

# CALIFORNIA HIGH-SPEED RAIL

## Palmdale to Burbank Section 2014 Scoping Report Errata

April 2015



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# California High-Speed Rail Project



**Palmdale to Burbank Section**

## **2014 SCOPING REPORT ERRATA**

**April 2015**

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**Section 3.0 – Letters From Individuals by Last Name<sup>1</sup>**

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## 1.0 Introduction

This errata document contains public comments received during the 2014 public scoping period for the Palmdale to Burbank Section of the High-Speed Rail project that were inadvertently omitted from the 2014 Scoping Report, as well as one submission that was included in the 2014 Scoping Report but whose attachments were inadvertently omitted. This errata document is being issued to ensure that all public comments received during the scoping period are included in the 2014 Scoping Report documentation. These comments include frequently raised issues that have been accounted for in the 2014 Scoping Report summary of comments.

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## **Section 2.0**

### **Local Agency Letters**

Submission L001 was included in the 2014 Scoping Report. However, the attachment to the submission was inadvertently omitted from the 2014 Scoping Report. The complete submission is enclosed here.

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Submission L001 (Brent Woodard, Acton-Agua Dulce Unified School District,  
September 12, 2014)

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September 11, 2014

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

Supervisor Michael D. Antonovich  
500 West Temple Street, Room 869  
Los Angeles, CA 90012  
[fifthdistrict@lacbos.org](mailto:fifthdistrict@lacbos.org)

Re: High-Speed Rail Community and Safety Risk Impacts

Vasquez High School  
33630 Red Rover Mine Road, Acton, CA 93510  
APN 3208-042-900

High Desert School  
3620 Antelope Woods Road  
Acton, CA 93510

Dear Mr. Mark A. McLoughlin and Supervisor Antonovich,

The Superintendent and Board of Trustees of the Acton-Agua Dulce Unified School District are alarmed and gravely concerned about the proposed construction by the California High-Speed Rail Authority of a high-speed rail project within the District and area boundaries. The proposed track alignment encumbering the Vasquez High School and High Desert School properties will surely impact the health and safety of students, staff and the related school community.

The District is currently under construction on a thirty-one million dollar high school that will replace the existing temporary Vasquez High School campus. Continued evaluation of this campus by District and state representatives has resulted in a recommendation that a Rail Safety Study Risk Assessment be conducted to evaluate the proposed development by the California High-Speed Rail Authority of an elevated high-speed rail line on or adjacent to the school sites. Since the proposed high-speed rail line(s)

32248 Crown Valley Road, Acton, CA 93510 | 661-269-0750 | FAX 661-269-0849 | [www.aadusd.k12.ca.us](http://www.aadusd.k12.ca.us)

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## Submission L001 (Brent Woodard, Acton-Agua Dulce Unified School District, September 12, 2014) - Continued

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are within 1,500 feet of the school sites, a Rail Safety Study Risk Assessment (“RSS”) prepared for the District covering the above referenced project sites shall be conducted by a competent professional trained in assessing cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track, the need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, derailment risk, EMF exposure, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, and preparation of an evacuation plan. In addition to the analysis, possible mitigation measures addressing air quality, noise including but not limited to sound pressure level and ground vibration must be identified. Mitigation measures could include noise barriers, sound walls, screening material shielding and vibration-dampening design features. Investigations of this type are necessary in order to provide recommendations pertinent to suitable site development which are a required element to insure the ultimate structural integrity and student safety of the school project consistent with California Department of Education and Education Code 17213 et.seq., Public Resource Code 21151.8 and California Code of Regulations (CCR), Title 5, Section 14010(d).

The District expects that California High-Speed Rail Authority will be financially responsible for all costs associated with preparing the RSS. Furthermore, the District expects that California High-Speed Rail Authority will pay for all recommended mitigations necessary to protect the health and safety of students, staff and the related school community.

In addition to the aforementioned concerns relating specifically to the impact of our current and proposed schools, the Board of Trustees holds additional concerns for the greater community. It is for the reasons listed below that all potential impacts must be thoroughly evaluated and appropriately mitigated.

- The law, sound public policy, and sound governance dictate that with a project of this far reaching scope and nature, that care, study, consideration, and due diligence must be used in the planning and engineering of a high speed rail system such as the one being proposed. It is our belief that not nearly enough study and consideration have gone into what impact that such a rail system is going to have on the Acton community.
- The School Board must be mindful of issues that extend beyond the mere statutory and regulatory issues associated with the schools themselves, and must look at the how the rail project could potentially affect the way parents and children perceive our schools.
- In all likelihood, parental and student perception about the safety and the physical educational environment will be impacted in regard to Vasquez High School and High Desert Middle School. The probable and even imminent outcomes will be the loss of enrollment at these schools and corresponding reduction in state funds to the District; thus resulting in a compromising of the District’s ability to provide the funding necessary to support quality education across the broad spectrum of the District.
- The mere length, height and overall scope of the rail system, to include the sound generation and air displacement by it will undoubtedly change the community’s Master Plan. The future development in Acton will be changed permanently and will severely alter the ability of the School District to study and determine what the future student population will be. It will render the School District’s own Master Plan as null and void.
- Already, the District has received information that one residential developer is altering a plan to develop residential homes along the Antelope Freeway corridor due to the proposed paths of the

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Submission L001 (Brent Woodard, Acton-Agua Dulce Unified School District,  
September 12, 2014) - Continued

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rail line. With a rail line slated to rise thirty five to forty five feet into the air in some places, no residential developer will follow through with the construction of new homes along this elevated train corridor. A loss of new housing development, as stated prior, will severely alter the School District's own Master Plan.

It is important to note that in addition to the California Education Code and the California Code of Regulation statutes cited above, the Board of Trustees is in full agreement and support of the Acton Town Council's concerns as enumerated in their own letter of objections as it relates to the California Environmental Quality Act (CEQA) and the violation of the Acton Community Standards District. Additional proposals have been provided to the Los Angeles to Palmdale route that we believe will mitigate the impact on our community and we urge the Rail Authority to exercise proper diligence in viewing these alternatives.

We appreciate the opportunity to express our concerns and would like to continue our dialogue with both the High Speed Rail Authority and County Supervisor Michael Antonovich. It is extremely important these issues are addressed in a timely manner and strongly considered prior to implementation or HSR board approval.

Sincerely,

A handwritten signature in black ink, appearing to read "Brent Woodard".

Brent Woodard Ph.D.  
AADUSD Superintendent

A handwritten signature in black ink, appearing to read "Mark W. Distaso".

Mark Distaso  
AADUSD Board President

Submission L001 (Brent Woodard, Acton-Agua Dulce Unified School District,  
September 12, 2014) - Continued

Dec 11 2012 12:33

TREVILLYAN

6612692758

P. 1

JONATHAN T. TREVILLYAN  
Attorney At Law  
Licensed General Building Contractor  
Post Office Box 911  
1954 West Soledad Canyon Road  
Acton, California 93510-0911  
Telephone (661)269-2732  
Facsimile (661)269-2758

**SENT VIA FAX TRANSMISSION  
661/269-9437 (3 pages)**

**December 11, 2012**

**To: Mark**

**From: Jonathan**

**Please review the enclosed Draft letter and let me know of any  
revisions or corrections.**

December 11, 2012

Dan Richard, Chairperson  
California High Speed Rail Authority  
925 L Street Suite 1425  
Sacramento, California 95814

Re: Environmental Impact Acton-Agua Dulce  
Sylmar To Palmdale Subsection - *Palmdale to Burbank*

Dear Mr. Richard:

Please be advised that I am writing this letter on behalf of the  
Acton-Agua Dulce Unified School District.

As the Authority was previously informed, the District has  
related their concerns with regards to the significant  
environmental impact which, to date, has been ignored. In  
addition to the Acton-Agua Dulce School Unified District, the  
Authority has also been advised of other significant  
environmental impact issues from the from various community  
organizations as well. Not only has the Authority placated the  
community by claiming to have listened to their concerns, it is  
very apparent that the Authority really does not comprehend that  
the proposed Alignments would severely impact the unique  
environment of the community and their schools.

Submission L001 (Brent Woodard, Acton-Agua Dulce Unified School District,  
September 12, 2014) - Continued

Dec 11 2012 12:33

TREVILLYAN

6612692758

p. 2

In reviewing documents associated with <sup>TRAIN</sup> this project, it appears the Authority has created a paper-trial that does not accurately represent the true feelings of the community with regards to this project despite the fact that the Authority has been apprised of the adverse impact of the High Speed Train. In fact, the information that is being fed to the Authority's Board Members borders on out-right lying. For example, in the May 2-3, 2012 Authority Board Member Briefing, the Minutes reflect basic objections from the community. The briefing should have out-right stated that the Acton-Agua Dulce School District, and all of the Acton-Agua Dulce community organizations for that matter, oppose all of the Alignment Alternatives that the Authority has presented because it would create an significant environmental disaster to the community's unique character which could not be migrated under any circumstances.

There has been virtually no community outreach to address the unique makeup of the area and to educate citizens of the actual environmental impact of the High-Speed Train and infrastructure. More egregious, the Authority has created options that are outright incompatible with the schools, the surrounding community and environment. The Authority has other alternatives which could outright avoid the significant impact to the community which has been ignored. Had the Authority put forth a good faith effort into the "scoping process" through the Acton-Agua Dulce communities, a reasonable conclusion would be that it is infeasible to proceed with the proposed Alignments.

The fact that the Board, and more importantly, the citizens of the State of California, are not getting the true picture of the actual extent of the opposition to the proposed Alignments is unacceptable. Despite the apparent falling on deaf ears, the District, and the community of Acton and Agua Dulce for that matter, intend on holding the Authority responsible for complete compliance with the appropriate legal standards when the Draft Environmental Impact Report and or Environmental Impact Study are produced.

It is incomprehensible that the Authority's would risk causing irreparable harm to the unique environment of Acton-Agua Dulce when there are clearly alternative routes available.

Sincerely Yours,

JONATHAN T. TREVILLYAN, ESQ.

JTT:jm

Submission L001 (Brent Woodard, Acton-Agua Dulce Unified School District,  
September 12, 2014) - Continued

Acton-Agua Dulce Unified School District  
32248 Crown Valley Road  
Acton, CA 93510

SANTA CLARITA  
CA 91380  
12 SEP '14  
PM 7 L



*Mark A. McLoughlin  
Director of Environmental Services  
attn: Palmdale to Burbank  
Cal. High Speed Rail Authority  
Southern Cal Regional office  
700 North Alameda, Room 3-532  
Los Angeles, CA 90012*

## **Section 3.0**

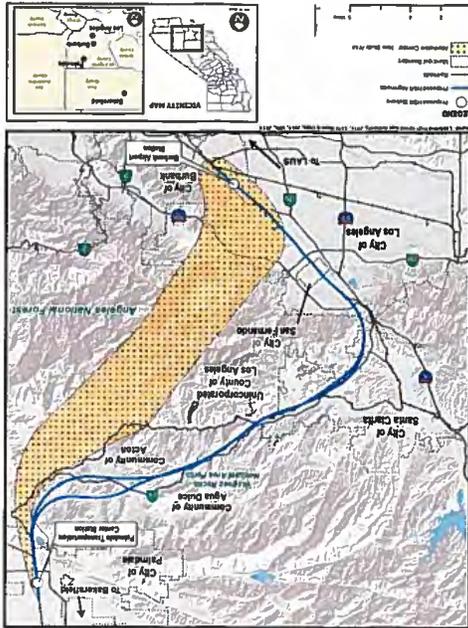
### **Letters From Individuals**

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Submission I001 (Branden Arndt, August 24, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Branden Arndt</u>		DATE: <u>8-24-2014</u>	
MEETING LOCATION: <u>Acton, CA Library</u>		AFFILIATION: <u>Resident of Acton</u>	
ADDRESS: <u>2030 Shadow Canyon Road</u>		PHONE: <u>661-520-0725</u>	
CITY: <u>Acton</u>		ZIP: <u>93510</u>	
STATE: <u>CA</u>		WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES	
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>* As a cancer survivor I'm very concerned about <u>Public health issues / Air quality</u> from all the construction and the airborne microisms from moving all this dirt in a windy area. may disturb spores that create such illnessness as Valley Fever etc. <u>Electromagnetic Interference</u> <u>field is another huge concern</u> and one main factors why my family moved to rural Acton. There is a possibility that these fields contribute to leukemia and many other <u>health related issues</u> that are debilitating. I love my new town of ACTON and you, the HSR will kill it for political purpose. How can you live with this decision. Would you do this to your own family?</p> <p> <input type="checkbox"/> <u>Economic and Social Effects to the entire California community is completely and clearly irresponsible. So fiscal irresponsible!</u>  <u>Huge waste of taxpayer monies.</u>                  Metrolink is not being used to capacity on this route so NO HSR is need. Plus most rider could not afford this route that's why they live in Palmdale! also, most riders on metrolink aren't paying for their fare.             </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: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			
Sincerely, 			

Submission I001 (Branden Arndt, August 24, 2014) - Continued



**By E-Mail:**  
 palmdale\_burbank@hsrc.ca.gov

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

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by **August 31, 2014**. Please submit comments:

*From: Branden Arndt  
 Acton, CA*

 **CALIFORNIA**  
 High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012

PLACE  
 STAMP  
 HERE

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

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Submission I002 (Christopher Batchelor, September 10, 2014)

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10825 Tuxford Street  
Sun Valley, CA 91352

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

September 10, 2014

Dear Sir,

I wish to make the following comments on the proposed California High Speed Rail Project in general and on the Palmdale to Burbank Project Section in particular.

1. The primary need of California is not improvements in railways, but in an adequate supply of water for Central and Southern California to ameliorate the severe drought conditions.
2. Without sufficient water for Central and Southern California there will be few crops to transport from the Central Valley (the vegetable basket of the United States) and the decline of growth in business and economic development in Southern California due to the drought will make the need for business travel by train a moot point. Travel by aircraft is already extant and sufficient.
3. I propose that the California High Speed Rail Project be abandoned in its entirety. The publicized benefits of creating jobs would not be lost, but would be replaced by jobs improving California's water infrastructure.
4. I propose that the California High Speed Rail Project is largely a publicity seeking one-upmanship attempt to jump on "Bullet Train" bandwagon, with little hard evidence of any benefit that would be derived to the majority of Californians. "Other countries have them, why shouldn't California?"
5. I propose that the California High Speed Rail Project is also largely a political legacy monument for current and past politicians.
6. I propose that the alternative route for the Palmdale to Burbank Project Segment that traverses through the Angeles National Forest whether it be on the surface or underground would be severely detrimental to wildlife, endangered species of flora and fauna, hillside stability, increase flooding potential, and decrease the availability of recreation areas for the public.
7. I propose that all monies designated for the California High Speed Rail project be placed in an escrow account and through legislative action, or public referendum be re-designated for water projects to increase the water supply for Central and Southern California.
8. I propose that from the monies re-designated for use on Water Projects from the California High Speed Rail Project that the portions of the California and Los Angeles Aqueducts that are open to the air be covered over to prevent the loss of water by evaporation. The National Resources Defense Council publication

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Submission I002 (Christopher Batchelor, September 10, 2014) - Continued

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*Energy Down the Drain, The hidden Cost of California's Water Supply, August 2004* states that five percent (5%) of water is lost to evaporation from uncovered aqueducts. According to their website, the Los Angeles Department of Water and Power sells 179 billion gallons of water annually, of that 48% (85.9 billion gallons) comes from aqueducts. Five percent (5%) of 85.9 billion gallons is almost 4.3 billion gallons of water which could be used by Californians instead of evaporating into the air if the aqueducts were covered. The ancient Romans covered their aqueducts, shouldn't we.

