831/14) and now ahead of a State/Fed holiday.

This shows the deadline is not fixed and can be extended as requested above to avoid the holiday weekend which would avoid the apparent conflict with public participation in this flawed process so far.

b. Scoping Comments

In three Scoping sessions that I have attended, the presentation has limited comments to only written comments, and the sessions did not provide dictation by an experienced stenographer, but in the Lake View Terrace session, the presenter indicated that the CHSR staff would be available to write the comments for those who had verbal comments. Such practices are not consistent with those of other State departments, Department of Conservation, Caltrans, and State Water Quality Control Board, and California Air Resource Board. Having prepared >300 EIRs/EISs/EAs, I was shocked by such practices in the CHSR Scoping sessions.

In addition, CEQA/NEPA Scoping has several specific issues for commenting, none of which were mentioned or provided as examples in what the CHSR representatives presented, e.g., prospective alternatives, important natural or community resources, assessment practices/analyses, and mitigation/compensation measures.

EIR/EIS Comment :

Yes

Need PI Response :

Yes- Individual Response

General Viewpoint on Project :

Submission I049 (Tom Williams, September 12, 2014)

Dr. Tom Williams, Sierra Club

Comments: Brbk-LAUS Segment

Sep.12, 2014

TRANSMITTAL

DATE: September 12, 2014

TO: Mark A. McLoughlin, Director of Environmental Services Calif.Hi.Spd.Rail Auth., So.Cal.Regl. Off.
mark.mcloughlin@hsr.ca.gov 800-630-1039
ATTN: Project Section - Burbank to Los Angeles: burbank_los.angeles@hsr.ca.gov

CC: **Gloria Molina, LACo Supervisor**
Micheal Antonovich, LACo Supervisor
southern.california@hsr.ca.gov
boardmembers@hsr.ca.gov
palmdale_burbank@hsr.ca.gov
Stephanie Perez, Environmental Protection Specialist, Office of Program Deliv., Fed.Rr. Admin.
"Stephanie Perez" <stephanie.perez@dot.gov>
Frank Vacca, Chief Program Manager, Calif.Hi.Spd.Rail Auth., frack.vacca@hsr.ca.gov
Sierra Club, Angeles Chapter, Transportation Committee

FROM: **Dr. Tom Williams,**
Sierra Club, Angeles Chapter, Transportation Committee
4117 Barrett Road, Los Angeles, CA 90032-1712 ctwilliams2012@yahoo.com, 323-528-9682
(Please Add Me to All Mailing Lists - Statewide, Burbank and Palmdale)

SUBJECT: California High Speed Rail - Palmdale-Los Angeles Sections - Plan Scoping

RE: SCOPING COMMENTS "CARD"

Thank you for the opportunity to review and comment on the Palmdale-Los Angeles (PD-LA) Section and the two LA County segments (Palmdale-Burbank, PD-BK, and Burbank-LA Union Station, BK-LA) of the California High Speed Rail Project (CHSR).

Our comments form two parts: general and specific comments, as shown below for the Section and the segment.

Reviewer Qualifications

Dr. Tom Williams, PhD UC, Berkeley. Paleontology/Geology-Zoology (Retired)
Conducted 300+ EIR/EIS/EA for Local, State, Federal, and International Agencies (USAID, ADB, WHO, etc.)
Earliest in 1972-3 for City of San Jose
URS San Mateo, 6+ years
Parson Corp. Worldwide 22+ years
Technical Advisor, Dubai Ports and Free Zones/Nakheel/Limitless 10+ years

More specific comments are given a short background in plain text with **bolded/italic comments**.

GENERAL HSR/PD-LA COMMENTS

GC - 1. Economic/Fiscal/Finance

CEQA and NEPA may include any general environmental and/or community issues/concerns as part of an objective, full disclosure, and objective review and assessment for a project. Presenters at the Scoping Sessions rigorously stated that no economic or cost/benefit analyses or assessment would be included in the EIR/EIS, although the NEPA aspects and the Scoping slides and boards indicated that the "Environmental Topics" would include "Socioeconomics". Similarly various economic issues have been raised and promoted as to the job generation, reduced loss of incomes due to congestion, lack of need for local, county, or state subsidies based on project revenues from operations, and user fees/prices would be sufficient to support 100% of operations and maintenance (not Capital Costs). Therefore the presentations and documents appear confused, and session staff could not resolve the scope of assessment in the EIR/EIS.

