

## 17 STANDARD RESPONSES FOR BURBANK TO LOS ANGELES FINAL EIR/EIS

Comment Summary	Applicable Comments	Response	Classification
<b>General</b>		<b>BLA-Response-GENERAL-01: Hollywood Burbank Airport</b>	
<p>Commenters expressed concern about impacts to the Hollywood Burbank Airport, including impacts to Runway 8-26, airfield and airspace operations, and ADA accessibility.</p>	<ul style="list-style-type: none"> <li>• Unknown (BLA-761)</li> <li>• Eco-Rapid Transit (BLA-766)</li> <li>• City of Burbank (BLA-789)</li> <li>• BGPAA (BLA-888)</li> <li>• FAA (BLA-915)</li> </ul>	<p><b>Hollywood Burbank Airport Runway 8-26.</b> A portion of the HSR project would cross under Runway 8-26, Taxiway D, the proposed extended Taxiway C, and Runway Protection Zones at the Hollywood Burbank Airport. For the portion of the tunnel alignment under the Hollywood Burbank Airport runway and taxiways, the preferred method of construction would use sequential excavation method (SEM), which would avoid disruption to runway and taxiways operations during construction. The runway and taxiways systems would remain fully operational during construction because the SEM minimizes surface disruption, which would be limited to the tunnel entry and exit points. These areas are located outside the runway areas and associated safety zones. As stated in Section 2.9.5 of this Final EIR/EIS, the SEM method sequentially excavates the tunnel and installs temporary tunnel support liners throughout excavation to ensure structural integrity of the excavated area during construction. All areas needed for construction, including the tunnel launch box and staging areas, would be outside of the airfield and Runway Protection Zones. Figure 2-45 in Chapter 2, Alternatives, of this Final EIR/EIS depicts the location of the tunnel, as well as the approximate locations of the tunnel launch boxes. Because the HSR Build Alternative would be in a tunnel under the Hollywood Burbank Airport runway, specifically a portion of the cross runway 8-26, taxiway D and proposed extended taxiway C, once operable it would not increase hazards within an airport or airport land use compatibility plan area and it would not expose people residing or working in the RSA to a safety hazard in the vicinity of an airport.</p> <p><b>Airfield and Airspace Operations.</b> Tall structures (200 feet or greater), can pose an obstruction to airfield operations and may interfere with communications, navigation, and surveillance and weather equipment due to frequency interference, scattering of radar beams, or attenuation of radar returns. The HSR Project would not require use of equipment or the construction of objects taller than 80 feet within 2 miles of the Hollywood Burbank Airport or within the planning boundary/airport influence area for the Hollywood Burbank Airport. The Burbank Airport Station would be primarily constructed below grade with a portion of the facility above grade that would not exceed 60 feet in height. In addition, structures and equipment will be sited outside of the Runway Protection Zone. Cranes used during construction at Burbank Airport Station would not exceed 80 feet in height. Additionally, the use of tall construction equipment (e.g., cranes and drill rigs) affecting National Airspace System (NAS) would require flagging and lighting in accordance with Federal Aviation Administration (FAA) regulations. To address the potential for disruption of airfield and airspace operations at the Hollywood Burbank Airport as a result of operation of the HSR Build Alternative, the HSR Build Alternative incorporates SS-IAMF#5 (refer to Appendix 2-B in this Final EIR/EIS), which requires the Authority to submit designs and/or information to the FAA as required by the Code of Federal Regulations, Title 14, Part 77, to ensure design of permanent HSR features within and adjacent to the boundary of Hollywood Burbank Airport do not intrude into imaginary surfaces as defined in 14 C.F.R. Section 77.9 (b). The HSR Build Alternative also incorporates SS-IAMF#6, which requires continued coordination with the FAA and the Burbank-Glendale-Pasadena Airport Authority (BGPAA) to avoid conflicts due to overlapping construction schedules and future operations at the Hollywood Burbank Airport as design of the HSR Build Alternative</p>	Project-specific

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		<p>progresses. SS-IAMF#6 would require coordination to support full operations of the runway and taxiway systems during construction.</p> <p><b>Impact Avoidance and Minimization Features.</b> The HSR Project incorporates standardized HSR features to avoid and minimize impacts. These features are referred to as Impact Avoidance and Minimization Features (IAMFs). IAMFs may involve the development of a plan or program (such as a dust control plan to minimize impacts on air quality) or may require or restrict an action (such as limiting construction material delivery hours to minimize impacts on traffic during peak travel times) to incorporate project design features that are unique to the project section. Three specific IAMFs (SS-IAMF#5, SS-IAMF#2, and SS-IAMF#6) apply to safety at the Hollywood Burbank Airport:</p> <ul style="list-style-type: none"> <li>• SS-IAMF#5: To prevent the potential for disruption of airfield and airspace operations at the Hollywood Burbank Airport as a result of construction of the HSR project, the HSR project incorporates SS-IAMF#5, which requires the Authority and/or the construction contractor(s) to submit construction plans, and/or information to the FAA for approval as required by the Code of Federal Regulations (CFR), Title 14, Part 77. Specifically, CFR, Title 14, Part 77 states that all applicants proposing any construction or alterations that may affect navigable airspace must file a Notice of Proposed Construction or Alteration (Form 7460-1) with the FAA. This notice allows the FAA to conduct an initial screening determination regarding a project. Information submitted to the FAA would include the location of planned HSR construction and construction staging areas within and adjacent to the boundary of the Hollywood Burbank Airport, the types and height of proposed equipment, and planned time/duration of construction, to ensure construction within and adjacent to the boundary of Hollywood Burbank Airport does not intrude into imaginary surfaces as defined in 14 C.F.R. section 77.25. Imaginary surfaces are imaginary planes in space extending from the airport that protects the airspace surrounding an airport from any hazards to air navigation. Additionally, SS-IAMF#5 requires the implementation of measures required by the FAA to ensure continued safety of air navigation during HSR construction pursuant to 14 C.F.R. section 77.5(c).</li> </ul> <p>As stated above, the FAA would review and approve the construction plans for improvements at or in the vicinity of Burbank Airport that could obstruct airspace or impact airport operations. A Notice of Proposed Construction or Alteration (FAA Form 7460-1) for the HSR project was filed with the FAA on November 21, 2019, requesting a preliminary determination on the proposed improvements. On March 5, 2020, the FAA provided a preliminary determination to the Authority that the FAA does not object to the construction of the portion of the tunnel under Runway 8-26, Taxiway D, the proposed extended Taxiway C, and critical airport safety zones with respect to the safe and efficient use of navigable airspace and the safety of persons and property on the ground, conditioned on certain requirements outlined in this determination. This determination expires on September 5, 2021 unless extended, revised or terminated. Additionally, this determination does not cover the construction of the station building north of Runway 8-26, which was recommended by the FAA to be refiled closer to the start of construction. A final determination based on the final design plans would be requested from FAA at least 45 days prior to construction. Additionally, project construction in the vicinity of the airport would be coordinated with the Airport Manager/Airport Traffic Control Tower, as requested by the FAA in the preliminary determination. The Authority will continue coordination with the FAA to ensure all necessary approvals are obtained. Incorporation of SS-IAMF#5, which requires the continued coordination with the FAA, including FAA's</p>	