Sincerely,

*Christopher H. Batchelor*

Christopher H. Batchelor  
(phone 818-252-1412)

Submission I002 (Christopher Batchelor, September 10, 2014) - Continued

C. BATCHELOR  
10845 TUXFORD STREET  
SUN VALLEY, CA 91352



U.S. POSTAGE  
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91352  
SEP 10, 2014  
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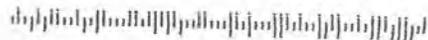
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OF THE RETURN ADDRESS. FOLD AT DOTTED LINE  
**CERTIFIED MAIL™**



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MR. MARK A. McLOUGHLIN  
ATTN: PALMDALE TO BURBANK PROJECT SECTION  
CALIFORNIA HIGH SPEED RAIL AUTHORITY  
SOUTHERN CALIFORNIA REGIONAL OFFICE  
700 NORTH ALAMEDA, ROOM 3-532  
LOS ANGELES, CA 90012

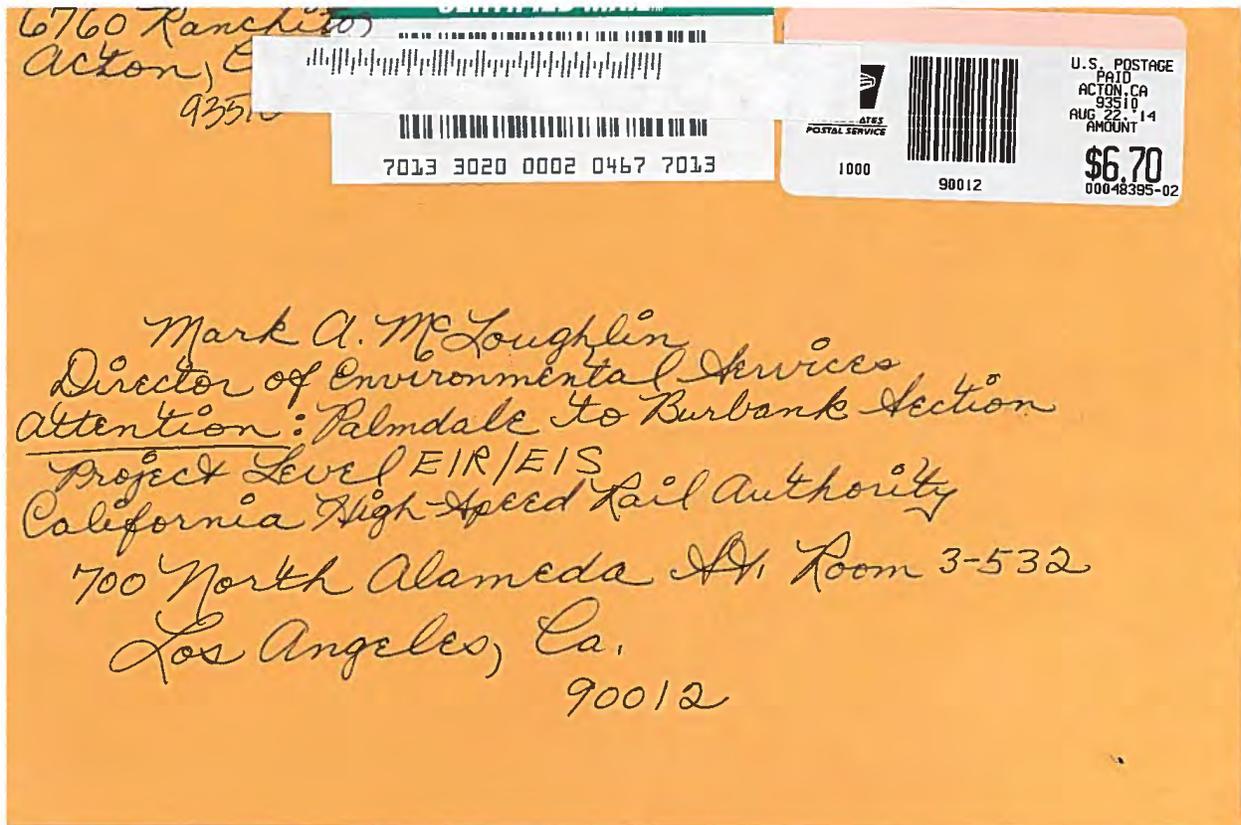
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Submission I003 (Kim Bennett, August 22, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>Kim BENNETT</i>		DATE: <i>8/22/14</i>	
MEETING LOCATION: <i>ACTON LIBRARY</i>		AFFILIATION: <i>RESIDENT</i>	
ADDRESS: <i>6760 RANCHITAS DR.</i>		EMAIL: <i>CABINETMASTERSLA @GMAIL.COM</i>	PHONE: <i>(818) 262-3585</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) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p><i>VIBRATION FROM CONSTRUCTION AND OPERATION OF THE HSR COULD DAMAGE STRUCTURES AND FOUNDATIONS SIGNIFICANTLY. WHAT WOULD BE THE DAMAGE EFFECTS FROM STATIC AND DYNAMIC STRESS TO OUR HOMES AND FOUNDATIONS? WILL THERE BE HEALTH IMPACTS TO ANIMALS AND HUMANS?</i></p> <p><i>THE VALUE OF OUR PROPERTYS ARE ALREADY DROPPING WITH JUST THE POSSIBILITY OF THE HSR COMING NEAR THE ACTON AREA. PEOPLE ARE NOW HAVING TROUBLE SELLING THEIR HOMES, AND IT'S GOING TO GET A LOT WORSE IF THIS PROJECT GOES THRU. WHAT ARE YOU GOING TO DO TO MITIGATE THE LOSS OF REVENUE ON THE SALE OF OUR HOMES?</i></p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p><i>THE HSR WILL CAUSE SIGNIFICANT NEGATIVE IMPACTS TO: AIR QUALITY, LAND USE, AESTHETICS, CULTURAL, VISUAL, BIOLOGICAL RESOURCES, PARK AND RECREATION RESOURCES, SCHOOLS, CHURCHES, BUSINESSES, ROADS, WATER, WILD LIFE, AND THEIR HABITAT, AND THOUSANDS OF HOMES AND FAMILYS. ALSO SEVERE NOISE AND VIBRATION WILL IMPACT RESIDENCES, BUSINESSES, SCHOOLS AND CHURCHES, JUST TO NAME A FEW!</i></p> <p><i>ALL THESE IMPACTS CONFLICT W/ LOCAL LAND USE PLANS AND HAVE <u>NO</u> BENEFIT TO ACTONS RURAL COMMUNITY.</i></p>			
ADDITIONAL COMMENTS: <i>POPULATION/HOUSING: THE HSR WILL HAVE A NEGATIVE IMPACT ON HOUSING VALUES AS STATED PREVIOUSLY. IT WILL CREATE A DROP IN SCHOOL ENROLLMENT AS RESIDENTS LEAVE AND NEW PROSPECTIVE BUYERS REFRAIN FROM RELOCATING TO THIS AREA. I WILL CREATE A DOMINO EFFECT CAUSING A DECLINE IN GROWTH AND PROPERTY VALUE. EVENTUALLY SCHOOLS WILL CLOSE AND REMAINING RESIDENTS WILL NEED TO BUS THEIR CHILDREN TO OTHER COMMUNITIES FOR THEIR EDUCATION. ALSO HOUSES WILL BE LOST TO IMMINENT DOMAIN!</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: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I003 (Kim Bennett, August 22, 2014) - Continued



Submission I004 (Lynn Bennett, August 22, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>Lynn Bennett</i>		DATE: <i>Aug. 22, 2014</i>	
MEETING LOCATION: <i>Acton Library</i>		AFFILIATION: <i>Resident</i>	
ADDRESS: <i>6760 Ranchitos Rd.</i>		PHONE: <i>(818) 262-3585</i>	
CITY: <i>Acton</i>		STATE: <i>Ca.</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?*(Check all that apply)		<input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK	
*NOTE: This does not substitute for formal request to receive legal notices.		<input type="radio"/> 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.			
<p><i>Acton has several earthquake faults. The State of Calif. has identified the Acton quadrangle as an official seismic hazard zone. What proof do you have that all your drilling &amp; Explosions won't trigger off a major Earthquake??</i></p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p><i>Serpentine rock is in all areas of Acton &amp; the San Gabriel Mtns. Asbestos is in all of this rock &amp; must be kept wet at all times until contained. Where are you going to dump this contaminated rock?? Where are you going to get all the water for this project when California is in the worst drought in history??</i></p>			
ADDITIONAL COMMENTS:			
<p><i>This project is improper segmentation under the California Environmental Quality Act (CEQA). Studies &amp; routes were not completed when project started. (page 1 of 2)</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: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I004 (Lynn Bennett, August 22, 2014) - Continued



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: Lynn Bennett

DATE: Aug. 22, 2014

MEETING LOCATION: Acton Library

AFFILIATION: Resident

ADDRESS: 6760 Ranchitos Rd.

EMAIL:

PHONE: (818) 262-3585

CITY: Acton

STATE: Ca.

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

STATEWIDE

PALMDALE TO BURBANK

BURBANK TO LOS ANGELES

\*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

Acton is an equestrian community with many farm animals. What kind of noise studies are you going to do on animals & what kind of startle effect studies are you going to do on animals??

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

Most of the town of Acton is on private water wells. Any underground digging will pollute & destroy aquifers & rivers and leave thousands of people without water. How will the regulations of Clean Water Act be fulfilled & how are you going to get water to thousands of residents??

ADDITIONAL COMMENTS:

A fungal infection known as Coccidiomycosis or Valley Fever is prevalent in arid desert areas like the Antelope Valley. Spores of fungus are released & spread when soil is disturbed by construction & grading.

How will you (page 2 of 2) control that???

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@hsr.ca.gov.  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Submission I005 (Larry Bourk, August 19, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>Larry Bourk</i>		DATE: <i>Aug-19-14</i>	
MEETING LOCATION: <i>Unica Station</i>		AFFILIATION:	
ADDRESS:	EMAIL:	PHONE:	
CITY:	STATE: <i>CA</i>	ZIP: <i>91327</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. <i>You should go right down the middle of either the freeway or the river bed.</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? <i>How deep would the tunnel be allowed below a residence.</i>			
ADDITIONAL COMMENTS: <i>China spent 90 bil with corruption in a communist environment. Were broke, no money for sidewalks repair, freeway, water repairs = no money. Why not a revote. Build a water desal plant something needed being wdr in the desert. Where will all dirt go in tunneling? It takes water to dig a tunnel and I'm not allowed to water my lawn. Would houses be allowed above a tunnel?</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: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I006 (Gina, Larry, & Roselyn Cresse, August 16, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<i>Palmdale to Burbank Section Scoping Comment Card</i>	
NAME: <i>Gina Cresse, Larry &amp; Roselyn Cresse</i>		DATE: <i>8/16/2014</i>	
MEETING LOCATION: <i>Acton</i>	AFFILIATION:		
ADDRESS: <i>32184 Cedarcroft Rd</i>	EMAIL: <i>ginacresse@roadrunner.com</i>	PHONE: <i>661-269-9166</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)			
<input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK			
<input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>See attached</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
<i>See attached</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: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			



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## Submission I006 (Gina, Larry, & Roselyn Cresse, August 16, 2014) - Continued

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Environmental concerns regarding the Palmdale to Burbank High Speed Rail project:

1. The rail itself would be unsightly—the equivalent of a 6-lane freeway cutting through what is supposed to be a rural community. Twenty-six foot tall supports every 30 feet to carry electrical wires would ruin the natural landscape of Acton.
2. During construction, noise, lights, dust, exhaust, staging areas and construction equipment, not to mention road closures, would disturb residents, affecting sleep and quality of life.
3. Increased traffic during construction, along with distracted motorists, presents a likely increase in traffic accidents, but due to the construction, delays for response from emergency vehicles would potentially hinder the ability to save lives.
4. During construction and likely road closures, how will fire and law enforcement vehicles get to where they need to be? Acton is in a high fire risk area and hindering fire trucks from reaching burning areas will likely lead to more extensive fires than we've already experienced.
5. The increased dust that residents must breathe during construction can lead to more cases of Valley Fever, caused by a fungus found in the soil. Who will compensate residents who become ill from this?
6. The increase in traffic would negatively impact Acton, which as a rural community has no traffic lights—and we don't want any. We have hitching rails for horses—that is what we want and that is why most of us moved here.
7. Wildlife would be negatively impacted. We have quail, roadrunners, bobcats, deer, coyotes, California Condors, and many other species that would be harmed by this project. The Shambala Preserve, which houses rescued wildlife, would experience a negative impact.
8. Acton is within 5 miles of the San Andreas Fault, along with several other fault lines. The state of California has declared the Acton quadrangle as an official seismic hazard zone. Since some of the plans include tunneling underground, how will public safety be handled when (not if) an earthquake of 5.5 or greater occurs?
9. How will SDRA monitor soil contamination from trenching, drilling, and boring? Will the results of these soil samples be released to the public upon request?
10. The Santa-Clara riverbed is the last remaining natural clean water source in California. How will it be protected?
11. High-speed trains produce 85+ decibels of roaring sound. No one wants to live near that. What will happen to property values in Acton when there are no buyers? I've read that it is estimated that property values may decrease by as much as 70%. How will affected residents be compensated when they are either forced to leave due to eminent domain laws, or forced to leave because they can no longer run their businesses in the area (realtors, contractors, store owners, restaurant owners, etc.), or forced to leave because they cannot live with the noise, vibrations, and lights of trains roaring through 4 to 5 times every hour? When that many residents leave, what will happen to school enrollment? How many teachers will lose their jobs?
12. I've ridden the Metro Link train from Vincent Hill to Union Station and communities along the tracks look like slums. Graffiti and uncared for property are the norm. Will that happen in Acton?
13. What will happen to the ground water in Acton with all the trenching and tunneling? How much water will be used for cement production and dust control? Who will compensate residents with wells after the water table drops enough to send their wells dry? Or who will pay the medical bills when they get sick from the contaminants released into the ground water? How will the

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## Submission I006 (Gina, Larry, & Roselyn Cresse, August 16, 2014) - Continued

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- Clean Water Act regulations be fulfilled? When wells do go dry, who will compensate the property owners when they can't sell their property and they can't live on it?
14. During construction when ground is being blasted for underground tunnels, who will compensate homeowners whose homes are damaged by the blast vibrations?
  15. How will the health impacts of vibration exposure to humans and animals be monitored?
  16. What is the impact of EMFs (generated from the HST) on cardiac demand pacemakers? Antennas? Radio transmissions? Police and Fire transmissions? Wifi?
  17. How will exposure to regular pesticides and herbicides used for maintenance of track right-of-ways affect residents? How will it affect ground water? How will sight contaminants be stored or disposed of?
  18. How will public safety be addressed when drilling or boring into methane gas deposits?
  19. How will the public be notified regarding possible exposures of toxic substances through soil, air, or water resources?
  20. How will historic and cultural resources—Governor Mine, Red Rover Mine, Pacific Crest Trail, for example—be protected?
  21. Where will local residents ride their horses safely, without the risk of passing trains spooking the sensitive horses and having the potential of injuring both horse and rider?