CHSRA Mention was briefly made regarding CAP&Trade funds which may be used for CHSR projects and these segments but would not be included in the DEIR/DEIS for these segments of

As one who is deeply involved with other major transportation in the State, most large Caltrans and LA County/MTA/SCAG transportation projects include all fiscal, financial, economic, and cost/benefit analyses and

CCSC/SC-AC/Transp.Comte.

California High Speed Rail Plan, Palmdale-Los Angeles Section

1

Submission I049 (Tom Williams, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments: Brbk-LAUS Segment

Sep.12, 2014

assessments within the EIR/EIS directly or within Project Report released as part of the CEQA/NEPA circulation and review processes.

As example:

http://hsr.ca.gov/docs/programs/statewide_rail/proj_sections/Palmdale_Burbank/palmdale_burbank_IS_072414.pdf
IS-1 Project Description "...contribute to economic development....create jobs..."

Both DEIR/DEIS must include all socioeconomic, financial, fiscal, and employment issues and must be documented, assessed, and mitigated from the point of Certification/Record of Decision for at least 25 years or to expected full repayment of all bonds and other obligations.

Both DEIR/DEIS must include an explanation of current and expected funding local, regional, state, and federal funding and how CHSR will displace other projects for limited funds.

The DEIR/DEIS must also assess the coincident use of CHSR facilities by other rail users, local transit and mainline/Class 1 rail systems.

The Project Description of the DEIR/DEIS must include complete and adequate setting, assessment, and mitigation for the positive and adverse economic, financial, and fiscal effects of the preferred alternative and each of the considered alternatives.

As part of this analyses and assessment, especially for tunneling, initial analyses must start from the Section's alignment alternative of twin tunnel/single track dead-straight line from Palmdale to LA Union Station and then analyze any departures from such an alternative with technical, costs/benefits, and environmental views. Similarly, alternative twin tunnel straight lines from Palmdale to Burbank and from Burbank to Union State must be included in the DEIR/DEIS and changed only with technical, costs/benefits, and environmental justifications through analyses and assessments. These three alternatives, analyses, and assessments must be included in both DEIR/DEIS as part of the baselines for alternatives for both the Section and the separate Segments.

GC - 2. Tunneling and Economies of Scale Tunneling requires many specialized equipments and techniques and training for their use. For very short tunnels, such specialized requirements become very expensive, while with longer term and multiple projects, costs decrease markedly with the "Economy of Scale" and sequential scheduling. Similarly some tunneling methods require equipment which is readily available and simply modified for work in tunnels and thereby allows construction at multiple working faces of the tunnels, e.g., a twin-tunnel project could have four or more working faces using SEM/NATM compared to a single working face with a typical rotating TBM or EPB-TBM.

The Scoping Report and both DEIR/DEIS must include alternatives comparisons of a typical twin tunnel segment (e.g., single track) of say 15,000ft (e.g., total:32,000ft, 3-6mi) vs say five (5) such segments using 1) closed-face-TBM, 2) Open-faced (Digger) Shields, 3) SEM/NATM (advanced mining), and 4) MTM (Mobile Tunnel Miner, Rio Tinto-Aker Wirth) including costs, availability, training, employment, and schedule requirements.

GC - 3. MOU/MOA for CEQA/NEPA Consideration No reference to any memorandum of agreement or understanding between the State and Federal agencies and authorities with regard to use of the combined process, contents, tiering, and various different elements unique to each of the federal and state processes, contents, and consideration.

Both DEIR/DEIS must include as an appendix of documentation to support any environmental process related to Tiering and Section/Segment assessments.

GC - 4 TIERING Reportedly, the Burbank to Los Angeles Section EIR/EIS will tier from the Statewide Program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 California Code of Regulations 15168(b)). However, no information was in Scoping sessions or is presented as to the Scope of such "down-tiering" to the Section/Segments DEIR/DEIS. **Tier 1 Programmatic EIR/EIS...**analyzes the general broad program for the California High-Speed Rail system. The California High-Speed Rail Authority Tier 1 program review divided the system into nine sections for project review. **Tier 2 Project DEIR/EIS...**analyzes one of the nine segments [=**sections**] identified in the Tier 1 Programmatic EIR/EIS as a project. The Initial Operating Segment was to have included "four of those segments: Palmdale-Sylmar-San Fernando Valley-Los Angeles.

TIERING - CEQA requires that "If tiering is being used, this concept must be made clear at the outset of any scoping meeting, so that participants do not concentrate on issues that are not going to be addressed at this time." Such was not done in three CHSRA Scoping presentations.