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		<p>approval of the project design in the vicinity of Burbank Airport, would ensure that construction of the HSR project would not result in a hazard or incompatible use to airport operations.</p> <ul style="list-style-type: none"> <li>SS-IAMF#2: The HSR Project also incorporates SS-IAMF#2, which requires the contractor to develop a System Safety and Security Management Plan , a Site-Specific Health and Safety Plan, and a Site-Specific Security Plan that identify the local conditions and requirements unique to the construction site and work to be performed. The HSR Project would also incorporate TR-IAMF#4 and TR-IAMF#5, which requires the contractor to prepare specific construction management plans to address maintenance of pedestrian and bicycle access during the construction period where feasible (i.e., meeting design, safety, and Americans with Disabilities Act requirements). In addition, ADA access would be maintained during operation of the HSR Project.</li> <li>SS-IAMF#6: As design of the Burbank to Los Angeles Project Section progresses, the Authority shall continue to coordinate with the Federal Aviation Administration (FAA) and the BGPAA to avoid conflicts due to overlapping construction schedules and future operations at the Hollywood Burbank Airport. The purpose of this ongoing stakeholder coordination is to ensure that the design, construction, and operation of the HSR Build Alternative takes into consideration the Airport Layout Plan (ALP) and any future improvements to the Hollywood Burbank Airport identified in SCAG’s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy and to ensure that construction and operation of the HSR Build Alternative do not negatively impact these future improvements. Depending upon the impacts of the HSR Build Alternative on these future improvements, the Authority may enter into a funding agreement to cover the cost of an FAA Supplemental Environmental Impact Statement, if needed.</li> </ul> <p>The Authority would continue coordination with the FAA to ensure all necessary approvals are obtained. Incorporation of SS-IAMF#2, SS-IAMF#5, and SS-IAMF#6 adherence to relevant State and federal regulations related to tunnel construction, and continued coordination with the FAA would avoid creating a safety hazard for individuals residing or working in the project area related to SEM tunnel construction under Runway 8-26 and taxiways at the Hollywood Burbank Airport.</p>	
<b>General</b>		<b>BLA-Response-GENERAL-02: Funding and Project Costs</b>	
<p>Commenters expressed concern regarding project costs, the availability of funding for construction and operation, and potential overruns.</p>	<ul style="list-style-type: none"> <li>R. Margulieux (BLA-613)</li> <li>M. Johnston (BLA-658)</li> <li>Z. Ulyate-Crow (BLA-666 and BLA-741)</li> <li>D. Flores (BLA-704)</li> <li>D. Lane (BLA-757)</li> <li>Unknown (BLA-761)</li> <li>L. Blanton (BLA-774)</li> <li>C. Mills (BLA-784)</li> <li>M. Akin (BLA-802)</li> </ul>	<p><b>Cost.</b> As discussed in Section 1.2.4.1 of this Final EIR/EIS, California’s population is growing rapidly and, unless new transportation solutions are identified, traffic will become more congested and airport delays will continue to increase. Although the recent COVID-19 pandemic has resulted in some changes to travel patterns and travel frequency within California and between California and other destinations, it is assumed that this change is temporary and that with a post-pandemic economic recovery, the statewide HSR project is still needed to address the capacity constraints of California’s existing transportation system. The proposed HSR System would offer service competitive with automobile travel since there is a growing demand for intercity travel and capacity constraints as the total automobile travel time increases statewide due to congestion on highways used for intercity travel. It would increase mobility, while reducing air pollution, decreasing dependence on fossil fuels and protecting the environment by reducing greenhouse gas emissions. Operation of the HSR Build Alternative in the Burbank to Los Angeles project section would encourage compact, efficient land use and provide an economic driver for high-density, infill development around stations. Employment growth from construction and operation of the HSR Build</p>	<p>Programmatic and project-specific</p>