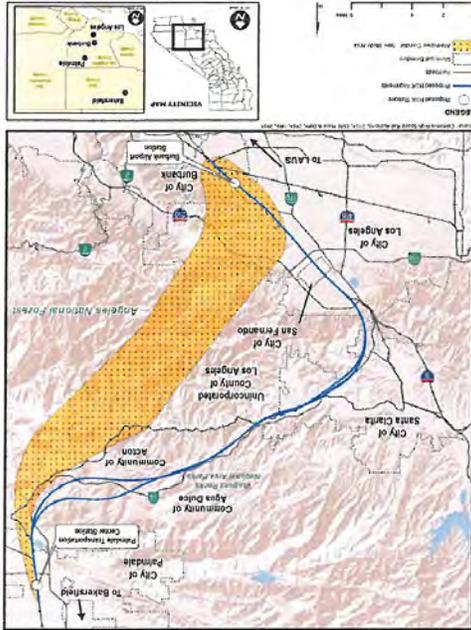
### Additional Comments:

1. With the rate that businesses are leaving California—Toyota is moving to Texas, Hollywood seems to have relocated to Georgia, and I'm sure many more are leaving every day or deciding not start up in California in the first place—there probably won't be any need for people to commute from Palmdale to Burbank in the near future because there won't be any jobs for them anymore. And there won't be enough taxpayers left in the state to pay for the project.
2. If I am forced to leave Acton because of the HST, I will leave the state—and my tax dollars will come with me.
3. The idea that this HST project will "create jobs" and save the economy is a farce. Once construction is complete, what jobs will remain? How much income will HST generate when no one rides it? How many government subsidies will be given to the HST to keep it afloat? How much will the entire project cost? Where will that money come from?

Submission I007 (Paul Dyson, August 7, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: PAUL DYSON		DATE: 8-7-14	
MEETING LOCATION: BURBANK		AFFILIATION: RAILPAC / BURBANK TRANSPORTATION COMM.	
ADDRESS: 623 S ORCHARD DR		EMAIL: pdyson@railpac.org	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 checked="" type="checkbox"/> PALMDALE TO BURBANK
		<input checked="" type="checkbox"/> BURBANK TO LOS ANGELES	
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
MINIMUM INTERFERENCE WITH NATIONAL FOREST TUNNEL OPTION (DIRECT "YELLOW" ROUTE) NO TERMINUS AT BURBANK. STATION - BUT TRAINS MUST GO TO L.A. FROM DAY ONE			
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: palmdale_burbank@hsvr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I007 (Paul Dyson, August 7, 2014) - Continued



palmdale\_burbank@hsrc.ca.gov

**By E-Mail:**

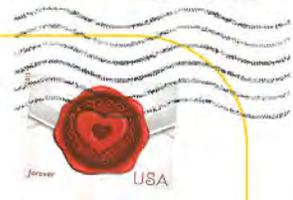
Los Angeles, CA 90012  
 700 North Alameda Street, Room 3-532  
 California High-Speed Rail Authority  
**Project Level EIR/EIS**  
**Attention: Palmdale to Burbank Section**  
 Director of Environmental Services  
 Mark A. McLoughlin

**By Mail:**

All public scoping comments for the  
 Palmdale to Burbank Project Section  
 must be submitted by **August 31, 2014**.  
 Please submit comments:

 **CALIFORNIA**  
 High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012

SAVING CLARK COUNTY  
 1.1 MILLION DOLLARS



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

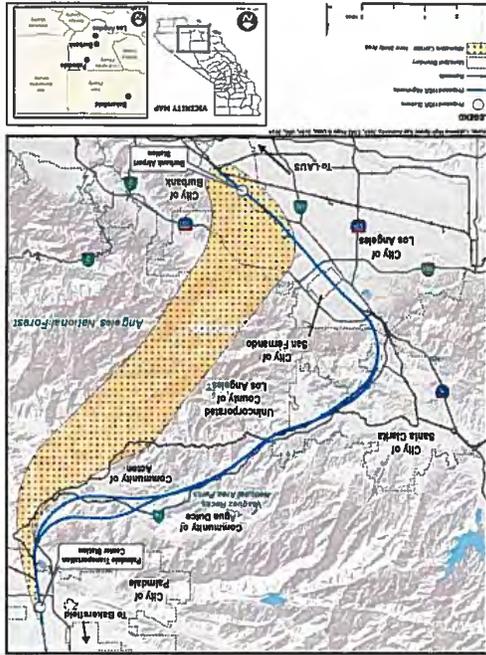
900123353003



Submission I008 (Eustralia Escobar, August 27, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>Eustalia A. Escobar</i>		DATE: <i>8-27-2014</i>	
MEETING LOCATION: <i>Sylmar Library</i>	AFFILIATION: <i>Luhar Local 300</i>		
ADDRESS: <i>15045 La Valle</i>	EMAIL:	PHONE: <i>818-364-7087</i>	
CITY: <i>Sylmar</i>	STATE: <i>Calif</i>	ZIP: <i>91342</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>Sylmar, to Newhall. Railroad tunnel. Will it be, the same Union Pacific - Metrolink tunnel? or it will be a new Route.</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<i>How will it affect the Sylmar Cascades (Coltania aqua-drest)?</i>			
ADDITIONAL COMMENTS:			
<i>Thank you, Mrs. Eustalia A. Escobar. (age 74 yrs.)</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: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I008 (Eustralia Escobar, August 27, 2014) - Continued



palmdale\_burbank@hsr.ca.gov

**By E-Mail:**

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

**By Mail:**

All public scoping comments for the  
 Palmdale to Burbank Project Section  
 must be submitted by **August 31, 2014**.  
 Please submit comments:

 **CALIFORNIA**  
 High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012

SANTA CLARITA  
 CA 913 9 1  
 02 SEP 2014 PM



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

9001283353 0057



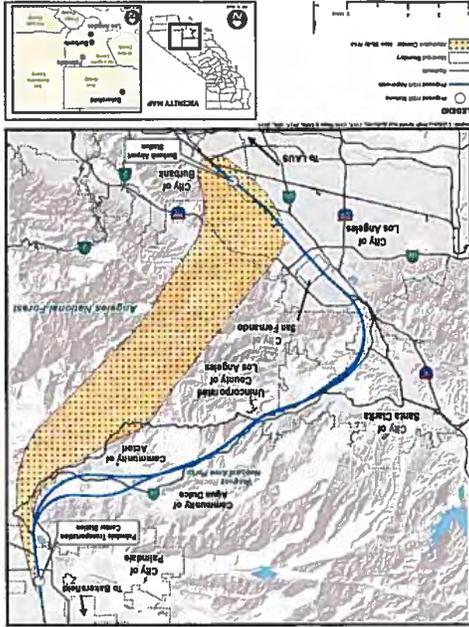
Submission I009 (Daniel Fierro, August 15, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: DANIEL P FIERRO		DATE:	
MEETING LOCATION: W HARTH		AFFILIATION:	
ADDRESS:	EMAIL:	PHONE: 818 426 8780	
CITY:	STATE:	ZIP:	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
30925 AVENUE DULCE, CAV Rd AVENUE DULCE CA 91390 where will be the route at these addresses IF YOU PLEASE THANKS			
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: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I010 (Scot Gellerman, August 29, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Scot Gellerman</u>		DATE: <u>8-29-14</u>	
MEETING LOCATION: <u>Community Center</u> <u>3748 W. NICHOLS Acton, CA</u>		AFFILIATION: <u>RESIDENT</u>	
ADDRESS: <u>3748 W. NICHOLS</u>	EMAIL: <u>[redacted]</u>	PHONE: <u>661-233-6326</u>	
CITY: <u>Acton</u>	STATE: <u>CA</u>	ZIP: <u>93510</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)			
<input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>This project will have negative impact on our underground water system. This rural area relies on this system, there's no city water here.</p>			
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: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I010 (Scot Gellerman, August 29, 2014) - Continued



**By E-Mail:**  
 palmdale\_burbank@hsrc.ca.gov

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

All public scoping comments for the  
 Palmdale to Burbank Project Section  
 must be submitted by **August 31, 2014**.  
 Please submit comments:

**CALIFORNIA**  
 High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012

SANTA CLARITA, CA 913  
 03 AUG 2014 PM 8 L

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

90012335303



Submission I011 (Vard & Maria Griffith, August 18, 2014)



PRESORTED  
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PERMIT # 3828

**PUBLIC SCOPING MEETING NOTICE**  
**Palmdale to Burbank Project Section**  
**Burbank to Los Angeles Project Section**

The California High-Speed Rail Authority is responsible for planning, designing, building and operation of the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a state-wide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

VARD & MARIA GRIFFITH  
OR CURRENT RESIDENT  
11802 NEENACH ST  
SUN VALLEY, CA 91352-1919



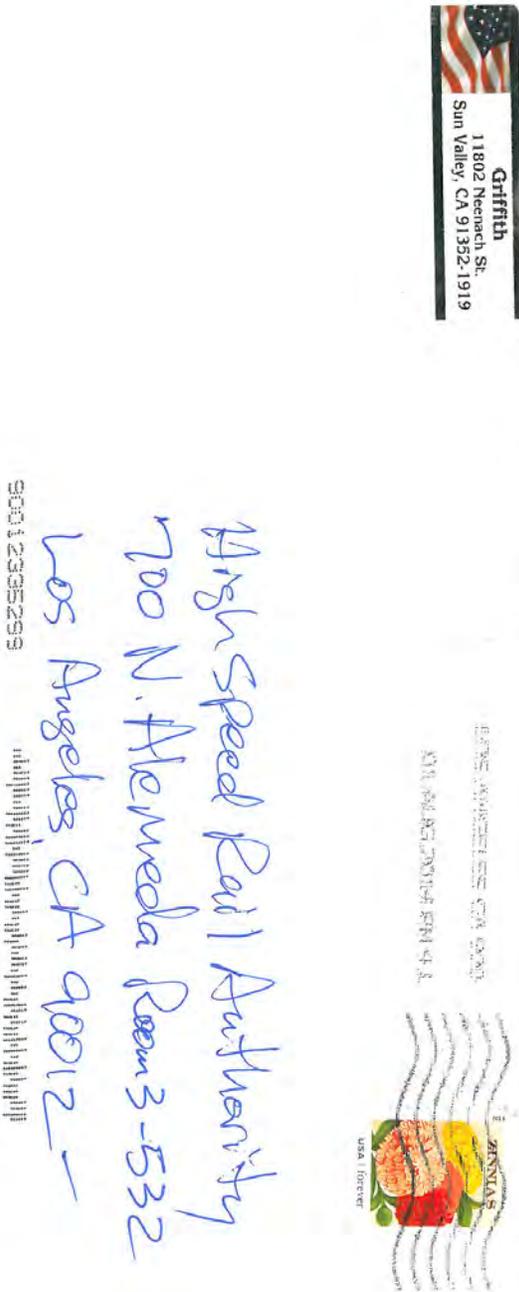
The first Hi Speed Train needs  
to be Palmdale Airport to  
Las Vegas.

This is not rocket science.

Thanks

Let's build a train someone will use.  
And pay for itself!!!

Submission I011 (Vard & Maria Griffith, August 18, 2014) - Continued



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Submission I012 (Kyung, Sung, & David Hong, August 21, 2014)

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Kyung Hong  
16818 Royal Pines Lane  
Santa Clarita, CA 91387

August 21, 2014

Mr. 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

**Re: Palmdale to Burbank Project Section of the California High Speed Rail Project**

Dear Mr. McLoughlin:

I am a resident of Canyon Country, California. This letter expresses the following views regarding the Palmdale to Burbank Project Section of the California High Speed Rail Project. Please choose the underground tunnel version for Palmdale to Burbank Project Section of the California High Speed Rail Project.

A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together.

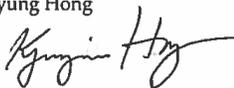
B. Of the two alignments being considered through the Santa Clarita Valley, the tunnel extension alignment causes less environmental and community damage than the above ground alignment.

C. I definitely oppose the above ground alignment:

1. The above ground alignment is too close to two schools and places over 1000 elementary school children in danger, and the sound will negatively impact learning in the classroom;
2. The above ground alignment eliminates houses and negatively impacts neighborhoods;
3. The above ground alignment creates sound impacts, which would be negative for all residents throughout the east end of Santa Clarita; and
4. The above ground alignment creates visual impacts, which would be negative for all residents throughout the east end of Santa Clarita.

Very truly yours,

Kyung Hong



---

Submission I012 (Kyung, Sung, & David Hong, August 21, 2014) - Continued

---

Sung Hong  
15706 Bronco Drive  
Santa Clarita, CA 91387  
david\_hong@sbcglobal.net

August 21, 2014

Mr. 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

**Re: Palmdale to Burbank Project Section of the California High Speed Rail Project**

Dear Mr. McLoughlin:

I have been a resident of Canyon Country, California for over 30 years. This letter expresses the following views regarding the Palmdale to Burbank Project Section of the California High Speed Rail Project. Please choose the underground tunnel version for Palmdale to Burbank Project Section of the California High Speed Rail Project.

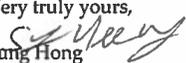
A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together.

B. Of the two alignments being considered through the Santa Clarita Valley, the tunnel extension alignment causes less environmental and community damage than the above ground alignment.

C. I definitely oppose the above ground alignment:

1. The above ground alignment is too close to two schools and places over 1000 elementary school children in danger, and the sound will negatively impact learning in the classroom;
2. The above ground alignment eliminates houses and negatively impacts neighborhoods;
3. The above ground alignment creates sound impacts, which would be negative for all residents throughout the east end of Santa Clarita; and
4. The above ground alignment creates visual impacts, which would be negative for all residents throughout the east end of Santa Clarita.

Very truly yours,

  
Sung Hong

---

Submission I012 (Kyung, Sung, & David Hong, August 21, 2014) - Continued

---

David Hong  
15706 Bronco Drive  
Santa Clarita, CA 91387  
david\_hong@sbcglobal.net

August 21, 2014

Mr. 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

**Re: Palmdale to Burbank Project Section of the California High Speed Rail Project**

Dear Mr. McLoughlin:

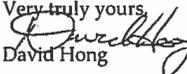
I have been a resident of Canyon Country, California for over 30 years. This letter expresses the following views regarding the Palmdale to Burbank Project Section of the California High Speed Rail Project. Please choose the underground tunnel version for Palmdale to Burbank Project Section of the California High Speed Rail Project.

A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together.

B. Of the two alignments being considered through the Santa Clarita Valley, the tunnel extension alignment causes less environmental and community damage than the above ground alignment.

C. I definitely oppose the above ground alignment:

1. The above ground alignment is too close to two schools and places over 1000 elementary school children in danger, and the sound will negatively impact learning in the classroom;
2. The above ground alignment eliminates houses and negatively impacts neighborhoods;
3. The above ground alignment creates sound impacts, which would be negative for all residents throughout the east end of Santa Clarita; and
4. The above ground alignment creates visual impacts, which would be negative for all residents throughout the east end of Santa Clarita.