Scoping has not provided any indications of tiered structure of the programmatic and project EIRs/EISs and thereby the entire current process is seriously flawed and must be repeated.

The Scoping Report must include a full and complete description as to how tiering operates both in the Federal and State approaches and contents to be included in the DEIR/DEIS.

TIERING - Tier 2 includes DEIR/DEIS(s) for only the two separate sections without reference to the Palmdale-Los Angeles Section, and thereby the current DEIR/DEIS are subject to comments regarding section piece-mealing/segmentation.

CCSC/SC-AC/Transp.Comte.

California High Speed Rail Plan, Palmdale-Los Angeles Section

2

Submission I049 (Tom Williams, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments: Brbk-LAUS Segment

Sep.12, 2014

Separation of both Tier 2 CEQA/NEPA processes into two separate streams without consideration of stations and their influence on related facilities clearly supports segmentation/piecemealing of the original Tier 1 concept of each Tier 2 project DEIR/DEIS. In order to accommodate this flaw, both DEIR/DEIS must include and be dependent upon an overview analyses for each segment DEIR/DEIS and must include assessment of those Project elements which would affect the conditions of the related stations and segments.

The Scoping Report must fully address this issue and set the stage for assessments in both DEIR/DEIS.

TIERING - The Tier 2 analyses must "look beyond the subsection termini to adjacent subsections for which second tier analyses have not yet been undertaken" in order to ensure that one Tier 2 project does not point the "loaded gun" at resources associated with the adjacent Tier 2 project.

Both surface and underground HSR Stations in both Tier-1 and Tier-2 must be included in both DEIR/DEIS otherwise the presence of only surface stations limits the next track segment to starting on the surface, and visa versa.

As the Scoping information indicated that the PD-BK segment and LA-US may precede the BK-LA segment, any Project description and Record of Decision for them may open the entire issue to segmentation filings. The DEIR/DEIS must include a full range of alternatives for the PD and LA-US stations and the PD-BK segment.

GC - 5. 2007 Comments

US Fed. NOI and Cal. NOP stated "All comments received...will receive equal consideration as comments received during...2007 scoping period for the former...EIR/EIS.

A short, summary of scoping comments is provided at

http://www.hsr.ca.gov/docs/programs/statewide_rail/proj_sections/Palmdale_LA/Palmdale_to_LA_Appendix_D_Summary_of_the_Public_Comments_Received_7_8_09.pdf, but no specific documents is provided nor referenced.

As no links or accessible files of comments, no review of these referenced comments can be made or integrated.

As the 2007 comments are given to have the same values as those now, such an unsupported equalization without specific links and accessibility is unacceptable and a full compendium of all 2007 and 2014 comments must be provided in the Scoping Report and specifically how both sets will be incorporated into both DEIR/DEIS.

GC - 6. Safety & Security (Other than Natural Events)

Any exposed prominent structure with high value represents a potential "Soft Target" for graffiti and other activities, similarly railroads and rail transit system have also been considered as attractive nuisances and assistance in suicide.

The HSR trains, stations, tunnels, and trackways and their security must be considered in a recognized separate section of the DEIR/DEIS with appropriate appendices. In general, all elements must be considered in a general alternative comparison of aerial/elevated, at grade/filled grades, and underground and then in specific sub-elements (e.g., platforms, entrances, parking, portals, shaft entries, fencing and grade separation, etc.) and their distinctive vulnerabilities and risks.

GC - 7. Mitigation, Monitoring, and Reporting Program

The DEIR/DEIS for all segments must include appropriate draft Mitigation, Monitoring, and Reporting Programs as an appendix and referenced within the DEIR/DEIS based on the presumed mitigation and compensation measures included in the assessment and determination of significance of impacts. Such a draft must also reflect and reference any mitigation, monitoring, and/or reporting measures included or referenced within the Programmatic EIR/EIS for the entire Project and for the Palmdale-Los Angeles Section as a reflection of Tiers 1 and 2..

GC - 8. Comments Deadline

NOP - 2014071074 P-B 072414 p.3/prg3 DATES: Written comments...should be provided to the Authority no later than 30 days after publication of this notice **[August 24, 2014]**. p.7/prg1 ...public agencies are requested to send their responses...to the Authority no later than 30 days after publication of this notice. **[August 24, 2014]**.

NOP - 2014071073 B-LA 072414 p.3/prg3 DATES: Written comments...should be provided to the Authority no later than 30 days after publication of this notice **[August 24, 2014]**. p.7/prg1 ...public agencies are requested to send their responses...to the Authority no later than 30 days after publication of this notice. **[August 24, 2014]**.