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	<ul style="list-style-type: none"> <li>• L. Mutia (BLA-806)</li> <li>• E. Baiocco Callahan (BLA-869)</li> <li>• S. Bolan (BLA-880)</li> <li>• NRDC (BLA-887)</li> <li>• The Nature Conservancy (BLA-900)</li> </ul>	<p>Alternative would be a net benefit for the region. For detail regarding the specific costs for the Burbank to Los Angeles Project Section, refer to Chapter 6, Project Costs and Operations, of this Final EIR/EIS.</p> <p><b>Funding.</b> The financial analysis of the California HSR System, described in the 2016 Business Plan (Authority 2016, pages 96 through 98) and the 2020 Business Plan (Authority 2020, page 143), shows that the projected ridership and revenues for the Phase 1 HSR system will be able to cover the costs of operating the system, meaning that no operational subsidy for Phase 1 would be required.</p> <p>Construction of the HSR project started in 2014 and is ongoing throughout the state. It is anticipated that construction of the HSR project will continue to be financed through a combination of federal, state, and private funds. To date, the Authority has secured funding through FRA's High-Speed Intercity Passenger Rail Program, California Proposition 1A's Safe, Reliable High-Speed Passenger Train Bond Act adopted by state voters in November 2008, and proceeds from California's Cap and Trade program. Through these funding sources, California has identified approximately \$9 billion to invest in the development of its HSR project through Proposition 1A, approximately \$3.5 billion in federal grant funds obligated through Cooperative Agreements with FRA, and between \$8.7 and \$11.4 billion in cap and trade funds (Authority 2020, page 2).</p> <p>In 2014, the Legislature also established a continuous funding source for the HSR System from the state's Cap and Trade Program. In 2017, the Legislature extended the Cap and Trade Program through 2030.</p> <p><b>Potential for Cost Overruns.</b> As discussed in Section 2.9.3 of this Final EIR/EIS, the Authority would begin implementing its construction plan for the Burbank to Los Angeles Project Section after receiving the required environmental approvals and permits, securing funding, and acquiring the necessary right-of-way for the project. The general approach outlined below would help avoid potential cost overruns by waiting to begin implementation of the construction plan until after funds are secured and right-of-way is acquired. Given the size and complexity of the HSR project, the design and construction work could be divided into several procurement packages. In general, the procurement would address the following:</p> <ul style="list-style-type: none"> <li>• Civil/structural infrastructure, including design and construction of passenger stations, maintenance facilities, wayside facilities, utility relocations, and roadway modifications</li> <li>• Trackwork, including design and construction of direct fixation track and sub-ballast, ballast, ties and rail installation, switches, and special trackwork</li> <li>• Core systems, such as traction power, train controls, communications, the operations center, and the procurement of trainsets</li> </ul>	

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<b>General</b>		<b>BLA-Response-GENERAL-03: General Opposition</b>	
Commenters expressed general opposition to the statewide HSR project, including the Burbank to Los Angeles project section.	<ul style="list-style-type: none"> <li>• L. Kaysing (BLA-664)</li> <li>• K. Murray (BLA-673)</li> <li>• F. Gonzalez (BLA-681)</li> <li>• D. Flores (BLA-704)</li> <li>• T. Amano-Tompkins (BLA-728)</li> <li>• D. Lane (BLA-730)</li> <li>• R. Nanni (BLA-733)</li> <li>• J. Stone (BLA-771)</li> <li>• L. Blanton (BLA-774)</li> <li>• G. Brenner (BLA-792)</li> <li>• J. DelloRusso (BLA-798)</li> <li>• M. Akin (BLA-802)</li> <li>• R. Smithers (BLA-804)</li> <li>• B. Wildermuth (BLA-842)</li> <li>• J. Garcia (BLA-858)</li> <li>• E. Baiocco Callahan (BLA-869)</li> <li>• S. Bolan (BLA-880)</li> </ul>	These comments present opinions on the HSR project, including both the statewide and Burbank to Los Angeles project section. CEQA and NEPA require a final EIR and EIS, respectively, to evaluate environmental issues in comments on a Draft EIR/EIS and to respond to the comments received on significant environmental issues (see 14 CCR §15088(a) and FRA Procedures for Considering Environmental Impacts 14(s)). The comments express the commenters' views on high-speed rail generally, and/or the Burbank to Los Angeles project section, but do not address an environmental issue in the Draft EIR/EIS.	Programmatic and project-specific

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<p><b>General</b></p>		<p><b>BLA-Response-GENERAL-04: General Support</b></p>	
<p>Commenters expressed general support for the statewide HSR project and/or the Burbank to Los Angeles project section. Benefits mentioned included economy, reduced congestion on roadways, and reduced pollution and related health benefits.</p>	<ul style="list-style-type: none"> <li>• M. Sulahian (BLA-626)</li> <li>• J. Fanaris (BLA-627)</li> <li>• T. Miller (BLA-645)</li> <li>• S. Spaeth (BLA-668)</li> <li>• T. Miller (BLA-669)</li> <li>• J. Belinky (BLA-679)</li> <li>• Sam P. (BLA-684)</li> <li>• G. Orcholski (BLA-690)</li> <li>• C. Mills (BLA-700)</li> <li>• C. Dominguez (BLA-701)</li> <li>• A. Carvalho (BLA-747)</li> <li>• A.A (BLA-756)</li> <li>• RailPAC (BLA-764)</li> <li>• Eco-Rapid Transit (BLA-766)</li> <li>• Sierra Club (BLA-773)</li> <li>• C. Sutkin (BLA-778)</li> <li>• LA River Communities for Environmental Equity (BLA-784)</li> <li>• Little Tokyo Business Association (BLA-787)</li> <li>• C. Gonzalez (BLA-801)</li> <li>• L. Mutia (BLA-806)</li> <li>• E. Sullivan (BLA-807)</li> <li>• P. Baker (BLA-808)</li> <li>• D. Lukins (BLA-809)</li> <li>• J. Alwill (BLA-810)</li> <li>• B. Shah (BLA-811)</li> <li>• W. Dicke (BLA-812)</li> <li>• E. Oddo (BLA-813)</li> <li>• C. Whitworth (BLA-814)</li> <li>• W. O'Rourke (BLA-815)</li> </ul>	<p>Comments were received in support of the statewide HSR project and/or the Burbank to Los Angeles project section and included comments in support of reducing the carbon footprint from automobiles, availability of transit options, and a fast and efficient mode of transportation throughout the state.</p> <p>The California High-Speed Rail System would bring significant benefits to California, both in the near term and in the long run. It would benefit individuals and the state as a whole. Benefits would encompass both economic and environmental concerns. California's population is growing rapidly and, unless new transportation solutions are identified, traffic and congestion will worsen and airport delays will continue to increase. The proposed HSR System would offer service competitive with automobile travel since there is a growing demand for intercity travel and capacity constraints as the total automobile travel time increases statewide due to congestion on highways used for intercity travel. It would increase mobility, while reducing air pollution, decreasing dependence on fossil fuels and protecting the environment by reducing greenhouse gas emissions.</p>	<p>Programmatic and project-specific</p>