Very truly yours,  
  
David Hong

**Submission I012 (Kyung, Sung, & David Hong, August 21, 2014) - Continued**



Submission I013 (Chuck Hwang, August 7, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>Chuck Hwang</i>		DATE: <i>8-7-14</i>	
MEETING LOCATION: <i>PALMDALE CITY HALL</i>		AFFILIATION:	
ADDRESS: <i>33011 Longview Rd</i>		PHONE: <i>661-435-9636</i>	
CITY: <i>pearblossom</i>		STATE: <i>CA</i>	
CITY: <i>pearblossom</i>		ZIP: <i>93553</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)			
<input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK			
<input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>very great idea, we hope see fast done</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: <i>god bless America</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: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I014 (Yewon Jeon, August 7, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section Scoping Comment Card</b>	
NAME: <i>Yewon Jeon</i>		DATE: <i>8-7-14</i>	
MEETING LOCATION: <i>PALMDALE CITY</i>		AFFILIATION:	
ADDRESS: <i>37011 Longview Rd.</i>		EMAIL:	PHONE: <i>661 770-7006</i>
CITY: <i>PEARBLOSSOM</i>	STATE: <i>CA</i>	ZIP: <i>91301 93553</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)			
<input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK			
<input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>Good idea, please speed up.</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: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

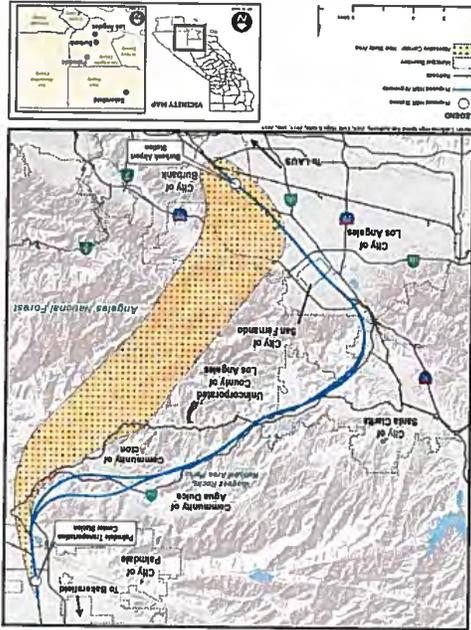
Submission I015 (Jeremy Kahlon, August 7, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <u>Jeremy P Kahlon</u>		DATE: <u>8-7-14</u>	
MEETING LOCATION: <u>Palmdale</u>		AFFILIATION: <u>Land owner</u>	
ADDRESS: <u>2307 Candy Tuft Ln Palmdale CA 93551</u>		EMAIL:	PHONE: <u>661-917-5082</u>
CITY: <u>Palmdale</u>	STATE: <u>CA</u>	ZIP: <u>93551</u>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)			
<input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK			
<input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<u>No problem</u>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<u>None</u>			
ADDITIONAL COMMENTS: <u>I am in favour of this project.</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: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I016 (Bethanie Katz, August 28, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Bethanie M. Katz		DATE: 8/25/14	
MEETING LOCATION:		AFFILIATION: Homeowner	
ADDRESS: 2636 Briarcliff Rd	EMAIL:	PHONE:	
CITY: Acton	STATE: Ca	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? * (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
1. Noise & Vibration - 85-95 decibels every 6-8 min. Didn't move to Acton to live in a city-like noisy area. How will this be abated & if not abated how will you pay for the medical conditions that will result? Animals in our country setting will not do well either. How will you compensate people for the loss of their use of nerve-wracked animals? (Horses are very sensitive as are other animals) - medical conditions, loss of hearing (I play music), stress, hi-blood pressure, nervousness affect it? We sit on the edge of the San Andreas fault - Will blasting, drilling, etc. underground.			
2. Geologic - We sit on the edge of the San Andreas fault - Will blasting, drilling, etc. underground.			
3. Water - lots of water will need to be used - where are you going to get it - we are in a drought - emptying out our water table is just plain nasty. And people are worried about well contamination. Using city water is not an answer either - I have had to gut my water usage - I didn't do it so that you could use it for this insane project.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
1. Loss of Real Estate Values. No one is going to want to buy my house with the noise level of 85-95 decibels (and that is probably an artificially low estimate) every 6-8 minutes. Who will pay for the loss?			
2. Loss of Rural Lifestyle. Will be very hard to keep horses - they don't like noise or vibrations. I imagine all livestock & domestic animals will not be comfortable with the noise & vibration.			
3. Pollution while building the rails - I have a daughter who is very sensitive to air pollutants - she came down w/ pneumonia after the Station fire (as many people did)			
4. Where do you get your ridership figures - they are so obviously overstated.			
ADDITIONAL COMMENTS: Either you have not fully identified all the consequences of running the rail through Acton or you don't care. But that seems to be the norm for Politicians & Bureaucrats. People move to places like Acton to get away from the city & all of its characteristics. You seem bent on disturbing the peace that we enjoy. It seems that closing down Preserves like Tippi Hendon's Shambala or disrupting people's enjoyment of their lifestyles just doesn't matter to you. That you would even consider running this train so close to our schools shows that you have no common sense or clue as to what is moral & right. To top it off - the state has a serious debt problem - & you want to build the Train To Nowhere.			
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 I016 (Bethanie Katz, August 28, 2014) - Continued



**By Mail:**  
 Please submit comments:  
 Palmdale to Burbank Project Section  
 must be submitted by **August 31, 2014**.

**By E-Mail:**  
 palmdale\_burbank@hsrc.ca.gov

**Attention: Palmdale to Burbank Section  
 Project Level EIR/EIS**  
 California High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012

**Mark A. McLoughlin**  
 Director of Environmental Services

 **CALIFORNIA**  
 High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012



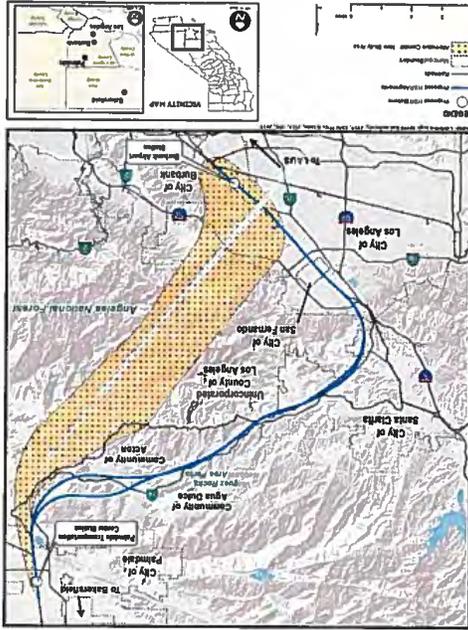
**Mark A. McLoughlin**  
 Director of Environmental Services  
 Attention: Palmdale to Burbank Section Project Level EIR/EIS  
 California High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012

9001233653 0057

Submission I017 (Joan Katz, August 27, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section                  Scoping Comment Card</b>
NAME: <b>JOAN L. KATZ</b>		DATE: <b>AUG. 27, 2014</b>
MEETING LOCATION:		AFFILIATION: <b>Citizen of Acton</b>
ADDRESS: <b>2636 BRIAR GLEN RD</b>		PHONE:
CITY: <b>ACTON</b>		STATE: <b>CA</b>
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES		
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.		
<p><i>The migratory route of birds &amp; wildlife will be impacted as well as the habitat. Historical Indian sites and burial grounds as well as other paleontological places will be affected. The rural nature of Acton will be destroyed as the elevated structure will detract from the rural &amp; scenic landscaping as well as cause noise and vibration from the many trains running through every hour. These sounds and vibration will spook horses and other livestock and endanger any riders along the route as the many trails are all over.</i></p>		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
<p><i>The middle and high schools are along one route that is proposed. Any train derailment, or track failure will have devastating affects as well as noise and vibration. In the event of an emergency during construction time will be severely impacted. Since Acton is home to many earthquake faults, how will public safety be ensured? How will the Authority work around the newly approved Wild life Corridor that is south of Acton?</i></p>		
ADDITIONAL COMMENTS:		
<p><i>The proposed Angeles Forest route alignment is close to my home, and although it is to be underground, it will destroy the peacefulness of my area. The horses and livestock will be adversely affected by the vibration and noise. How will all of the above be addressed?</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: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I017 (Joan Katz, August 27, 2014) - Continued



**By E-Mail:**  
 palmdale\_burbank@hsr.ca.gov

**By Mail:**  
 Please submit comments:  
 must be submitted by **August 31, 2014**.  
 Palmdale to Burbank Project Section  
 All public scoping comments for the

**Attention: Palmdale to Burbank Section  
 Project Level EIR/EIS**  
 California High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012

**Mark A. McLoughlin**  
 Director of Environmental Services

 **CALIFORNIA**  
 High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012



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

90012 3353 0057



Submission I018 (Janet Lammon, August 25, 2014)

SEE ATTACHED

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: JANET LAMMON		DATE: 8-25-2014	
MEETING LOCATION: ACTON LIBRARY		AFFILIATION: ACTON RESIDENT BURBANK PROPERTY OWNER	
ADDRESS: 3624 LARIAT WAY		EMAIL: LLLUMMOX@ROADRUNNER.COM	PHONE: 661-269-0456
CITY: ACTON	STATE: CALIFORNIA	ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. CLEAN AIR QUALITY VIBRATIONS & WIND. HAZARDOUS AIR PARTICLES CREATING LUNG PROBLEMS AND OR DEATH DURING CONSTRUCTION AND VIBRATIONS STIRRING PARTICLES THAT WILL BE PICKED UP WITH EVERY PASSING HSR BY THE WIND. FEDERAL AND STATE REGULATIONS FOR WHAT IS ACCEPTABLE LEVELS NOT BEING ADHERED TO. WATER WELLS WE SO DESPERATELY NEED COULD BE DESTROYED ARSENIC, ASBESTIFORM, BACTERIA, VIRUSES, FUNGUS (VALLEY FEVER FOR ONE) ONE OF MANY!			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? NOISE, PROPERTY VALUES, STUDY OF SOIL AND THE PROBLEMS OF DUST PARTICLES WITH THE FREQUENT WINDS WE HAVE. I AM ALSO SUBMITTING AGUA DULCE/ACTON COUNTRY JOURNAL VOL XXIV, ISSUE 34 AUGUST 83, 2014. PAGE'S 36, 37, 38, 39, 69, 70, 71, 72, 75, 76 AND 77 AS MY VERY OWN NOTED CONCERNS! THE CONCERNS ABOVE WERE MY CONCERNS PRIOR TO THE ARTICLE. NOW I INCLUDE THEM. THEY ARE STAPLED TO THIS SCOPING COMMENT CARD			
ADDITIONAL COMMENTS: THE COST OF MITIGATION MAY FAR EXCEED THE RIDERSHIP ALONG WITH THE MAINTENANCE OF THE HSR. OUR TAX DOLLARS NEED TO GO TO WATER DESALINATION PLANTS. EVERY HSR HAS HAD FATALITIES + SOME BY NON HUMAN ERROR! GOOGLE IT!			
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@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

8-25-2014 Janet Lammon

Submission I018 (Janet Lammon, August 25, 2014) - Continued

## High Speed Rail Scoping Meeting Warrants Strong Community Response

By LILLIAN SMITH



*Agreed  
 J.L.*

Following the High-Speed Rail Scoping Meeting held in Acton at the Library on August 11, 2014, members of the Acton-Agua Dulce High-Speed Rail Committee created Comments Workshops so that residents could obtain help in responding to the Scoping Meeting and the request by High-Speed Rail Regional Director Michelle Boehm for comments. While the workshops were well attended, the aim is to engage many more residents in the response process. Therefore, the *Country Journal*, in this edition, is taking material from the workshops and printing concise versions so that residents who could not attend still can glean the informational benefits that the workshops provided.

To achieve the greatest impact on the High-Speed Rail Authority ("Authority") from the community, it is important to respond in detail with specific issues. Just saying, "I don't want the train," will have little or no

effect on those creating the Draft Environmental Impact Report (DEIR). Scoping meetings and the DEIR are part of a legal process with prescribed requirements, giving the community the opportunity to express its opposition or support and the reasons therefor – and the reasons must be well expressed to have maximum effect.

Please return the Scoping Comment card handed out at the August 11th Scoping Meeting if you have it, or simply write a letter and send it as indicated below. Include your name, address, town, state, zip, email and phone number. Indicate the Scoping Meeting in Acton. Indicate if you would like to be added to the High-Speed Rail Authority mailing list for statewide, Palmdale to Burbank and/or Burbank to Los Angeles sections.

List the environmental issues that concern you



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<p>Tuesday Aug. 26th • 7p</p> <p><b>WALDEN DAHL</b>                      "Old School Country Folk"</p>	<p>Wednesday Aug. 27th • 7p</p> <p><b>STEVE ANDERSON</b>                      "Traditional &amp; Contemporary Folk"</p>	<p>Saturday Aug. 30th • 7p</p> <p><b>MICHAEL GABRIEL</b>                      "Jazz &amp; Contemporary"</p>	<p>Thursday Aug. 28th • 7p</p> <p><b>JOHN SPEAR &amp; TERI VILLIANI</b>                      "Country Rock"</p>	<p>Friday Aug. 29th • 9p</p> <p><b>JOHN SPEAR &amp; RUNAWAY TRAIN</b>                      "Country Rock"</p>	<p>Sun., Aug. 31st • 11a  <b>Herbie Kae Jazz Trio</b>                      w/Tony Caprio</p> <p>Sun., Aug. 31st • 3p  <b>ALL STAR BAND</b>                      Hosted by John Spear</p>

Check out our website: [www.vincenthillstationrestaurant.com](http://www.vincenthillstationrestaurant.com)

COUNTRY JOURNAL, August 23, 2014

35

Submission I018 (Janet Lammon, August 25, 2014) - Continued

AGREED *gh.*

and that you want to see addressed in the Palmdale to Burbank and/or Burbank to Los Angeles Project level environmental document. Be as specific as possible. Make any additional comments you wish to make as appropriate to your circumstances.

Residents are strongly encouraged to submit their responses in a detailed and specific manner in order to make them effective. Residents should send their Scoping Meeting responses by certified mail and keep a copy for their records.

**SUBMIT COMMENTS**

Public scoping comments will be accepted until August 31, 2014. Submit comments via:

**Mail:** Mark A. McLoughlin, Director of Environmental Services, ATTN: (Specify which Project Section - Palmdale to Burbank or Burbank to Los Angeles), California High-Speed Rail Authority Southern California Regional Office, 700 North Alameda, Room 3-532, Los Angeles, CA 90012

**Electronic:** Place name of Project Section in subject line:

**Palmdale to Burbank:** [palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)  
**Burbank to Los Angeles:** [burbank\\_los.angeles@hsr.ca.gov](mailto:burbank_los.angeles@hsr.ca.gov)  
**Phone:** (800) 630-1039

Following is a set of guidelines for making comments in response to the August 11 Scoping Meeting. Many possible comments and questions are listed under the environmental issues to be analyzed. Please use as much of this material as you see fit, and feel free to write additional material pertaining to your specific situation or property ownership.