We had requested an extension from the holiday weekend deadline which was 37 days from time of circulation.

As the original deadline was extended to the holiday weekend of the national holiday, an extension of one additional week to Sept. 8 was requested but not announced by Aug.29. Such differences of statements and actual implementation indicate a clear disregard of public participation.

CHSRA allowed an extension to September 12, 2014 but only notified those known to the authority during the last three hours on the Friday prior to a three-day weekend.

CCSC/SC-AC/Transp.Comte.

California High Speed Rail Plan, Palmdale-Los Angeles Section

3

Submission I049 (Tom Williams, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments: Brbk-LAUS Segment

Sep.12, 2014

We now request that all comments received by two weeks - ten working days - prior to finalization and circulation of both Scoping Reports and be recognized and included in both DEIR/DEIS.

GC - 9. Scoping/Notice. What is it? Announcements and presentations for the Southern California August CHSRA meetings are confused and purposefully seem to not inform the public that a) these meetings are for SCOPING of preparation for the two environmental documents to cover each segment of the PD-LA section and that b) what are the typical formats and issues to be raised (e.g., alternatives, important resources, analytical methods, mitigations, etc.). Presentations did not help the public to understand what they can do to help define the scopes of both projects.

The Scoping Report must incorporate the broadest interpretation of the comments and allow and promote continued receipt of and incorporation into the Scoping Report up to two weeks of the completion and circulation of the Scoping Reports for both DEIR/DEIS.

Scoping/Tiers Similarly NOP/NOI indicate that these EIRs are tiered from the earlier programmatic EIR(s), but the presentations and printed materials do not indicate how the current efforts reflect or work with the earlier CEQA/NEPA documents and conditions.

The Scoping Report must include a full discussion of the relationships between the Tiers' 1 and 2 alternatives, assessments, and mitigations for both DEIR/DEIS and must integrate the 2007-2014 comments along with the Tiered issues..

GC - 10. Scoping. During numerous presentations, CHSRA presenters stated that "Costs will not be considered in the DEIR/DEIS." although in presentation materials (both slides and boards) costs, economics, monetary, financial and fiscal issues were raised repeatedly:

- "Road way congestions costs money in time and fuel" n
- Slide 2 Env.Topics - Column 2/Line 7 Socio**economics** & Communities
- Slide 3 Project Objectives - O&M support (=costs) without government subsidies
- Slide 4 Cost Savings billions less than airports and roads...

Although the Scoping presentations claimed that no costs/economic/financial issues would be included in either DEIR/DEIS; however, in the presentation materials, costs, financial, revenue, employment, and fiscal are frequently mentioned in a positive approach but without reference to other related issues. Therefore, as the CHSRA has used the more positive aspects of economics, all aspects and issues related must be balanced and objectively considered.

The DEIR/DEIS must include a full fiscal, financial, and costs analyses and assessment and related issues of environmental justice as has been or is being done with other state-supported transportation projects (e.g., MTA/Caltrans projects - I-710 South Expansion, SR-710 North Extension, and High Desert Corridor).

Such studies must include:

- Pricing, Ability to Pay
- Cumulative Impacts
- Betterment and Incremental property tax increments and revenues
- Employment changes and growth inducements
- Racial preference in hire, ridership, and benefits - Why Burbank, rather than CityofSF or Glendale
- Environmental Justice
- Cumulative Impacts
- Mitigation/Monitoring/Reporting Draft
- Growth Inducements
- Employment - Construction and O&M
- Regional Growth
- Growth Inducements

GC- 11. Full Disclosure, Objective, Completeness For Scoping, not all documents and reports were readily identified and accessible either as physical or digital documents. Similarly some documents were accessible on line but had been secured and could were not readily searchable, therefore requiring additional distractive effort to find issues of concern.

All future documents scoping report(s), DEIR/DEIS, appendices, and any referenced must be provided on-line in a readily searchable and copy-able format (e.g., pdf-s). Also digital documents must be provided in readily downloadable and transferrable volume - not in 12 kb or 12 GB units.

For full disclosure approach, all work products related to the development of the Scoping Report(s) and the DEIR/DEIS must be accessible prior to their release through the standard, Public Records Act Requests, Public Records Officer Authority 916-324-1541 records@hsr.ca.gov.