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	<ul style="list-style-type: none"> <li>• A. Scotti (BLA-816)</li> <li>• J. Scott (BLA-817)</li> <li>• R. Gale (BLA-818)</li> <li>• R. Kearns (BLA-819)</li> <li>• C. Hempfling (BLA-821)</li> <li>• F. Orend (BLA-822)</li> <li>• C. Rose (BLA-823)</li> <li>• W. Burdett (BLA-824)</li> <li>• J. Moritz (BLA-825)</li> <li>• S. Terplan (BLA-826)</li> <li>• E. Kerr (BLA-827)</li> <li>• P. Mitchell (BLA-828)</li> <li>• P. Lopipero-Langmo (BLA-829)</li> <li>• K. Williams (BLA-830)</li> <li>• R. Christensen (BLA-831)</li> <li>• P. Dioquino (BLA-832)</li> <li>• G. Steward (BLA-833)</li> <li>• T. Knight (BLA-834)</li> <li>• T. Shates (BLA-836)</li> <li>• N. Swanson (BLA-837)</li> <li>• J. Steinberg (BLA-839)</li> <li>• L. Retherford (BLA-840)</li> <li>• M. Wells (BLA-841)</li> <li>• E. Menelick (BLA-844)</li> <li>• J. Ancewicz (BLA-847)</li> <li>• Sharron (BLA-871)</li> <li>• J. Brown (BLA-878)</li> <li>• Land Veritas Corp. (BLA-897)</li> <li>• LADOT (BLA-890)</li> </ul>		

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<b>General</b>			
<p>Commenters expressed concern that only two noise impact receptor points were measured for a community of over 400 homes. The commenters also state that homes to the west of the LA River in Frogtown have many more receptor points in the analysis, and express concern that impacts to homes west of the LA River will be mitigated with a sound barrier. The commenters more receptor points measured.</p> <p>Commenters expressed concern about the methods used to calculate noise and vibration impacts. Commenters point out that the freight, Metrolink, and Amtrak tracks would be moved approximately 30 feet closer to the Taylor Yard community, and express concern that this track shift in addition to the estimated number of HSR trains (approximately 200 trains a day) would result in severe noise and vibration impacts to their community. The commenters question the results of the analysis in the Draft EIR/EIS, which</p>	<ul style="list-style-type: none"> <li>• S. Hyun Yoon (BLA-706)</li> <li>• S. Paidar (BLA-707)</li> <li>• B. Tomyoy (BLA-708)</li> <li>• S. Paidarfard (BLA-711)</li> <li>• K. Khavari (BLA-712)</li> <li>• S. Kook (BLA-713)</li> <li>• H. Tran (BLA-714)</li> <li>• D. O. Franco (BLA-715)</li> <li>• M. Boustani (BLA-716)</li> <li>• S. Lay Burggaard (BLA-717)</li> <li>• L. Lee (BLA-718)</li> <li>• N. G. (BLA-719)</li> <li>• C. Shure (BLA-720)</li> <li>• R. Nandwana (BLA-721)</li> <li>• S. Gnecco (BLA-722)</li> <li>• S. Shon (BLA-725)</li> <li>• D. Lane (BLA-730)</li> <li>• J. Kung (BLA-732)</li> <li>• B. Tomita (BLA-735)</li> <li>• R. Baker (BLA-736)</li> <li>• D. Narayan (BLA-749 and BLA-779)</li> <li>• A. Dahyan (BLA-750)</li> <li>• J. Weidman (BLA-751)</li> <li>• D. Tien (BLA-752)</li> <li>• C. Sutkin (BLA-778)</li> <li>• S. Simpson (BLA-780)</li> <li>• E. Simpson (BLA-781)</li> <li>• C. May (BLA-782)</li> <li>• B. Nguyen (BLA-786)</li> </ul>	<p><b>BLA-Response-GENERAL-05: Taylor Yard Community</b></p> <p><b>Placement of Receptors for HSR Noise Model.</b> The commenters asked why more receptor points were measured among the homes to the west of the Los Angeles River than among the homes in Taylor Yard which is located north of the existing Metrolink Central Maintenance Facility and west of San Fernando Road, and is a part of the Greater Cypress Park Neighborhood Council Area, as discussed in Section 3.12.5 of this Final EIR/EIS. The Authority’s noise specialists placed receptors within the HSR noise model based on parcel data provided by the Authority’s engineers and their field observations when conducting noise measurements. For connected and multifamily uses, it is common and consistent with the FRA’s <i>High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA Manual)</i> (FRA 2012) to place one receptor to represent multiple residential units as long as the environment is expected to be similar for all units. For densely placed residences or buildings such as in the Taylor Yard community, these modeling techniques are used because as distance from the tracks increases, noise levels will decrease and intervening structures between existing and new noise sources provide further reduction to the noise levels. To identify the greatest potential noise impact, the residential building closest to the corridor was chosen for impact assessment. The Authority’s noise specialists have reviewed the noise model input data and output results and confirmed that a moderate noise impact determination for the receptors at Taylor Yard is accurate. As described in mitigation measure N&amp;V-MM#3 in Section 3.4.7 of this Final EIR/EIS, and consistent with the FRA, noise mitigation is identified for receptors that would have a severe noise impact.</p> <p><b>Impacts Due to Shift of Existing Tracks Closer to Community.</b> The commenters questioned the accuracy of the noise and vibration impact analysis, particularly regarding the proposed shift of existing train tracks closer to the community. The noise analysis presented in this Final EIR/EIS and supporting <i>Burbank to Los Angeles Project Section: Noise and Vibration Technical Report</i> (Authority 2020) does account for the shift in Metrolink and UPRR track near the Taylor Yard residences closer to the existing homes. While it is inherent that a source moving closer has the potential to increase noise levels at a specific location, there are details of all the new proposed track work design, including non-HSR relocated tracks that would have the potential to reduce noise levels as compared to existing rail operations. The number of switches in the area close to the Taylor Yard residences is being reduced from three to two, which will reduce noise from railroad switching operations. The existing crossover provided for movements between tracks at higher speeds and the existing left-hand turnout provided movements to siding track at similar speed, but this siding track (Glendale Slide) has since been relocated north between SR 134 and Chevy Chase Boulevard on the east side of the corridor, so the Taylor Yard community would not be exposed to noise from this siding track. Additionally, based on the proposed design, the existing UPRR trains would no longer use turnouts in this area, so there would be reduced noise exposure from UPRR trains using these turnouts.</p> <p>The number of daily trains that are expected to operate during full operation of the HSR system is 196, consistent with the Authority’s 2016 Business Plan which was the plan in effect at the time the studies were conducted. The commenters are correct that the determination of potential impact was found to be moderate. This determination is consistent with the methodology in the FRA’s <i>High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual</i> (FRA 2012). While there is potential for other projects, including increased operations from</p>	<p>Project-specific</p>