**•AESTHETICS AND URBAN DESIGN**

**Aesthetic and Visual Quality**

Permanent visual changes will result from introduction of the High-Speed Rail through Acton and Agua Dulce. The landscape is scenic and rural. In contrast, the High-Speed Rail adds an urban element of overhead viaducts and tunnel entrances and exits that will dominate the landscape and detract from the existing open space and mountain views. The elevated viaducts and catenary across scenic Sierra Highway, Angeles Forrest Highway, Red Rover Mine Road, Soledad Canyon Road and others would detract from existing landscape features. Cut/fill, tunnel portals, and elevated structures would be visible against natural open space, hillsides and ridges. Elevated structures produce shadow effects for 75+ feet. Lighting will interfere with the valued dark sky enjoyed by residents. The need to reduce expected view blockage, contrast



**GARY H. LUBBEN**  
 OWNER-BROKER-RESIDENT  
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*"ATTENTION TO DETAIL SELLS MORE HOMES THAN A BIG COMPANY SIGN."*

**HUD REOs**



5+2 -2282 s.f.  
**\$297,350**  
 33113 Merritt Rd., Acton



3+2 -1,804 s.f.  
**\$254,600**  
 43329 16th St. E, Lancaster

**ACTON 8+ Usable Acres in West Shannon Valley Well site identified, Survey Comp, Possible Natural Gas, Short Distance to Sierra Hwy. **\$125,000****

**ACTON Ghost Mine Rd. 2.5 ac. w/shared well, survey, COC, power on pole. Ready for your grading plan & horses. Close to Angeles Forest Hwy., fwy. & community services. **REDUCED TO \$72,000****

**ALL USABLE** Approx. 2.5 ac. of horse property on Tuckerway Ranch Rd. Power at property line. **REDUCED TO \$59,900**



**WATER PUMP SYSTEMS**

SALES - SERVICE - DESIGN

**Boston-Henry Co., Inc.**  
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Submission I018 (Janet Lammon, August 25, 2014) - Continued

with existing landscape settings, and light and shadow effects is significant.

All fencing along the track needs to be non-reflective. Night lighting should be hooded and directed to the area where the lighting is required. For lighting not required 24 hours per day, sensors and timers should be specified. Potential shadow effects on adjacent roads, pedestrian areas, and residential areas should be taken into account.

Native vegetation should be used adjacent to areas outside of the operating tracks, staging areas, and areas that are graded or filled.

Review of local rural design plans and policies should be conducted taking into account local design objectives. Specific design measures should be implemented accordingly.

**• AGRICULTURAL, FARMLAND AND FOREST LAND  
 Agricultural Resources**

The majority of Acton and Agua Dulce properties are zoned agricultural. What is the potential risk of zoning conflicts or a Williamson Act conflict with the construction of the High-Speed Rail?

What is the risk of conversion of farmland to non-farm uses? Negative effects on farms, orchards, and ranches, including historic Blum Ranch, are inevitable.

*Agreed*

Many properties are currently used for boarding and breeding of horses and other animals. Large areas along the alignment will be adversely affected by noise and other impacts and will have a huge deleterious effect on livestock and on residents engaged in livestock management.

**• AIR QUALITY AND  
 GLOBAL CLIMATE CHANGE  
 Public Health and Hazards, Air Quality**

Air quality impacts from construction and soil movement will be significant, resulting in acute and chronic health problems. Construction and operation of the High-Speed Rail will generate large volumes of dust.

Very small particles of dust can be drawn deeply into the lungs and remain there. Small particle size alone is a major health risk for lung disease and for damage to the cardiovascular system. Particles having small size are more likely to be embedded in the lungs. Airborne transmission of pathogens (bacteria, viruses, fungus) and the compositions of certain hazardous dust particles are human health hazards. Some minerals in dust are extremely hazardous such as asbestiform minerals, because of their ability to lodge in lung tissue and promote disease such as mesothelioma, a form of lung cancer. The geology of Acton includes Serpentine rock, which potentially can release asbestiform particles when disturbed. Other heavy

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Submission I018 (Janet Lammon, August 25, 2014) - Continued

minerals may contain potentially toxic elements, such as certain heavy metals.

Valley Fever, caused by a fungus found in the soil, can be contracted by simply breathing in the spores from the dust disturbed by the wind or other ground-disturbing activity. Cases of Valley Fever have increased in California by more than six-fold in the past ten years. In about 40% of the cases, it causes mild to severe flu-like symptoms or more serious infections. It can spread to the brain, bones, skin, even eyes, leading to blindness, skin abscesses, lung failure and even death. In California, Valley Fever cases rose from about 700 in 1998 to more than 5,500 cases in 2011. There were 316 reported cases in the Antelope Valley from 2008-2011. In the first six months of 2012, 178 cases were reported in Los Angeles County, including five deaths, one of a local teenager in August 2012. The fungal infection is prevalent in arid desert areas like the Antelope and Santa Clarita Valleys.

Other dust related diseases are cancer, asthma, allergic alveolitis, as well as non-respiratory illnesses.

People susceptible to the health effects of fine and coarse dust particles are:

- \* Infants and adolescents
- \* Elderly
- \* People with respiratory conditions such as asthma, bronchitis, and emphysema
- \* People with heart disease
- \* People with diabetes

Research also shows association of coarse particle pollution with heart problems, angina and heart attacks.

**•BIOLOGICAL RESOURCES AND WETLANDS  
Biological Resources (Including Wetlands, and  
Special Status Species and Their Habitat)**

Acton is a known migratory route for birds and

tarantulas. It is a "sensitive habitat" for the California quail, horned toad, kangaroo rat, and the roadrunner. It is a recognized breeding area for the red legged frog in the Northern Hemisphere. It is part of a wildlife corridor for the beetle, coyote, bobcat and deer.

Chaparral covers many hillsides in steep, vertical walled, narrow canyons with perennial streams. There also are scattered stands of mixed pines and hardwoods including the protected Manzanita. The California condor inhabits this wilderness as does the unarmored three spine stickleback, and the Santa Ana sucker; the two striped garter snake also inhabits this area. The endangered horned lizard also resides in Acton.

There is a viewing area for wild animals and birds located at the Soledad campground.

Acton is home to the Shambala Preserve, an exotic feline rescue.

The High-Speed Rail poses a high potential negative impact on the continued survival of sensitive species. How is the Authority planning to work around the newly approved Wildlife Corridor south of Acton?

**•CULTURAL AND HISTORIC RESOURCES**

Acton and Agua Dulce have a high potential for discovery of historic Native American burial sites in the Soledad Canyon Corridor. There are known Indian artifacts and protected relics on Acton and Agua Dulce properties.

In addition, there is a potential impact on paleontological resources. There are formations with potential for containing fossils of fish, mollusks, sea cows, sea turtles, tapirs, horses, camels, peccaries, rodents, birds, deer, lizards, gophers and vultures.

Governor Mine and Red Rover Mine are historic mines in Acton. Mining operations are still active in these areas.

*AGREED*

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Submission I018 (Janet Lammon, August 25, 2014) - Continued

The Pacific Crest Trail traverses Acton. How will these historic and cultural resources be protected?

**•CUMULATIVE IMPACTS**

A typical High Speed Train, at grade, would have a 50 to 100 foot (15-31m) fenced right-of-way, and an elevated guide-way would have a 50 foot (15m) right-of-way. The 100 foot width would be compatible to a six-lane highway. Catenary supports 26 feet (8m) in height would be located every 30 feet (9 m) along both sides of the track to support the electric wires that supply power to the trains. The proposed High-Speed Rail alternative would include using existing rail tracks or parallel tracks to highways where feasible, and tunneling through the scenic mountainous area.

Construction equipment, staging areas with construction materials, signage, and night lighting would be visible from adjacent properties and roadways during the construction period.

There are plans for four to five round-trip trains per hour.

There would be extensive significant adverse impacts to air quality, land use, aesthetics, visual resources, cultural resources, biological resources, parks and recreation resources, schools, established businesses, wildlife habitat, roads, water and hundreds of homes. Severe noise and vibration impacts on residences, schools, churches, and businesses adjacent to the rail alignment conflict with

local land use plans. These impacts fall disproportionately to Acton residents as there is no direct benefit to the rural community. The new Antelope Valley Area Plan maintains that Acton will be kept rural. All impacts conflict with the rural nature of the Acton community.

Additionally, the Authority has not provided Acton with a specific route. It is difficult to know ahead of time all of the potential impacts to an undeclared route. Property owners do not know if and how their property, school, or church might be impacted without a final route selection. Impacts can only be anticipated. Adequate preparation for all possible impacts is an unreasonable challenge.

**•ELECTROMAGNETIC INTERFERENCE /FIELDS (EMI/EMF)**

Electromagnetic waves generated by the High-Speed Rail are a significant concern. Exposure to high levels of electromagnetic radiation for short periods of time can cause fatigue, headaches and anxiety. There is a possible association with childhood leukemia.

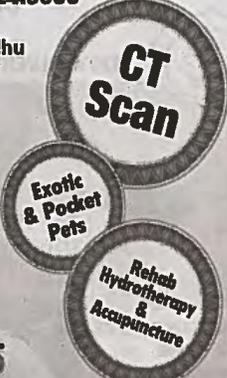
What is the impact of electromagnetic waves on cardiac demand pacemakers? Antennas? Radio transmissions? Police and Fire transmissions? WiFi?

**•ENVIRONMENTAL JUSTICE**

**Economic and Social Impacts,  
 Environmental Justice (Blighting)**

See HIGH SPEED RAIL, page 69

*AGREED*

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COUNTRY JOURNAL, August 23, 2014





PAGE 3-41

Submission I018 (Janet Lammon, August 25, 2014) - Continued

**HIGH SPEED RAIL**, from page 39

The three identified High-Speed Rail alignments divide the Acton community and displace Acton property owners. Acton's reputation as a tranquil, rural town will be forever altered.

The proximity to schools and the assault on open spaces will significantly impact the value of all Acton properties. Who will want to own Acton property when there is an 85+ decibel train roaring by frequently? Property values will drop significantly. A baseline study of property values has not been conducted by the High-Speed Rail Authority prior to assignment of a route. It is expected that property values may drop by as much as 70%. The eminent domain and condemnation process is only vaguely outlined by the Authority and clearly will not properly compensate those impacted.

A trickle effect in lost income to local Realtors, local businesses, contractors and developers, teachers (when schools close due to a drop in enrollment) will result. Students will need to be bussed to other communities. The movie industry is active throughout the year filming in various parts of Acton (including on locations on Red Rover Mine Road, Angeles Forrest Highway, Soledad Canyon Road, Crown Valley Road, Sierra Highway and the Vasquez Canyon area. The High-Speed Rail's impact on noise, dust, visual blight, access, and more will make the local community an undesirable filming location.

The High-Speed Rail alignments potentially could adversely divide parcels, disqualifying sections of land for resale.

Temporary and permanent road closures during construction potentially will increase driving distances and gasoline expenses for community member who remain.

Corridor alignments and viaducts potentially can become targets for graffiti artists, creating even more blight to the surrounding areas.

**•GEOLOGY, SOILS, SEISMIC AND PALEONTOLOGY  
Mineral Resources**

Acton is known for its rich mining history. Currently, there are active mines in the Red Rover Mine Road area. There is a high risk of vibration impacts to the mining operation located near the SR14 West alignment.

The Santa Clara River is a natural clean water source for Acton and Agua Dulce. Train alignment would encroach on the riverbed.

**Geology and Soils**

Acton is home to several active earthquake faults. The San Andreas Fault line is within five miles of Acton. The State of California has identified the Acton quadrangle as an official seismic hazard zone. Acton topography includes many canyons and valleys.

Liquefaction or landslides are likely to take place during earthquakes of 5.5 magnitude or greater. Above-grade structures can collapse in an earthquake. How will the Authority ensure public safety if a large earthquake occurs?

What is the risk to Acton of an earthen embankment, slope or viaduct collapsing during a seismic event? What measures will the Authority take to ensure public safety in the event of a seismic event during construction?

Will the Authority monitor soil contamination from trenching, drilling and boring? Will the results of these soil samples be released to the public upon request? Serpentine rock is part of the geology of Acton. Drilling/boring through this rock has a high risk of releasing asbestos particles inherent in the rock.

**•HAZARDOUS MATERIALS AND WASTES  
Greenhouse Emissions**

Diesel fumes and carbon monoxide emissions from construction equipment have a significant impact on properties adjoining rail lines, staging areas and access roads.

AGREED *[Signature]*



Submission I018 (Janet Lammon, August 25, 2014) - Continued

How does the Authority expect to handle potential exposures?

**•HYDROLOGY AND WATER RESOURCES**  
**Hydrology and Water Quality**

Most of Acton depends upon well water for residential and agricultural needs.

Construction of the High-Speed Rail through Acton carries with it a high risk of negative impacts on Acton's water supply. There is the potential for release of hazardous material or waste during construction operations which would contaminate ground water. Trenching or tunneling during excavation could alter local subsurface hydraulic gradients and draw groundwater into excavated areas. In addition, fuel or chemical vapors could move through the vadose zone to excavated areas during construction, or to underground structures associated with the rail line.

Tunneling through Acton could produce high impacts on individual wells reducing or eliminating production and to

the aquifer that feeds residential wells in the community.

The demand for water during construction of the High-Speed Rail (cement production, dust control, testing, etc.) has a high potential for lowering the aquifer that supplies Acton and Agua Dulce.

\* How will the regulations of the Clean Water Act be fulfilled?

\* How will residents be compensated for damage to their well, loss of production, contamination, etc.?

\* Will the Authority perform a baseline study of all wells in the Acton area?

\* How will the Authority prevent disruption to the hydrological patterns?

\* How will the Authority control run-off so that water recharges the aquifer?

\* How will the Authority prevent fracturing of Blue Lines?

\* If new wells must be drilled, will the Authority compensate property owners for wells that do not meet the current Los Angeles County standards for well production?

\* In the event that a well becomes permanently dysfunctional, will the Authority compensate the property owner for the full value of the property that can no longer be sold or financed?

\* Will the Authority commit to supplying County water to Acton if private wells and/or the aquifer are damaged?

**•LAND USE AND DEVELOPMENT, STATION PLANNING**

**Red Rover Mine Canyon Safety**

In regard to one of the possible alignments that crosses the entrance to Red Rover Mine Road (SR14 HYBRID), a significant safety concern exists. Red Rover Mine Road wends its way through a canyon that dead-ends two miles north of the entrance. There is no alternative evacuation route should a train derail or in case of fire, viaduct collapse, slope failure, or the like. Traffic patterns on Red Rover Mine Road would be challenged significantly and for an extended period of time during the construction phase. Construction of a viaduct and boring of a tunnel in this area will impact the grade and drainage of adjoining properties. There are at least 70 homes in Red Rover Canyon.

*A. G. Reed*

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Submission I018 (Janet Lammon, August 25, 2014) - Continued

**Impact on School and Church Services**

Regarding the SR14 East alignment passing close to the public Middle School and High School, there are concerns about the traffic patterns and potential road closures during construction and/or after completion of the project. A track failure, viaduct collapse or train derailment in such close proximity to the schools would have devastating consequences. The Middle School also hosts church services. Both school and church activities will suffer negative adverse impacts from noise, vibration and degraded air quality which cannot help but adversely affect the learning and worshipping environment.