GC-12. HSR Loco/Drivers For all routes of gradients >1% (1/100ft) and as an alternative, option, or major mitigation measure in the DEIR/EIS, all locomotives/drivers must be equipped with power generation/storage-transfer systems so as to make use of the 2000ft downgrades between Palmdale and Burbank and 500+ft downgrades between Burbank and LA Union Station, and other prospective grades along the entire CSHR Route (e.g., Metter-Mohave/Gorman, 2500ft elevational difference).

Submission I049 (Tom Williams, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments: Brbk-LAUS Segment

Sep.12, 2014

GC-13. SCAG Although all project facilities lie within the boundaries of the Southern California Association of Governments (SCAG) and County of Los Angeles, available documents make no mention as to how the three stations, their service areas, and track segments relate to the proposed 2035 land uses of those proposed by SCAG. Similarly, the available CHSRA documents do not mention the recent updating of the County's General Plan Update of 2014.

The DEIR/DEIS must include review and assessment of the impacts of stations and their service areas on those planned by SCAG and LACo and those of the planned transportation and land use up on the stations, traffic circulation, and other aspects of the preferred alternatives for stations and their associated trackway alternatives.

PALMDALE-BURBANK-LOS ANGELES (PD-BK-LA) SECTION COMMENTS

PD-BK-LA - 1. Segmentation of Entire Section Segmentation of the Project for Palmdale-LA Union Station Section presumes the environmental acceptance of the Burbank Station element.

Current separation of PD-BK and BK-LA is an example of "segmentation" (=piece-mealing). Each DEIR/DEIS must include an alternative of the most direct single route (straight line) from Palmdale to LA Union Station with about 38mi of twin-tunnel or single tunnel-dual tracked alignments compared to 42mi of mixed surface/aerial/underground alignment through Burbank and with several access shafts and portals for construction and operations.

The CHSRA must also acquire and include in both DEIR/DEIS a memorandum of agreement/understanding between US DOT and DOA and CHSRA with regard to include in any future proclamation regarding the Angeles Forest elevation to National Monument status.

PD-BK-LA - 2. Segmentation of Two Segments in Section As indicated in the Programmatic DEIR/DEIS, one section of the CHSR Project is the Palmdale - Los Angeles portion of the Project. In the current Tier 2 efforts, this section has been divided into only two segments: Palmdale-Burbank and Burbank-Los Angeles segments. However little or no provisions are made for descriptions and assessments of the three stations: Palmdale, Burbank, and LA Union Stations, even as to their designs established even in general: Above-Grade, At-Grade, and Below Ground and their interfaces with other project elements. Similarly, no mention of the previous Tier 1 Station at Sylmar is made and which appears to have been abandoned, except for vague references to the related "Regional Connector".

The Scoping Report must clearly define the project elements and separate design development, assessment, and mitigations for related above-, below, and at-grade conditions for both stations and track systems, including tunnels. These may be considered along with the appropriate tunnel-station interface alternatives. If not done, each of the segments can be considered to be influenced, affected, and effected by adjacent projects which is inappropriate for tiered projects, and such segmentation will be commented on during the DEIR/DEIS comment period.

PD-BK-LA - 3. Ridership/Patronage No discussion has been provided in available documents regarding the ridership or patronage for each of the three stations and two track segments for both HSR and local services. These are important for assessing power/utilities, traffic/parking, and congestion along with related air quality and noise effects and revenue generations.

The DEIR/DEIS must include the forecasted initial, development, and end-of-plan ridership and related potential for cumulative and induced impacts in and surrounding the station areas. Similarly such forecasts must be integrated along with the ridership-revenues/pricing/station rental/leasing revenues for each segment and related stations. Such descriptive and analytical discussions must also relate those local, short-, and long-distant riders from outside/beyond the three stations and those between stations within this ninth section of the HSR Program.

PD-BK-LA - 4. As indicated in the 2014 Draft Business Plan, the CHSRA projected 5.8 million passengers per year on the 300-mile length of track connecting Los Angeles and Merced and projected revenues of \$592 million as a medium scenario in 2012 dollars. As indicated elsewhere, no clear quantification of ridership distributions has been provided regarding local (one track segment, e.g., PD-BK), regional (e.g., 2 or more segments, e.g., PD-SanDiego), and long-distance (SF-LA, >2 sections) trip riders. Similarly and very important to tunnel and surface systems, no quantification has been provided regarding numbers of train pass-throughs/departures from each station and their track speeds through the relatively short segments and thereby the prospective numbers of persons within a tunnel at any specific time.