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<p>concludes that noise impacts would be moderate.</p> <p>Commenters express concern that the Draft EIR/EIS does not address the potential vibration impact of moving the freight, Metrolink, and Amtrak tracks approximately 30 feet closer to the Taylor Yard community. Commenters also express concern about vibration impacts to multi-story buildings, as many in the Taylor Yard community are up to four stories tall. The commenters claim that the vibration impact on upper floors would be much higher than on the ground floor. Commenters express concern about the potential for structural damage, disturbance, noise, and overall decreased quality of life for all residents especially those living on the higher floors, and note that many affordable housing units are on the higher floors. The commenters request more information about the moderate vibration impact conclusion stated in the Draft EIR/EIS, and also request that more receptor points be measured, including points on the</p>	<ul style="list-style-type: none"> <li>Greater Cypress Park Neighborhood Council (BLA-866)</li> <li>C. Tien (BLA-875)</li> <li>Councilmember G. Cedillo (BLA-896)</li> <li>The Nature Conservancy (BLA-900)</li> </ul>	<p>freight trains, Amtrak and Metrolink to occur, those have been properly identified and assessed in Section 3.19 – Cumulative Impacts.</p> <p><b>Vibration.</b> The commenters questioned whether the study of vibration impacts considers the impacts resulting from moving existing train tracks closer to the community, and stated concerns about increased vibration impacts to adjacent and nearby multi-floor residences. The vibration studies conducted for the Draft EIR/EIS considered the effects of moving the existing tracks closer to residences. The vibration levels from the existing trains and HSR trains would increase by less than 3 vibration velocity decibels (VdB), depending on the distance, and would be below the FRA’s vibration impact criteria of 72 VdB for frequent operations as defined in Table 3.4-10 of this Final EIR/EIS.</p> <p>The vibration levels generated by all elements of construction are well below the thresholds of damage as shown in Table 3.4-9 for even the most sensitive building types. Vibration levels decrease with increasing height in a building, and do not increase at higher floors because energy is expended as the vibration travels up through the building, resulting in lower vibration levels at higher floors.</p> <p><b>Environmental Justice Impacts.</b> The commenters expressed concerns that the majority of the homes in the Taylor Yard community are affordable housing units and about the assessment of noise impacts to the community. Environmental justice impacts are addressed in Chapter 5, Environmental Justice, of this Final EIR/EIS. As explained in Chapter 5, all populations close to the project footprint, including minority and/or low-income populations, would experience adverse impacts, including noise and vibration impacts during construction and operations. The context and intensity of these impacts for low-income and/or minority populations, would be similar to impacts for nonlow-income and/or nonminority populations. Therefore, disproportionately high and adverse noise and vibration impacts to low-income and/or minority populations would not occur. In addition, the Community Impact Assessment technical report (Authority 2020) prepared for the Burbank to Los Angeles Project Section, available upon request from the Authority, contains a detailed analysis of the environmental justice impacts of the project section.</p> <p>The commenters also expressed concerns about the lack of a proposed noise barrier for the Taylor Yard community. In order to determine where noise mitigation in the form of sound barriers is reasonable and feasible, the Authority has established the Noise and Vibration Mitigation Guidelines, which are presented in Appendix 3.4-A of this Final EIR/EIS. The first criterion for mitigation to be considered is that receptors must be severely impacted. As shown on Figure 3.4-7, consistent with the methodology in the FRA <i>High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual</i>, it has been determined that the noise impact at the residences in the Taylor Yard community would be classified as moderate. Therefore, noise mitigation is not being considered for this area based on the lack of a severe impact determination. Although no severe noise impacts were identified in the Taylor Yard community, the Authority would implement EJ-IAMF#3 to address EJ-related noise concerns. EJ-IAMF#3 would require the operation noise technical report to include an assessment of whether remaining severe noise impacts, after application of recommended noise treatments and mitigation, may adversely impact EJ communities and the assessment of whether any additional practicable measures may be undertaken to avoid, eliminate, or reduce any adverse noise impacts.</p>	