**Angeles Forest Alignment**

The newly proposed Angeles Forrest alignment affects Angeles Forrest Highway, Aliso Canyon, Blum Ranch, Thousand Trails, Bootlegger Canyon, and Soledad Canyon extending into Agua Dulce. These areas host many large parcels of open space, orchards, trails, the Shambala Wildlife Preserve, animal rescues, designated wilderness sanctuaries, wildlife corridors and camping facilities. The Santa Clara River runs along this alignment area as well. These areas need environmental protection in order to maintain harmony in their ecological systems and to preserve the natural resources of the area.

Construction of a huge corridor containing the urban structures of the magnitude required by a High-Speed Train is in direct opposition to the Los Angeles County Area Plan for the community that has been designated as a rural community. The High-Speed Train is an assault on the harmonious and peaceful nature of Acton's rural lifestyle.

**• NOISE AND VIBRATION**

**Noise**

Noise generated by High-Speed Rail creates a significant negative impact on humans and animals. The Authority averages the decibels generated by the High-Speed Rail during an hour-long period as 85 decibels. The tunnel portal effect creates a sonic boom impact as

the train leaves the tunnel. Studies show that sleepers exposed to noise levels above 40 decibels can suffer mild health effects like sleep disturbance and insomnia. Above 55 decibels (similar to the din of a normal conversation), long-term average exposure can trigger elevated blood pressure and heart attacks.

The impact of noise on animals and wildlife is also significant. Activities such as finding a desirable habitat and locating a mate, avoiding predators, protecting young and establishing territories are all dependent on the acoustical environment. A growing number of studies indicate that wildlife, like humans, is stressed by a noisy environment. Female frogs exposed to traffic noise have more difficulty locating the male's signal; bats avoid hunting in areas with road noise. Sound impacts can have important implications for the health and vitality of wildlife populations.

Human-induced noise pollution is one of the many factors contributing to the depletion of wildlife populations. Noise impacts to animals include loss of hearing resulting from noise levels 85 decibels or greater; increased heart rate and respiration and general stress reaction; increased susceptibility to disease; increased susceptibility to predators; abandonment of territory; and lost reproduction. The Authority EIR review process does not study the

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Submission I018 (Janet Lammon, August 25, 2014) - Continued

impact of noise on wildlife or animals. Residents need to demand that the Authority include in the EIR studies, the impact of noise exposure on animals. There are plenty of research studies by outside agencies available that can be used by the Authority outlining the negative impact of noise on domestic animals and wildlife. In addition, the noise study that the Authority uses will average the noise impacts of the High-Speed Rail over time. This averaging dilutes the noise impacts of the High-Speed Rail because noise impacts are averaged over time in relationship to the ambient noise levels when the train is not operating in the area. The actual decibel reading of the High-Speed Rail as it passes through Acton may exceed 100 decibels but when averaged with the ambient noise levels may be reported as an 85 decibel impact. Each ten decibel interval is twice as loud as the previous increment of ten.

Residents should demand that the Authority also consider noise impacts as they are projected through the local mountainous terrain, valleys and canyons. The Authority has studied noise impacts only on flat ground in urban and open spaces. Noise bounces off of canyon walls and is magnified up a canyon. Acton residents need to insist that the Authority consider these noise impacts throughout Acton, impacts that may be greater than what the Authority is using as EIR study information.

Studies show that noise is more disturbing if it is loud, occurs in bursts, is unpredictable, or if it interferes with quiet activities. The noise impact of the High-Speed Rail is also contingent upon this noise exposure.

The High-Speed Rail is scheduled to operate between 5:00 a.m. and midnight, with scheduled round trips five to six times an hour during peak hours. During the off hours, maintenance crews will be repairing and servicing the system.

How will the HST noise impact you?

- \* Do you sleep during the day due to your work schedule?
- \* Do you Home-school your children?
- \* Do you suffer from startle reactions?
- \* Do you have a Home-based business?
- \* Do you breed animals?
- \* Do your children nap during the day?
- \* Do you suffer from a post-traumatic stress disorder?
- \* Do you enjoy the peace and tranquility of sitting on your porch?
- \* Do you meditate during the day?
- \* Do you worship at a local church?
- \* Will noise interfere with your academic study time?
- \* Are you concerned about the health impacts of noise?

Noise induced hearing loss is the most prevalent irreversible industrial disease. Noise produces stress reactions. Noise affects the cardiovascular system and can increase blood pressure. There is an increased risk of accidents associated with noise. There is a correlation between low birth weight babies, birth defects and high sound levels (World Health Organization). Young children exposed to noise have a higher heart rate than children in quieter surroundings.

Exposure to noise stress places people at increased risk of depression, psychological disorders, immune system changes, migraines, and emotional stress. Environmental noise regulations usually specify a maximum outdoor noise level of 60 to 65 decibels!

**Vibration**

Ground vibrations are an integral part of the process of rock blasting. Even though it attenuates with distance, the motion from a large blast can be perceived from far

*AGREED*

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Submission I018 (Janet Lammon, August 25, 2014) - Continued

away. Humans and animals react to the faint motion with alert and fear reflexes, reflexes that have their origin in the distant past when the need to react to danger by flight was a condition of survival. Humans, to a certain extent, still interpret vibrations as a warning signal, even though it may be obvious as soon as the source is identified that no danger exists. Vibrations from sources difficult to identify, such as those from distant blasting, are unconsciously registered by humans as very disturbing – especially if there is no warning.

In construction work, in addition to the ground vibrations generated by blasting, nearby activities such as driving, piling, traveling by trucks or trains also generate ground vibrations. At some distance from the source, the wavelength range of vibration will dominate – whether it is generated by blasting, other construction activities, or by road or rail traffic. At very long distances, the Rayleigh wave in rock can have a wavelength longer than 100 m. The connection between vibration and damage to buildings is more complicated. A most important factor is the static stress influencing the building elements, and how much the original values have been increased by ground settlement, moisture variations, and temperature variations. In extreme cases, very small vibrations can trigger significant damage, almost entirely due to a static stress condition. Buildings not founded on solid rock are more or less damaged over time by settlement in the foundations. Dynamic stress from vibrations can accelerate the development of such damage – often referred to as accelerated ageing.

The potential for vibration damage to structures during construction of the High-Speed Rail is significant. Vibration impacts will continue with operation of the High-Speed Rail.

What are the Authority's plans to certify the structural integrity of all impacted areas prior to construction? How will damage to structures be monitored over time? How will owners be compensated for damage to structures?

Residents need to insist that the health impacts to animals and humans from vibration exposure be studied and monitored.

**•PARKS, RECREATION AND OPEN SPACE Recreation**

Acton is an "outdoor" community. A considerable amount of recreational time is spent on horseback, hiking, playing sports or working in gardens.

The Pacific Crest Trail, equestrian

trails and other hiking corridors pass through Acton. There are identified wilderness sanctuaries for wildlife and bird viewing in the Acton community. Noise, dust, vibration impacts, and trail access limitations potentially can curtail these activities and otherwise interfere with the pleasure of engaging in these activities. Spooked horses raise a significant risk of injury to horse and rider.

The overpowering noise of the High-Speed Rail may inhibit a hiker's or a rider's ability to perceive an external threat while on the trail (i.e., rattlesnakes, mountain lions, etc.). Acton and Agua Dulce are home to the Southern Pacific rattlesnake.

**•PUBLIC UTILITIES AND ENERGY**

**Public Services (Water, Energy, Waste, Etc.)**

How will disruption water, energy and waste removal services be compensated?

In the event of an emergency, the nearest Sheriff's station and hospital are 20 miles north of Acton or south of Agua Dulce. Los Angeles County Fire Stations are located in both communities, but emergency response time will be impacted severely by any proposed road closures. How does the Authority plan to address this issue?

Will there be sustainable planning measures? Will additional emergency resources and fire protection services be added for a project of this magnitude? What protections and services will be made available in case of a derailment, earthquake or other disaster?

**•REGIONAL GROWTH**

Area growth for the betterment of the community would cease.

**Population Growth and Housing**

Construction of the High-Speed Rail will not create any direct benefit to Acton or Agua Dulce; the negative impacts of the project are disproportionate to any benefit,

AGREED *[Signature]*

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**August Special**

269-0096 **Choice of Pizza: Large One Topping (this topping \$2.75 each)**  
**Choice of Pasta: Spaghetti (with Meat), or Fettuc. Alfredo**  
**Choice of Side: Hot Wings, BBQ Wings, or BBQ Rib Tips**  
**Choice of Salad: Large Green or Antipasto Salad** **\$35.78**

**TRY THEM**

**BBQ RIB TIPS**

Submission I018 (Janet Lammon, August 25, 2014) - Continued

and they are harmful to the rural community. This urban structure intrudes on Acton and Agua Dulce Community Standards for land development.

The High-Speed Rail will have a significant adverse impact on private property rights, public schools and established businesses. It will have a negative impact on housing values and on Acton's and Agua Dulce's rural environment. There is a high potential for negative impact on school enrollment. As residents flee, and prospective buyers refrain from relocating to Acton and Agua Dulce, the area will continue to decline in value and size. The schools will close and remaining residents will need to bus or transport their children to schools in other locations. Eventually, the town will die, or become an industrial area.

•SAFETY AND SECURITY

**Hazardous and Toxic Materials**

Exposure to regular pesticide use associated with maintenance of the track rights-of-way is a concern. What is the risk of pesticide drift or restrictions on pesticide use which would impact agricultural? The High-Speed Rail Authority should study this impact.

Will site contaminants be stored or disposed of in Acton?

How will the High-Speed Rail Authority ensure that the Clean Water Act is implemented and followed? How

will it ensure public safety when drilling or boring into methane gas deposits?

How will the Authority protect or notify the public regarding possible exposures through soil, air or water sources?

How will the Authority protect the population from exposure to Valley Fever when causing major earth disturbances?

•SOCIOECONOMICS AND COMMUNITIES

The High-Speed Rail will have a significant adverse impact on private property rights, public schools and established businesses. It will have a negative impact on housing values and on the rural environment. There is a high potential for negative impact on school enrollment. As residents leave, and prospective buyers refrain from relocating to Acton-Agua Dulce, the area will continue to decline in value and size. Schools will close and remaining residents will need to bus or transport their children to schools in other locations. Eventually, the town will die, or become an industrial area. Local businesses will have a declining population to serve, a circumstance that will drive them out of business.

•TRANSPORTATION AND TRAFFIC

During the construction phase and during the operation of the High-Speed Rail, motorists driving along existing

*Agreed*



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For a private consultation contact our Team Leader & CEO, Rob Talbot at (661) 435-8281 .  
*We will give you the MAP to success!*

**3622 Smith Avenue, Acton, CA 93510**

Submission I018 (Janet Lammon, August 25, 2014) - Continued

streets and highways are likely to be inordinately distracted. This distraction is likely to increase the risk of traffic collisions and/or delays for emergency vehicle response. Temporary and permanent road closures during construction and operation of the High-Speed Rail most likely will cause significant disruption to community residents. Access to school sites may be limited for the SR14 Hybrid and SR14 East alignments during construction or final operation of the High-Speed Rail. Increased traffic will be caused by trucks, equipment, construction staff, inspectors, and the like due to demands of the project.

Sierra Highway, Soledad Canyon Road and Angeles Forrest Highway are commuter roadways to locations north and south of Acton and Agua Dulce. There is high potential for transportation and traffic impacts along these roadways. There is a question of whether local roadways will be able to handle the increased level of service, load and capacity during construction. Who is responsible for repairing any damage to the roadways?

There are no traffic signals in Acton or Agua Dulce, save one at the Vincent Train Station in keeping with community standards and the desire to maintain a rural lifestyle. How will traffic delays be handled and mitigated?

•OTHER IMPACTS

The Authority has not reached out to disabled community members or shut-ins for their comments and concerns regarding this project. Some disabled Acton residents are unable to complete and mail their comment card, are unable to type, and/or do not have email access. This population has been under-served by the Authority even though they will be suffering the negative impacts of this rail project.

•OTHER CONSIDERATIONS

The manner in which this project has been segmented by the Authority poses a significant disadvantage to the Acton community. Acton has been informed that the Authority is not required to choose one of the alternative alignments (completely underground or avoiding the entire community of Acton) if the cost impact of doing so is unfavorable to the project as a whole. Because the cost of avoiding Acton is high, and the Burbank to Palmdale segment of the alignment has been separated from the other alignments of Phase 1 of the High-Speed Rail project, the Authority cost analysis of avoiding Acton can exclude a more favorable route alignment. Acton should object to the manner in which the High-Speed Rail alignments have been segmented.

\* \* \*

AGREED *[Signature]*

**COWBOY GATHERING**  
AND **POTLUCK DINNER**

**Friday, August 29th • 7 pm**  
at the Sheridan Rancho  
9424 Old Stage Rd. Agua Dulce

• Potluck Dinner • Music  
• Cowboy Story  
by Pastor Mike

(Potluck means you bring some food to share with others!)  
No alcohol or pets please

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**FAMILY COMMUNITY CHURCH of AGUA DULCE**

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Live Music with  
**TRAVELIN LIGHT**

Submission I018 (Janet Lammon, August 25, 2014) - Continued



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**WENDY MOORE**  
REALTOR®  
Notary Public  
Broker Associate

**"We Work Where We Live"**  
**(661) 478-9205**  
 wendymoore@kw.com  
 www.ActonAguaDulceLiving.com



**Just Reduced**

Cute Littlerock ranch home with newer kitchen & flooring throughout. 3+2 and large bonus/bedroom room. Master bath has tiled walk-in shower and jetted tub. Double tiled vanity. Open kitchen to living room and dining area. Usable property with separate back gate too. Sit back and enjoy the view. **REDUCED TO \$179,000**



**SOLD**  
**We Can Sell Yours Too!**

Santa Clarita -- In a garden like setting of Tres Robles Townhomes this move in ready 2+3 tri-level townhome features open living room w/fireplace. All bedrooms w/ own private baths. Central A/C & heat, 1/2 bath downstairs, laundry in unit, 2 car attached garage w/direct access. Good sized patio for family gatherings. HOA offers pool, kids play areas, maintenance to common areas. Bike trail runs along the backside of the property. Close to shopping and freeway. Priced to sell! **\$238,000**



**Pending**

Adorable log cabin with your own solar electricity. 4 bedrooms, master down stairs, 2 baths. Kitchen with island and eating area. Large living room with wood stove adds extra charm. Great patios to enjoy the views. Horse facilities too. Come home to your own private getaway. **\$359,000**



**Pending**

Ranch Style Living at its Finest! Fully updated & renovated home in Acton. Open floor plan, formal living rm w/ beautiful gas fpic. Separate formal dining. Spacious & large windows to enjoy the views. Kitchen w/new SS appliances, new SS sink w/Moen fixtures, new travertine-like tile flooring & new granite counters. Master bath fully renovated. Other bdrms w/access to own baths. 3+3, on 2+ acres w/plenty of room for horses, RV, boat, etc. Too much to list here!! **\$462,125**



Charming home in desirable area of Acton. Excellent location w/ breathtaking views. Open floor plan w/hardwood & tile floors & carpet. Spacious kitchen w/island opens to dining rm w/great built-ins. Fpic in family rm 3+2, large master suite. Patio is a place to relax. On county utilities. Covered RV parking. **\$489,000**

**COMING SOON**



**ACTON** Beautiful custom home on 5 usable acres. 2770 sq. ft., 3 bedroom, office, 3 bath, huge kitchen w/island, perfect for entertaining. Master suite w/ retreat so you can take time to relax.