The DEIR/DEIS must include quantified projected riderships and train activities for the two segments through the planning period or 25 years whichever longer. Analyses and assessments must provide such information by

CCSC/SC-AC/Transp.Comte.

California High Speed Rail Plan, Palmdale-Los Angeles Section

5

Submission I049 (Tom Williams, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments: Brbk-LAUS Segment

Sep.12, 2014

segment and station in order to completely and adequately assess the environmental and operational benefits and impacts.

PD-BK-LA - 5. For all tunneling, the DEIR/DEIS must include alternative use of New-Austrian-Tunneling-Methods/Sequential-Excavation-Methods (NATM/SEM : advanced open face mining) for single wide/low tunnels (e.g., 30ft H x 60ft W) with dual tracks rather than typical twin circular tunnels using a typical 20-30ft diam. TBMs. These methods can be compared with one or two TBMs versus 6-8 working faces for the same tunnel route.

PD-BK-LA - 6. From the documents available, all stations - Palmdale, Burbank, and LA Union Station - appear to be only considered as surface facilities rather than underground stations, as in LA Metro Rail, Red Line Phase 1 (e.g., Union Station, 7th/Flower, Pershing Square, etc.). **The DEIR/DEIS must include alternatives for underground pass-through stations at all three of the proposed station sites.**

PD-BK-LA - 7. The DEIR/DEIS must include at least one alternative for combined utilities passing through the same tunnel structure (along sides or under-track floor) from Palmdale to Burbank and on to Downtown LA City, especially for power and water as they may also be required for project related systems. As in the Castaic Project, one option in this alternative must consider the use of pumped storage power generation between Palmdale and Hansen Dam.

PD-BK-LA - 8. Like other transportation CEQA/NEPA documents, the DEIR/DEIS must include Economic and Financial context for each segment and must include both short-term capital costs, expenditures, and employment generation within the three major areas and for the LA County overall.

PD-BK-LA - 9. CEQA documentation is inadequate and incomplete with regard to current and expected rail transportation development within the County and to direct and indirect growth-induced impacts from proposed LACo/Metro mobility elements, specifically those of the High Desert Corridor and associated development for supporting such a Corridor.

The DEIR/DEIS must include analyses of ridership and station configurations in Palmdale to accommodate expected ridership from the High Desert Corridor bus and rail transportation systems and on the expected surface facilities.

PD-BK-LA - 10. Station/Platform Designs An important element for all stations is the programmatic design requirements for train lengths, lengths of and train-numbers at platforms. Some have indicated 1700ft per train-envelope (including pre-/post-clearances) while others report 1300ft (perhaps train only) and have reported two trains in any station. Use of either length x two trains would require 2600-3400ft for platform only for a station plus provisions for switching at either end. For Union Station, such parameters would require platforms between Vignes St. Crossing (north, main switch between existing Yard and Station tracks) to Ducommun Crossing (south, south of US-101) and more than twice the existing longest platform (1450ft).

The DEIR/DEIS must provide coordination for the Programmatic EIR/EIS Tier 1 justification for requiring two-train station lengths and then Tier 2 considerations at Palmdale, Burbank, and Union Station and must include assessment of alternatives including single-train platforms.

PD-BK-LA - 11. Use of Existing Rail Corridor and Freight Track Displacement Any CHSR use of existing tracks and rights-of-way represents a major adverse impact on rail transportation elements in LA County General Plan Update. These impacts are especially important for freight rail systems between the Ports of LA and Long Beach (San Pedro Ports, SPP), Alameda Corridors, and the High Desert Corridor (logistics corridor between I-5 (west) and I-15 (east)). As the operating requirements for freight trains of loaded double stacked container unit trains are very different from those for the HSR project.

The DEIR/DEIS must include identification, alternatives, assessment, and mitigation for all surface rail corridors between Union Station (e.g., US-101) and identify all existing single tracked segments within the study area and potential for dual-tracking of existing single tracked rights-of-way with sufficient widths.

The DEIR/DEIS must include an alternative or an option in which no existing dual track system or corridor and no existing rights-of-way suitable for dual tracks shall be used for the HSR corridors or trackways.

PD-BK-LA - 12. HSR Loco/Drivers For all routes and as an alternative, option, or major mitigation measure in the DEIR/EIS, all locomotives/drivers must be equipped with power generation/storage-transfer systems so as to make use of the 2000ft downgrades between Palmdale and Burbank and 500+ft downgrades between Burbank

CCSC/SC-AC/Transp.Comte.