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<p>higher floors, and that the impacts of moving existing trains 30 feet closer be discussed.</p> <p>Per the commenter, over 75% (soon to be 80%) of the Taylor Yard community is comprised of affordable housing units. The commenters state that the concerns described in the comment letter, particularly regarding the low number of receptor units in the Taylor Yard community and the vibration and sound impact methodology, violate Environmental Justice laws. The commenters request an Environmental Justice study. The commenters express frustration regarding the placement of a sounds barrier on the west side of the river but not on the east side of the river near the Taylor Yard community.</p> <p>The commenters express further concerns that the sound barrier on the west side of the river would reflect noise and vibration back to</p>		<p><b>Impacts of Sound Barrier on West End of River.</b> Commenters expressed concerns that installation of a sound barrier on the west end of the Los Angeles River would reflect noise and vibration back to the Taylor Yard community. As required by mitigation measure N&amp;V MM#6, the proposed noise barriers throughout the corridor would be designed to minimize reflections generated by hard surfaces. Furthermore, it is expected that any noise increase at a distance of 100 feet, the width of the corridor right-of-way, based on the noise propagation calculations within the FRA Manual, would be negligible because the propagation of any reflective noise back across the corridor would reduce the levels of the reflected noise to less than those from the high-speed trains. The body of the high-speed train would also block some of the noise reflected from the noise barrier. Noise barriers do not cause vibration to be reflected.</p> <p><b>Air Quality.</b> Commenters expressed concerns about construction-related air pollution and the impacts of moving tracks used by diesel-powered trains closer to the Taylor Yard community, and requested a full study of impacts to air quality. The relocation of the existing railroad tracks is discussed in Section 3.3.6.3, under Impact AQ #11: Localized Air Quality Impacts during Train Operations in this Final EIR/EIS. The text explains that the centerline of the two tracks would move closer to sensitive receptors by up to 24 feet. The outermost track of the realignment near the Taylor Yard community would be moved up to approximately 32 feet closer to the residential areas than under existing conditions. As described in Section 3.3.6.3, the track relocation would not cause a significant air quality impact under CEQA because the project would not result in a change to the number of passenger or freight trains or the travel speed of any trains, and future diesel train emissions are expected to decline due to the increased use of the cleaner USEPA Tier 4 locomotive engines, which applies to all line-haul locomotive engines manufactured or remanufactured in 2015 or later. These cleaner engines are currently being phased in over time as older engines are being retired.<sup>1</sup> Tier 4 locomotives reduce emissions between 65 percent and 85 percent compared to legacy Tier 2 and Tier 0 locomotives.<sup>2</sup> However, consistent with the findings in the Draft EIR/EIS regarding the increased use of the cleaner USEPA Tier 4 locomotive engines, the change in distance is not expected to result in a substantial change in emission concentrations at receptor locations.</p> <p>The California Air Resources Board (ARB) has identified the following emission sources that may impact sensitive land uses such as residential areas: freeways and high volume roadways, distribution centers, rail yards, ports, refineries, chrome platers, dry cleaners, and gasoline dispensing facilities.<sup>3</sup> Train emissions from diesel locomotives can result in excess risk to adjacent receptors with extended idling during the stationary operation of engines that occurs at rail yards. Data provided by the ARB indicates that train idling during passenger loading or from railyard activities can result in high emission concentrations in the immediate vicinity of the emission release location.<sup>4</sup> Pollutant concentrations from traveling train emissions are isolated to an area much closer to the tracks. This is due to the high traveling speed of the train and the air displacement that occurs during movement. A moving</p>	

<sup>1</sup> Code of Federal Regulations, Title 40 Protection of Environment, Part 1033- Control of Emissions from Locomotives

<sup>2</sup> <https://metrolinktrains.com/about/our-trains/tier-4-locomotives/>

<sup>3</sup> California Air Resources Board, 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April.

<sup>4</sup> Op.cit.