**Just Reduced**

Horse property home w/pool & spa too! 4+3, formal living & dining rm, separate family rm w/fireplace & open to nice sized kitchen w/huge walk-in pantry. Master w/fireplace, huge walk-in closet & French doors open onto the patio. Master bath w/soaking jacuzzi tub adjoined to the walk-in shower. Large patio built for entertaining. Country living with county utilities! **REDUCED TO \$525,000**



Well planned layout for ease of living & entertaining. Recent remodeled kitchen, cabinets & granite double OG design counters & back splash. Large pantry, Spacious bedrooms. Both baths have been updated. Half bath in garage. Beautiful fountain & a cool light from Alvarado Street in downtown L.A. from the 1930's. Beautiful in ground swimming pool and spa. Two covered horse corals, pig stall & dog run. Large 10x20 shed. Newer septic system w/each lines replaced. Absolutely breathtaking views. **\$530,000**

"All information deemed reliable but not guaranteed. Equal Opportunity Provider. Each office is independently owned and operated."

Submission I018 (Janet Lammon, August 25, 2014) - Continued

LAMMON  
3624 LARIAT WAY  
ACTON, CA 93510



MARK A. McLOUGHLIN  
DIRECTOR OF ENVIRONMENTAL SERVICES  
ATTN: PALMDALE TO BURBANK SECTION PROJECT LEVEL EIR/EIS  
CALIFORNIA HIGH-SPEED RAIL AUTHORITY  
700 NORTH ALAMEDA STREET, ROOM 3-532  
LOS ANGELES, CA 90012

9001233352



Submission I019 (John & Rain Logan, August 7, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: John & Rain Logan		DATE: 08-07-14	
MEETING LOCATION: Chumbale		AFFILIATION:	
ADDRESS: 3720 Sunqak 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"/> PALMDALE TO BURBANK			
<input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
will it affect close proximity to housing as far as noise and vibration.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS: We're very hopeful for this undertaking to handle us positively to help create jobs and build real estate. - Rain Logan Keller Williams, Av			
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@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I020 (Alison Lorch, August 14, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Alison Lorch		DATE: 14 Aug 14	
MEETING LOCATION: Lake View Terrace		AFFILIATION:	
ADDRESS: 10935 Longford St	EMAIL: alisonlorch@yahoo.com	PHONE: 818 485-5210	
CITY: Lake View Terrace	STATE: CA	ZIP: 91342	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
Lake View Terrace and the surrounding areas are scenic, rural, agricultural, equine areas which are becoming more and more rare in greater Los Angeles.			
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: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I021 (Linda Manchen, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>LINDA MANCHEN</i>		DATE: <i>8-11-14</i>	
MEETING LOCATION: <i>Auton</i>		AFFILIATION:	
ADDRESS: <i>32206 A.F.H.</i>	EMAIL:	PHONE:	
CITY: <i>Palmdale</i>	STATE: <i>Ca</i>	ZIP: <i>93550</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? * (Check all that apply)			
<input type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK			
<input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<i>What is the HSR's position on inverse condemnation.</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: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

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Submission I022 (Ann Masterson, September 4, 2014)

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9/4/2014

Ann Masterson 9906 Wornom Ave. Shadow Hills, CA 91040

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

Re: High Speed Rail/Palmdale to Burbank

Dear Mr. McLoughlin/Palmdale-Burbank HSR,

It is with great bewilderment and distain that I am needing to use my valuable time to write this letter regarding the egregious proposal of Shadow Hills being anywhere near a proposed option for an Alternative Corridor route for this HSR project.

Shadow Hills is one of the last dedicated Equestrian areas remaining in Los Angeles. We, as a unified community, are committed to preserving a rural lifestyle. We have fought, and will continue to fight for, our Open Spaces to stay open, our wildlife corridors to remain intact; serving as a safe habitat for the myriad of non-human creatures who are a vital part of our eco-system, and our unique, rural properties which support the values and animals we care for, embodying the lifestyle we have chosen to create in Shadow Hills.

I am not sure how, or by whom, the preposterous idea got to the table in the first place, of Shadow Hills being a viable alternative for this project to commence, clearly it is motivated by something other than common sense or rationality. Desperation to appease corporate interest(s) perhaps? It most certainly is not with any consideration towards the greatest good for the hard-working, tax-paying, voting citizen's of Shadow Hills, or those who enjoy visiting our beautiful open spaces! I am well beyond confidant that the true bottom line and motivation WILL surface; I look forward to assisting this action.

I demand that this alternative route be permanently eliminated from consideration. As a community, we the people of Shadow Hills, will not back down from any challenge or proposal, instigated by any person, corporation or Governmental agency, which is not in alignment with our values or threatens our preservation of lifestyle in our beautiful and cherished area of Shadow Hills!

Sincerely,

Ann Masterson

Ann Masterson

Submission I022 (Ann Masterson, September 4, 2014) - Continued



Submission I023 (Cari McLane, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>Cari McLane</i>		DATE: <i>8-11-14</i>	
MEETING LOCATION: <i>Acton Library</i>		AFFILIATION: <i>Town of Acton</i>	
ADDRESS: <i>P.O. Box 696</i>		EMAIL: <i>Cari@werdyard.com</i>	PHONE: <i>661 965-4569</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)			
<input checked="" type="radio"/> STATEWIDE <input type="radio"/> PALMDALE TO BURBANK			
<input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>Nothing! I do not want this high speed rail at all. It doesn't matter what route it takes, it is going to RLLIN some part of Acton, and that is unconscionable. I want the high speed rail to go away and so does the majority of people in Acton.</i>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
ADDITIONAL COMMENTS:			
<i>I don't have any. Just, please, go away!!</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: <a href="mailto:palmdale_burbank@hst.ca.gov">palmdale_burbank@hst.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

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Submission I024 (Russel Monroe, July 28, 2014)

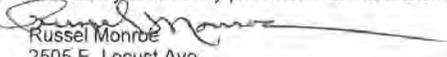
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Page 1 of 1

Subj: **The Palmdale Terminal**  
Date: 7/28/2014 12:25:23 P.M. Pacific Daylight Time  
From: [SPLITHAPNS@aol.com](mailto:SPLITHAPNS@aol.com)  
To: [pslmdale-burbank@hsr.co.gov](mailto:pslmdale-burbank@hsr.co.gov)

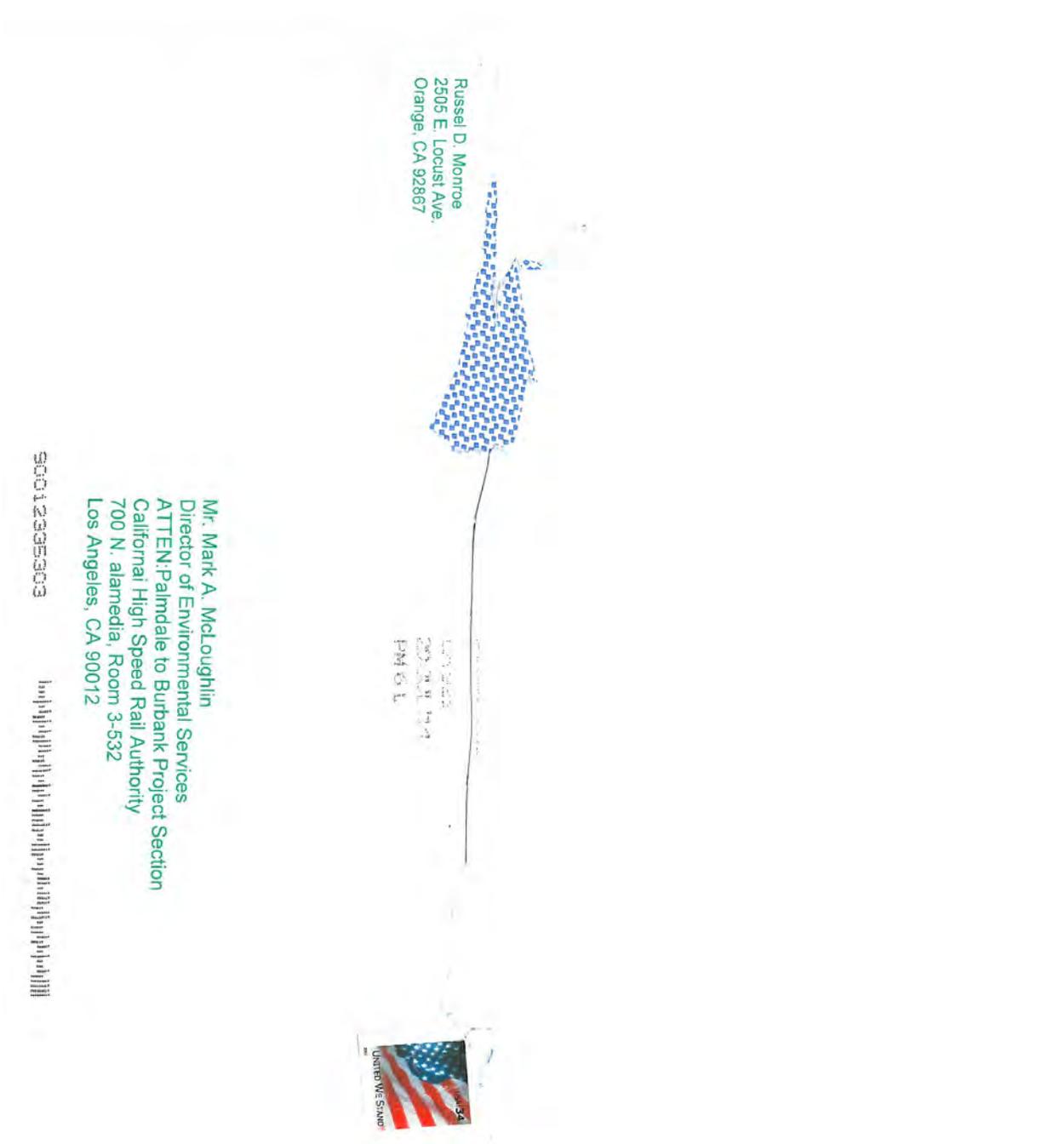
I have appeared before the High Speed Rail Authority meeting that was held in Los Angeles at the Los Angeles Transportation Authority Board Room on January 12, 2012. My concern at the time was and still is the lack of fore site in the potential benefits of making the Palmdale Terminal into one of the MAJOR terminals for the High Speed Rail System. It is my contention that the possibility of the Palmdale Airport becoming an International Airport in the near future can not be ignored. That being said it must be apparent to even the most nearsighted person that would demand a MAJOR terminus to accommodate the masses of travelers that will be moving through the area. In addition I propose that this terminal be the terminus for the High Speed Rail System that is currently being proposed to and from Las Vegas. That route is in jeopardy because of the Senator from Nevada, Harry Reid who has expressed his desire to terminate the route in Victorville. WHY? Just take a look at the extensive land holdings he has in the area. Why would anyone consider a commute up the Cajon Pass to a Victorville terminal (that would serve only one destination for a passanger) a better choice than from L.A. to a Palmdale multiuse terminal for a high speed trip to Las Vegas?

These are my comments and you have my permission to make them a public record if so desired.

  
Russel Monroe  
2505 E. Locust Ave.  
Orange, Ca 92867-6201

Monday, July 28, 2014 AOL: SPLITHAPNS

Submission I024 (Russel Monroe, July 28, 2014) - Continued



90012335303



Mr. Mark A. McLoughlin  
Director of Environmental Services  
ATTEN: Palmdale to Burbank Project Section  
California High Speed Rail Authority  
700 N. Alameda, Room 3-532  
Los Angeles, CA 90012

Submission I025 (Garfield Moragne, August 12, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: MORAGNE, GARFIELD		DATE: 8/12/14	
MEETING LOCATION: SYLMAR		AFFILIATION: RESIDENT	
ADDRESS: 422 GARAGE BAY AVENUE	EMAIL: QUIXVI@MSA.COM	PHONE: 619-865-9630	
CITY: SAN FERNANDO	STATE: CA	ZIP: 91340	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
I LIVE 4 BLOCKS AWAY FROM THE METROLINK SAN FERNANDO / SYLMAR STATION. I WOULD LIKE TO KNOW WHAT IMPACT THIS HSR PROJECT WILL HAVE ON MY HOME. WILL THE PROJECT USE THE EXISTING RAIL TRACKS OR WILL ADDITIONAL TRACKS BE ADDED? IF SO, HOW EXTENSIVE WILL ANY EXPANSION BE? HOW WILL OUR LOCAL BUSINESSES LOCATED NEAR THE EXISTING TRACKS BE NEGATIVELY IMPACTED?			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
(SEE ABOVE)			
ADDITIONAL COMMENTS:			
NA			
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@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I026 (Heather Norman, August 28, 2014)



CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section  
Scoping Comment Card

NAME: Heather Norman

DATE: 8/28/14

MEETING LOCATION: Acton

AFFILIATION:

ADDRESS: 34348 Katrina St.

EMAIL: elyograg@msn.com

PHONE: 661-713-4150

CITY: Acton

STATE: CA

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

STATEWIDE

PALMDALE TO BURBANK

\*NOTE: This does not substitute for formal request to receive legal notices.

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.

- The vibration noise will be a problem, especially for my son. He has sensory processing disorder and is hyper sensitive to extraneous stimuli. When he is over stimulated, he gets agitated, and distracted. If the line comes by our home (hybrid line) he won't be able to get the rest he needs to cope at school and if the other line goes in, it will run next to his school meadowlark and will cause problems there as well, not just for him but for all students.
- Where our house is located, there is basically one main road in & out. During construction it concerns me that there will be road closures and delays and with us being in an extreme fire zone, I'm concerned about emergency vehicles being able to get to us or for us to escape if a fast moving fire is coming thru.