California High Speed Rail Plan, Palmdale-Los Angeles Section

6

Submission I049 (Tom Williams, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments: Brbk-LAUS Segment

Sep.12, 2014

and LA Union Station, and other prospective grades along the entire CSHR Route (e.g., Metter-Mohave/Gorman, 2500ft elevational difference).

PD-BK-LA - 13. SCAG Although all project facilities lie within the boundaries of the Southern California Association of Governments (SCAG) and County of Los Angeles, available documents make no mention as to how the three stations, their service areas, and track segments relate to the proposed 2035 land uses of those proposed by SCAG. Similarly, the available CHSRA documents do not mention the recent updating of the County's General Plan Update of 2014.

The DEIR/DEIS must include review and assessment of the impacts of stations and their service areas on those planned by SCAG and LACo and those of the planned transportation and land use up on the stations, traffic circulation, and other aspects of the preferred alternatives for stations and their associated trackway alternatives.

COMMENTS - BURBANK-LOS ANGELES/UNION STATION (BK-LA) SEGMENT AND STATIONS

BK-LA - 1. The Burbank-LA Union Station corridor is intensely developed and physiographically constrained for any of the aerial, surface, and partial tunnel routes.

The DEIR/DEIS must include five route alternatives involving various tunnels:

- a) from an underground Burbank Station straight SSE to LA-US, also underground, about 11.9mi;**
- b) from an aerial route north with a portal near Flower-Standard/Western-Sonoro (north of SR-134) SSE to beneath Griffith Park and south through/under Cornfields (total, about 9 miles) to Union Station (also with options of underground or above-grade station).**
- c) from an aerial route with a portal north of Fletcher Rd/San Fernando Rd south to a fully underground LA-US (with an option to surface south of Cornfields State Park);**
- d) from an aerial route with portal in City of LA property at or south of Hallett Ave. directly south to a fully underground LA-US (with an option to surface south of Cornfields State Park)**
- e) from above surface north of the LA River with an aerial route over the LA River to a portal south of Blimp St./I-5 and west of I-5 and Stadium Way south of the I-5 On/Off Ramps .**

BK-LA - 2. **The DEIR/DEIS must include three alternative underground stations for only CHSR Union Station Pass-Through Facilities vertically connected to other underground and surface facilities. Optional underground space is available on both east and west side of the Station under Alameda and Vignes and beneath the Red Line platforms under central Union Station.**

BK-LA - 3. Six geological conditions exist in the segment corridor: a) thick (200ft) alluvial valley fills of Victory Blvd. (N-SR-134), of San Fernando Rd. (SR-2 - SR-110), and of Alameda-Spring St. (SR-110 - US-101), and b) deep bedrock of Griffith Park, of Silver Lake, and of Elysian Park (SR-134 - SR-110).

The BK-LA DEIR/DEIS must include comprehensive geological and feasibility studies for all underground tunnels and stations and construction methods in order to establish reasonable costs, operational, and environmental considerations.

The geological assessment of the DEIR/DEIS must include boring logs to at least one tunnel diameter beneath the alluvial/bedrock contact within any boring and geophysical survey results down to sealevel with accuracies of 3-5ft for units and fractures.

Geological assessments must also include review and assessments of all measureable seismic events (0 to -1RM) within the corridor and assignment to known and suspected faults (including active, inactive, ancient, etc.).

BK-LA - 4. This segment requires coordination with both the Burbank and LA-Union Station facilities: Will they be aerial, elevated, at-grade, or underground. As has been indicated, the PD-BK segment appears to be progressing in advance of the BK-LA segment, and thereby more review and comments have been targeted on the PD-BK segment and the alternatives for the BK Station. The alternative selection of the PD-BK Segment would thereby highly influence the selection of track-segment alternatives for the BK-LA segment.

BK-LA - 5. From SR-134 to the Main Street Bridge, aerial and surface routes will have serious construction and operational impacts upon the adjacent/nearby LA River Valley development projects, major utilities, and other proposed transit and freight railroad development projects. Like the Acton portion of the PD-BK segment, the SR-134-LA narrow physical space for surface facilities, proposed development project, and sensitive community elements render this corridor

CCSC/SC-AC/Transp.Comte.

California High Speed Rail Plan, Palmdale-Los Angeles Section

7

Submission I049 (Tom Williams, September 12, 2014) - Continued

Dr. Tom Williams, Sierra Club

Comments: Brbk-LAUS Segment

Sep.12, 2014

virtually filled up/in and any additional surface facilities require the dislocation of sensitive communities and their gentrification.