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<p>the Taylor Yard community, and state that they do not think that this issue has been addressed in the Draft EIR/EIS.</p> <p>The commenters state their concerns about the increase in air pollution resulting from construction and from moving existing diesel powered trains 30 feet closer to the community, and state that they have been unable to locate mitigation to offset this increase in the Draft EIR/EIS. They request more information about air quality impacts to the Taylor Yard community.</p>		<p>train causes cavitation, which pulls emissions in and around the train. This limits the vertical velocity and dispersion of the emissions; and therefore limits the concentration of emissions to areas in the immediate vicinity of the tracks. Additionally, when a train travels along tracks, the duration of the emission release near any one receptor location is limited to seconds as the train passes by, resulting in minimal pollutant concentrations. For these reasons, the ARB has only identified rail yards as a specific source of air pollution concern when considering land use implications of rail activities.</p> <p>As noted in Section 3.3.6.3 of this Final EIR/EIS, the tracks that would be relocated as part of the project would not include any passenger loading stations or switching yards. The diesel-powered passenger and freight trains traveling on the track near the Taylor Yard community would be traveling through the corridor, which would not result in pollutant concentrations at any of the receptor locations in the project vicinity because trains would be moving, not idling.</p> <p>Therefore, although the tracks would be located closer to residential receptors with implementation of the project, the change in train emissions that would occur with this relocation would not result in a significant air quality impact.</p> <p>Wind induced fugitive dust is described in Appendix D of the Burbank to Los Angeles Project Section Air Quality and Global Climate Change Technical Report (Authority2020). The analysis found that the amount of fugitive dust suspended beyond 5 feet from the HSR and non-electrified railroad tracks would be near zero, which is insignificant. Therefore, project-generated dust related impacts to receptors, including those near the Taylor Yard community would be minimal and would not pose any health risk.</p>	
<b>Chapter 2: Alternatives</b>		<b>BLA-Response-Chapter 2 Alt-01: Alternatives</b>	
<p>Commenters inquired about the range of alternatives and questioned the sufficiency of analyzing a single build alternative in the Draft EIR/EIS. Commenters also raised concerns regarding the alternative development process, including alternatives considered and reasons they were not carried forward.</p>	<ul style="list-style-type: none"> <li>• R. Margulieux (BLA-613)</li> <li>• D. Borsom (BLA-615)</li> <li>• J. Hoffman (BLA-617)</li> <li>• T. Flores (BLA-629)</li> <li>• B. Tomimatsu (BLA-646)</li> <li>• M. Johnston (BLA-658)</li> <li>• W. Kaysing (BLA-664)</li> <li>• Overton Moore Properties (BLA-696)</li> <li>• Z. Ulyate-Crow (BLA-741)</li> <li>• J. Sourial (BLA-745)</li> <li>• J. Cramer (BLA-746)</li> <li>• D. Lane (BLA-757)</li> <li>• Unknown (BLA-761)</li> </ul>	<p><b>Alternatives Analysis Process Requirements.</b> As described in Section 2.4.1.2 of this Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS), an EIR/EIS is required to analyze the environmental impacts of a range of reasonable alternatives (California Code of Regulations [Cal. Code Regs.] Title 14, §15126.6; Code of Federal Regulations [C.F.R.] Title 40, Part 1502.14(a)).</p> <p>Under the California Environmental Quality Act (CEQA), the alternatives are to include a No Project Alternative and a range of potentially feasible alternatives that would (1) accomplish most of the project’s basic objectives and (2) avoid or substantially lessen one or more of the project’s significant adverse effects (14 Cal. Code Regs. Title 14, § 15126.6(c)). In determining the alternatives to be examined in the EIR, the lead agency must describe its reasons for excluding other potential alternatives. The range of alternatives to be studied in an EIR is governed by the “rule of reason.” Under the “rule of reason,” an EIR is required to study a sufficient range of alternatives in order to permit a reasoned choice (Cal. Code Regs. Title 14, § 15126.6(f)). It is not required that all possible alternatives be studied.</p> <p>Under the National Environmental Policy Act (NEPA), an EIS is required to analyze reasonable alternatives to the proposed action, including the No Action Alternative (40 C.F.R. § 1502.14). Pursuant to Section 14(l) of the Federal Railroad Administration’s (FRA) <i>Procedures for Considering Environmental Impacts</i> (FRA 1999), these include “all reasonable alternative courses of action that could satisfy the [project’s] purpose and need” (Federal Register, Volume 64, Page 28546). The range of alternatives should include those that are technically and economically</p>	<p>Programmatic and project-specific</p>

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	<ul style="list-style-type: none"> <li>• RailPAC (BLA-764)</li> <li>• T. Williams (BLA-777)</li> <li>• City of Burbank (BLA-789)</li> <li>• J. Sanchez (BLA-800)</li> <li>• S. Goodman (BLA-845)</li> <li>• NRDC (BLA-887)</li> <li>• BGPAA (BLA-888)</li> <li>• The Nature Conservancy (BLA-900)</li> <li>• UPRR (BLA-902)</li> <li>• MRCA (BLA-903)</li> <li>• FAA (BLA-915)</li> </ul>	<p>practical and feasible. There is no minimum number of alternatives that must be considered in an EIS, and nothing in existing statutes or guidelines precludes consideration of a single build alternative when there are no other reasonable alternatives.</p> <p>The evaluation of a single Build Alternative for detailed study in the Draft EIR/EIS was based on extensive consideration of rail corridor and station location alternatives at both Tier 1 and Tier 2, as discussed further within this response. The Authority determined that the unique constraints of the highly urbanized area between Burbank and Los Angeles lead to only one reasonable alternative for study. The Build Alternative would be constructed mostly within the existing railroad corridor and HSR operations would blend with existing passenger rail services.</p> <p><b>Alternatives Considered But Rejected as Part of the Tier 1 Statewide Programmatic EIR/EIS.</b> CEQA Guidelines Section 15168 defines program EIRs and specifies that they “may be prepared on a series of actions that can be characterized as one large project and are related” in any one of several ways, including related as logical parts in the chain of contemplated actions, as in the case of the California High-Speed Rail (HSR) Project. The CEQA Guidelines also describe several advantages of using a program EIR, one of which is that a program EIR can provide “an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action.”</p> <p>The Council on Environmental Quality’s (CEQ) NEPA regulations encourage agencies to tier their environmental impact statements to eliminate repetitive discussions of the same issues and to focus on the actual issues ripe for decision at each level of environmental review (40 C.F.R. § 1502.20 (1978)<sup>5</sup>). CEQ’s guidance “Effective Use of Programmatic NEPA Reviews” (December 2014) indicates that among other purposes, “a programmatic NEPA review can also be an effective means to narrow the consideration of alternatives and impact discussion in a subsequent tiered NEPA review.” The use of a programmatic NEPA review is appropriate in several scenarios, one of which is a decision to proceed with multiple projects that are temporally or spatially connected and that will have associated concurrent or subsequent decisions, like the statewide HSR project.</p> <p>The California High-Speed Rail Authority (Authority) has used a tiered environmental review process to support decision-making on the HSR system. A broad program was addressed in Tier 1 documents (as described in Section 1.1.2, the Decision to Develop a Statewide High-Speed Rail System, in this Final EIR/EIS), and Tier 2 documents are then subsequently used to analyze the project-level details within the context of decisions made in Tier 1.</p> <p>Given the frameworks provided by CEQA and NEPA to use programmatic reviews and the interrelationship of each individual HSR project section to the overall HSR system, in 2001 the Authority and FRA proceeded with the development and preparation of the Statewide Program EIR/EIS (also known as the Tier 1 document) for the statewide high-speed rail (HSR) system, which was approved in 2005. In the Final Program EIR/EIS, the Authority and FRA identified preferred HSR corridors and general alignments, general station locations, and other project</p>	

<sup>5</sup> The Council on Environmental Quality issued new regulations on July 14, 2020, effective September 14, 2020, updating the NEPA implementing procedures at 40 C.F.R. 1500. However, this project initiated NEPA before the effective date and is not subject to the new regulations, relying on the 1978 regulations as they existed prior to September 14, 2020. All subsequent citations to Council on Environmental Quality regulations in this environmental document refer to the 1978 regulations, pursuant to 40 C.F.R. 1506.13 (2020) and the preamble at 85 Fed. Reg. 43340.