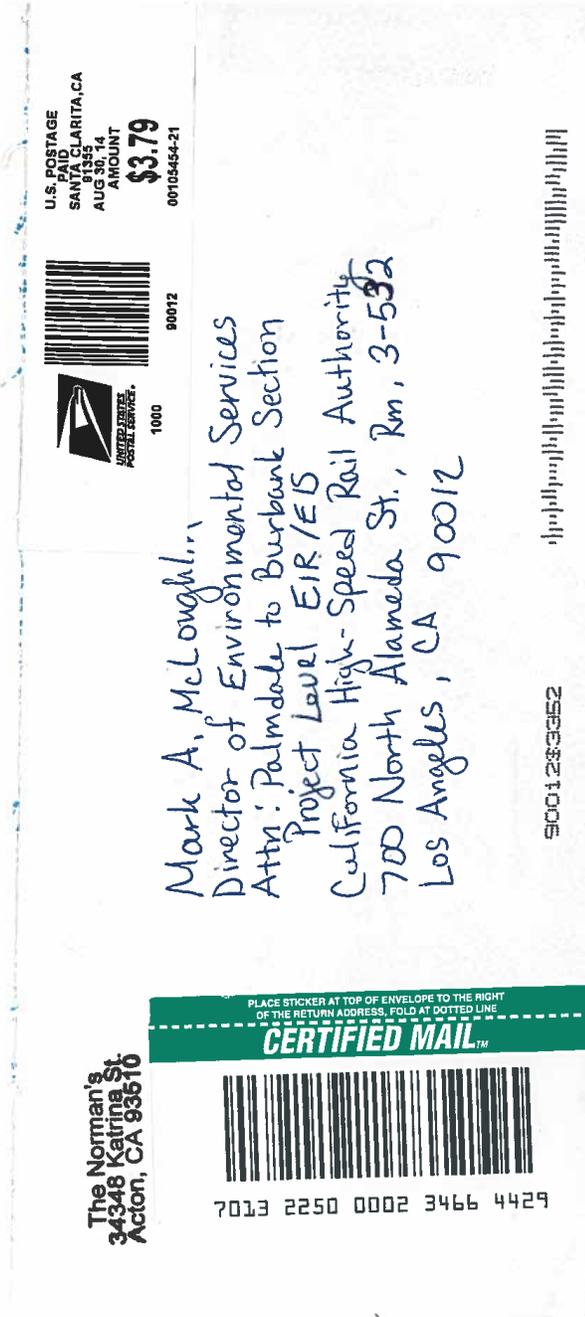
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

- There is the concern of our proximity to the San Andreas Fault. We are at the far end of Acton, closest to the fault. Tunneling through our mountain concerns me that the blasting/tunneling/vibrations will cause the next "big one" to come before it should.
- In addition to triggering earthquakes, there is the concern of liquefaction occurring and again closing roads that we need for safety as well as just having a normal life.
- There is also the concern of serpentine rock being exposed to air as there is tunneling. Once it is exposed then it is asbestos and in a severe drought, when every single drop is important, it's unthinkable what the mining will do to the environment. The rock can't be kept wet so it will freely be sent into our air & the occurrence of lung cancer will be catastrophic.
- Before construction begins I want my home, barn, and pool structurally certified by a 3rd party to give a documented baseline so if at any time either during or after construction while the train is operating we have damage, we'll be able to trace it back from our baseline.

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@hrr.ca.gov](mailto:palmdale_burbank@hrr.ca.gov)  
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

Submission I026 (Heather Norman, August 28, 2014) - Continued



---

Submission I027 (Jerry and Betty Oldfield, August 27, 2014)

---

OLDFIELD

27441 Clearlake Drive

Canyon Country, CA 91387

August 27, 2014

Dear Mr. McLoughlin,

We strongly urge the proposed rail alignment bypass Santa Clarita Valley altogether and the proposal by Supervisor Antonovich be accepted.

The Santa Clarita proposal cuts through extensive housing, a large active church and passes closely to two schools, doing damage to a large part of the eastern Santa Clarita Valley.

Surely this plan was proposed by those who had never even seen this part of the valley. Otherwise, intelligent planners would have never even considered this plan.

Antonovich's proposed route IS intelligent, doing damage to no community.

Let sanity prevail.

Jerry and Betty Oldfield

Submission I027 (Jerry and Betty Oldfield, August 27, 2014) - Continued

Jerry Oldfield  
27441 Clearlake Dr  
Canyon County, CA 91387

Mr. Mark A. McLoughlin  
California High Speed Rail Authority  
Southern California Regional Office  
700 N. Alameda, Room 3-352  
Los Angeles, CA 90012

9001238303



SANTA CLAYTON CA 913  
27 AUG 2014 PM 5 L



Submission I028 (Koch O'Reilly, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Koch		DATE: 8-11-14	
MEETING LOCATION: Acton Lib		AFFILIATION:	
ADDRESS: 7650 Soledad		EMAIL: customerservice@kochs.com	PHONE: 6612681341
CITY: CYN RA Acton	STATE: CA	ZIP: 9351	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input type="checkbox"/> STATEWIDE <input checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="checkbox"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
train 2/ternative corridor thru Angeles National Forest will cut thru back of my 160 acre property			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
will affect my <sup>under</sup> ground well noise levels			
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: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

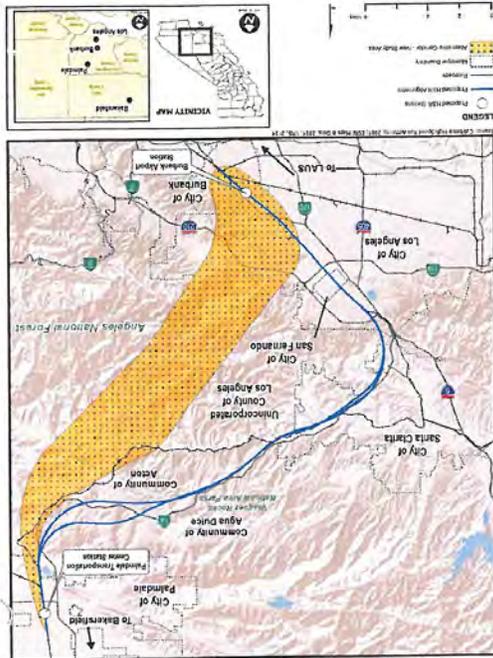
Submission I029 (Michael Patterson, August 7, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section Scoping Comment Card</b>	
NAME: <i>MICHAEL PATTERSON</i>		DATE: <i>AUG 7-2014</i>	
MEETING LOCATION: <i>PALMDALE</i>		AFFILIATION: <i>AGAD &amp; FROST LOCAL 5</i>	
ADDRESS: <i>10280 RANCHERO RD</i>		EMAIL: <i>MICHAEL.HWLS@adl.com</i>	PHONE: <i>626 771 6027</i>
CITY: <i>OAK HILLS</i>	STATE: <i>CA</i>	ZIP: <i>92344</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)			
<input checked="" type="checkbox"/> STATEWIDE <input type="checkbox"/> PALMDALE TO BURBANK			
<input type="checkbox"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<i>TAKE CAR OFF HIWAYS LOW EMISSIONS GOOD JOB BUILDING FOR THE FUTURE.</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: <a href="mailto:palmdale_burbank@hsr.ca.gov">palmdale_burbank@hsr.ca.gov</a> . ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I030 (Katharine Paull, August 16, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <i>KATHARINE PAULL</i>		DATE: <i>8/12/14</i>	
MEETING LOCATION: <i>Sylmar</i>		AFFILIATION: <i>Kogel Canyon Civic Ass.</i>	
ADDRESS: <i>2215 PARK TRAIL</i>		EMAIL: <i>KPaull@earthlink.net</i>	PHONE: <i>(818) 899-7003</i>
CITY: <i>Kogel Canyon</i>	STATE: <i>CA</i>	ZIP: <i>91342</i>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? * (Check all that apply) <input type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
<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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p><i>If the alternative plan is selected, I am concerned about loss of open space, noise, traffic, aesthetics, and effect upon water sources, including the Pacoima Reservoir. Earthquake activity should be addressed, also.</i></p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p><i>Communities should not be destroyed. Rural land is as important as developed land. Let us not industrialize the areas in the Northeast San Fernando Valley that still afford a rural life style.</i></p>			
ADDITIONAL COMMENTS:			
<p><i>Decisions should NOT be political in nature. Cost should be considered. Who owns the land under a National Forest? I, for one, love these mountains and would hate to see them disrupted. How deep would the tunneling be? Would vibrations be felt?</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: palmdale_burbank@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I030 (Katharine Paull, August 16, 2014) - Continued



By E-Mail: [palmdale\\_burbank@hsr.ca.gov](mailto:palmdale_burbank@hsr.ca.gov)

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:

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

**CALIFORNIA**  
 High-Speed Rail Authority  
 700 North Alameda Street, Room 3-532  
 Los Angeles, CA 90012

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

90012335303

Submission I031 (Louise Pearson, August 11, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: <b>LOUISE PEARSON</b>		DATE: <b>Aug 11, 2014</b>	
MEETING LOCATION: <b>Aug 11, 2014 ACTON LIBRARY</b>		AFFILIATION: <b>"SCOPING MEETING"</b>	
ADDRESS: <b>1765 MARY ROAD</b>		EMAIL: <b>LCPEARSON1@YAHOO.COM</b>	PHONE: <b>(661) 341-0824</b>
CITY: <b>ACTON</b>	STATE: <b>CA</b>	ZIP: <b>93510</b>	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) <input checked="" type="radio"/> STATEWIDE <input checked="" type="radio"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
1. WHAT WILL BE THE AFFECT OF THE NOISE, VIBRATION & DWT ETC... IN REGARDS TO MY HORSE, DONKEY & MYSELF?			
2. WHAT WILL BE THE AIR QUALITY AS THE PROJECT/ TRAIN SYSTEM IS BEING BUILT & ONCE IT'S COMPLETED?			
3. WHAT RESEARCH HAS BEEN DONE ON AIR QUALITY DURING CONSTRUCTION & WHEN THE TRAINS ARE RUNNING ON THE LENGTH OF HUMAN BEINGS & HORSES - SPECIFICALLY DOCUMENT ALL STUDIES, RESULTS, HOW MANY PEOPLE WALK IN THAT STUDY. ALSO, AFFECTS ON IMMUNE COMPROMISED PEOPLE, RESPIRATORY PROBLEMS, CANCER ETC...?			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
4. WHERE IS THE DIRT FROM THE TUNNELS GOING TO BE PUT? HOW IS IT GOING TO AFFECT THE LANDSCAPING OF ACTON?			
5. HOW IS THIS PROJECT GOING TO AFFECT THE WATER SUPPLY IN ACTON?			
6. IS THE VIBRATION GOING TO HAVE AN IMPACT ON OUR FOUNDATIONS OF OUR HOMES?			
7. HOW ARE YOU GOING TO PREVENT HAZARDOUS & TOXIC MATERIALS <sup>POSS</sup> SEEPING INTO THE GROUND WATER? ALSO, WILL YOU DO WATER LEAKING OF GROUND WATER ONCE THE PROJECT STARTS & <del>FOR</del> FOR HOW LONG AFTER THE TRAINS START RUNNING?			
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: palmdale_burbank@hst.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			



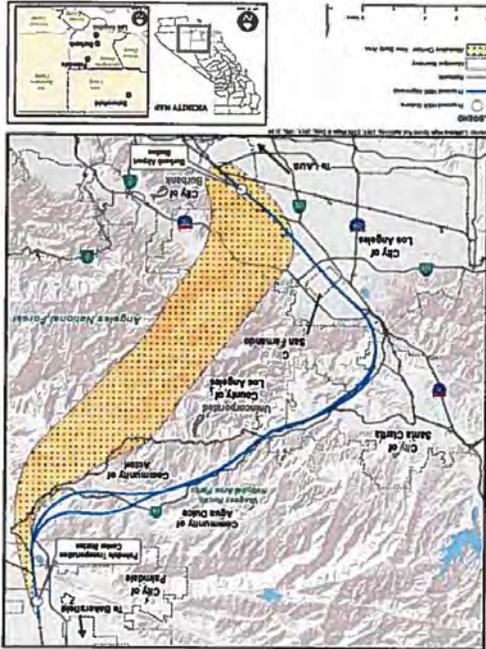
Submission I032 (Amanda Petryshyn, August 7, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card	
NAME: Amanda Petryshyn		DATE: 8/7/2014	
MEETING LOCATION: Palmdale CA		AFFILIATION:	
ADDRESS: 40701 Rancho Vista Blvd #21	EMAIL: apetryshyn@lamar.com Amanda.B.Kittkat@gmail	PHONE: 6616180454	
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 checked="" type="checkbox"/> PALMDALE TO BURBANK <input type="radio"/> BURBANK TO LOS ANGELES			
*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 PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.			
<p>I think the Alternative route through the San Gabriel Mt. area would be beneficial to all surrounding cities and <sup>lower</sup> <del>lessen</del> the environmental impact to them as well.</p>			
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?			
<p><b>JOBS!</b> Access to the resources to the public on how to be trained in these fields that could lower the unemployment in this community. Previous projects hired out of state contractors and this frustrated our community that people were not hired at HOME! I think USE the work source centers to train and as a resource for the unemployed. WE NEED THIS opportunity here in the A.V.</p>			
ADDITIONAL COMMENTS: I AM ALL For this and can help in getting <u>awareness</u> to the community by the thousands!  LAMAR Outdoor = apetryshyn@lamar.com.			
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@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.			

Submission I033 (Lillian Pinho, August 28, 2014)

 <b>CALIFORNIA High-Speed Rail Authority</b>		<b>Palmdale to Burbank Section</b> Scoping Comment Card
NAME: LILLIAN PINHO		DATE: AUG 28, 2014
MEETING LOCATION:	AFFILIATION:	
ADDRESS: 11400 SKYLARK RD	EMAIL:	PHONE:
CITY: SUNLAND	STATE: CA	ZIP: 91040-2045
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 type="radio"/> STATEWIDE		
<input checked="" type="radio"/> PALMDALE TO BURBANK		
<input type="radio"/> 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.		
1. EFFECT ON ANGELES NATIONAL FOREST AND WILDLIFE ALTERNATIVE CORRIDOR USED 2. EFFECT ON RURAL NATURE OF LAKEVIEW TERRACE SUNLAND IF ALTERNATIVE CORRIDOR USED.		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?		
ADDITIONAL COMMENTS: We do not want the HSR to use alternative corridor. Better to use proposed route of RLY 14 and 5 as they are already transportation corridors.		
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@hsr.ca.gov. ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.		

Submission I033 (Lillian Pinho, August 28, 2014) - Continued



By E-Mail:  
palmdale\_burbank@hsr.ca.gov

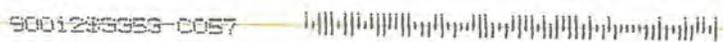
Mark A. McLoughlin  
Director of Environmental Services  
Attention: Palmdale to Burbank Section  
Project Level EIR/EIS  
California High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012

By Mail:  
All public scoping comments for the  
Palmdale to Burbank Project Section  
must be submitted by August 31, 2014.  
Please submit comments:

 **CALIFORNIA**  
High-Speed Rail Authority  
700 North Alameda Street, Room 3-532  
Los Angeles, CA 90012



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



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## Submission I034 (Bryan Theis, August 24, 2014)

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<b>Palmdale - Burbank - RECORD #675 DETAIL</b>
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<b>Status :</b>	Pending
<b>Record Date :</b>	9/3/2014
<b>Response Requested :</b>	
<b>Submission Date :</b>	8/24/2014
<b>Affiliation Type :</b>	Individual
<b>Interest As :</b>	Individual
<b>Submission Method :</b>	Project Email
<b>First Name :</b>	Bryan
<b>Last Name :</b>	Theis
<b>Professional Title :</b>	
<b>Business/Organization :</b>	
<b>Address :</b>	
<b>Apt./Suite No. :</b>	
<b>City :</b>	
<b>State :</b>	CA
<b>Zip Code :</b>	00000
<b>Telephone :</b>	
<b>Email :</b>	bryanbuzz@gmail.com
<b>Cell Phone :</b>	
<b>Email Subscription :</b>	
<b>Add to Mailing List :</b>	

**Stakeholder Comments/Issues :** Dear California HSR Authority:

I write today in strong support of the newly proposed tunnel in the Palmdale to Burbank project section of the California High-Speed Rail project. (I am a resident of Los Angeles, California, and an active voter and follower of this project statewide.)

The proposed tunnel would shorten the route for the entire rail project and bypass sensitive areas and communities along the 14 Freeway. As an avid environmentalist and user of the Angeles National Forest, I believe that the high-speed rail project is important enough to justify the intrusion into the mountains that the tunnel would cause.

Please continue to support decisions that build this crucial project along the most efficient route from an operational standpoint.

Yours very truly,

Bryan K. Theis

**EIR/EIS Comment :**

Yes

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