BURBANK STATION

BK Station - 1. *As indicated elsewhere, an underground station alternative must be included within the DEIR/DEIS and must include options based on "No New Expansion of Existing Facilities". The existing footprint must not be expanded, but such restrictions could include 1) new cut-n-cover station beneath the surface facilities or 2) mined/bored underground station beneath the existing surface facilities. Similarly if additional parking spaces are required, such parking could be placed in 1) elevated parking structure over the existing station footprint or 2) underground parking structure, either as cut-n-cover or mined.*

BK Station - 2. *As the BK Station represents the only remaining station between Palmdale and Los Angeles, the Station must have been retained for good reasons and financial/revenue generation purposes, and the DEIR/DEIS for this segment must include such reasons and purposes in considerations of land uses, growth inducements, and financial benefits.*

LA-UNION STATION - HSR STATION

LA Station - 1. *As indicated elsewhere, an underground station alternative must be included within the DEIR/DEIS and must include options based on "No New Expansion of Existing Facilities". The existing footprint must not be expanded, but such restrictions could include 1) new cut-n-cover station beneath the surface facilities or 2) mined/bored underground station beneath the existing surface facilities. Similarly if additional parking spaces are required, such parking could be placed in 1) elevated parking structure over the existing station footprint or 2) underground parking structure, either as cut-n-cover or mined.*

LA Station - 2. *As the BK Station represents the only remaining station between Palmdale and Los Angeles, the Station must have been retained for good reasons and financial/revenue generation purposes, and the DEIR/DEIS for this segment must include such reasons and purposes in considerations of land uses, growth inducements, and financial benefits.*

LA Station - 3. *Given the historic status of the Union Station and efforts of past transportation projects to protect and preserve the site and structures, the DEIR/DEIS must consider all possible alternatives to the proposed aerial/above surface and generally station facilities should be fully underground as the Red Line Station is.*

Submission I050 (Bonita Wilsa, August 14, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card	
NAME: <i>Bonita Wilsa</i>		DATE: <i>14 Aug 2014</i>	
MEETING LOCATION: <i>9940 Shadow Hills</i>		AFFILIATION:	
ADDRESS: <i>Sunland</i>	EMAIL:	PHONE:	
CITY:	STATE: <i>CA</i>	ZIP: <i>91840</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input type="checkbox"/> BURBANK TO LOS ANGELES <input type="checkbox"/> PALMDALE TO BURBANK			
<small>*NOTE: This does not substitute for formal request to receive legal notices.</small>			
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>① Burbank to Los Angeles is already too far pushed into being "cement" - this system will just continue the solidity. Read "Never ending store"</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? <i>The Nothing</i>			
<i>② Please plan to leave a few trees in the local zoo's to tell our grand children about.</i>			
ADDITIONAL COMMENTS: <i>lots of love</i> <i>Bonita</i>			
<i>③ Solution: More art & aesthetics created</i>			
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I051 (Ruth Winstead, August 20, 2014)

 CALIFORNIA High-Speed Rail Authority		Burbank to Los Angeles Section Scoping Comment Card
NAME: RUTH WINSTEAD		DATE: 8-20-14
MEETING LOCATION: LAKEVIEW TERRACE	AFFILIATION: HOME OWNER	
ADDRESS: 10812 JIMENEZ ST.	EMAIL:	PHONE:
CITY: LAKEVIEW TERRACE	STATE: CA	ZIP: 91342
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)		
<input type="radio"/> STATEWIDE <input type="radio"/> BURBANK TO LOS ANGELES <input type="radio"/> PALMDALE TO BURBANK		
*NOTE: This does not substitute for formal request to receive legal notices.		
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE BURBANK TO LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		
AGAIN, YOU PEOPLE DON'T LISTEN TO THE PUBLIC! WE ALREADY HAVE OTHER PROJECTS GOING ON IN THE L.A. RIVER. ACTUALLY, THERE IS QUITE A WETLAND WHERE MANY BIRDS AND ANIMALS WOULD BE EFFECTED. YOU NEED TO LEAVE WELL ENOUGH ALONE, THIS PROJECT HAS TOO MANY NEGATIVES, WE ALREADY		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
HAVE AMTRAK FROM BURBANK TO L.A. WHY DUPLICATE WHAT WE HAVE.		
ADDITIONAL COMMENTS:		
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM . YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_los.angeles@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I051 (Ruth Winstead, August 20, 2014)