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		<p>elements to guide future development of the HSR system at the Tier 2/project level. The decisions made in the Program EIR/EIS process were intended to focus the subsequent phases of project development and environmental review on those alignment and station options likely to yield acceptable site-specific solutions that best meet the overall project objectives identified by the Authority. In Chapter 3 of the Final Program EIR/EIS, the Authority defined key design criteria and aspects that would avoid and minimize potential negative environmental consequences, including the following:</p> <ul style="list-style-type: none"> <li>• Minimize impact footprint and associated direct impacts to farmlands, parklands, and biological and water resources through maximum use of existing transportation corridors.</li> <li>• Minimize impacts associated with growth through the selection of multimodal transportation hubs for potential HSR station locations that would maximize access and connectivity, as well as provide for efficient (transit-oriented) growth centered on these station locations.</li> <li>• The Authority is committed to pursuing agreements with existing owners/rail operators to place the HSR alignment within existing rail rights-of-way, which would avoid and/or minimize potential impacts to agricultural resources and other natural resources.</li> </ul> <p>Constructability and practicability of alignments were also considered as they related to tunneling, construction issues, capital costs, and right-of-way constraints.</p> <p>In the Statewide Program EIR/EIS, the Authority evaluated the No Project Alternative, the HSR Alternative, and the Modal Alternative. The Modal Alternative consisted of feasible transportation infrastructure improvements representing a possible response to projected intercity travel demand that would not be met by the No Project Alternative. Improvements were capacity-oriented and included over 2,970 additional highway lane-miles, as well as over 90 additional gates and five new runways at airports across the state. The HSR Alternative included general corridors and station locations for implementing a statewide high-speed rail system.</p> <p>Chapter 2 of the Program EIR/EIS described technology, system performance criteria, alignment, and station options for the HSR Alternative, some of which were considered in the Program EIR/EIS and others that had been removed from further consideration.</p> <p><b>Technology Alternatives Initially Considered and Not Carried Forward for Tier 1 Study:</b> Four primary HSR technology groups were initially considered in the Program EIR/EIS. These included electrified very-high-speed (VHS) steel-wheel-on-steel-rail, magnetic levitation or maglev, high-speed steel-wheel-on-steel-rail, and non-electrified steel-wheel-on-steel-rail (or conventional) rail. The Program EIR/EIS focused on the VHS steel-wheel-on-steel-rail technology. High-speed steel-wheel-on-steel-rail and non-conventional steel-wheel-on-steel-rail were removed from further consideration as the maximum speed range those technologies are capable of reaching (100 to 150 miles per hour [mph]) is inconsistent with the Authority's enabling legislation (Senate Bill 1420), which specified the HSR technology would be capable of sustained speeds of 200 mph or greater. Further, although the overall capital cost of high-speed/conventional and VHS would be similar, the faster travel times afforded by VHS technology would result in more riders, more annual revenue, and an overall ability for HSR service to compete with air transportation. Maglev and steel-wheel-on-steel-rail fully dedicated service were also removed from further consideration, as the need for a fully separated and dedicated train technology using a separate track/guideway</p>	

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		<p>would preclude direct HSR service to heavily constrained terminus sections with extensive urban development and severely constrained right-of-way. In order to provide direct service without passenger transfer, the HSR system needed to be compatible with existing passenger rail services. The installation of exclusive guideway alignments in these heavily constrained areas introduced major construction issues and served to increase capital costs, whereas a shared-use configuration taking advantage of the existing rail infrastructure would be less costly and result in fewer environmental impacts.</p> <p><b>Corridor Alternatives Initially Considered and not Carried Forward for Tier 1 Study:</b> Chapter 2 of the Program EIR/EIS also summarized previously considered alternative corridor options that were reconsidered and rejected. Please refer to Figure 1 (all figures provided at the end of this response). The primary considerations for elimination included construction (engineering and construction complexity, costs that would render the project impracticable, logistical constraints), environment (considerable impacts to natural resources in a manner that would fail to meet project objectives), incompatibility (local land use incompatibility in a manner that would fail to meet project objectives), right-of-way (lack of available or extensive needs resulting in high acquisition costs or delays), connectivity/accessibility (limited connectivity with other modes of transport in a manner that would fail to meet the project purpose), and ridership/revenue (longer trip times and/or suboptimal operating characteristics in a manner that would fail to meet the project purpose). Among those alternative corridor options relevant to the Burbank to Los Angeles Project Section were the Coastal Corridor (San Jose to Los Angeles), LAX as LA Terminus, I-5 corridor with LAUS terminus station, Metro-Metrolink rail corridor with LAUS terminus station, combined I-5 and Metro-Metrolink rail corridor with LAUS terminus station. The Coastal Corridor would have had considerably longer travel times due to challenging and sensitive geography, resulting in lower ridership projections, as well as the highest projected capital costs, and had the highest potential impacts on cultural resources, visual impacts, and property displacement. The Coastal Corridor did not meet the purpose and need and basic objectives of the project. The LAX as LA Terminus alignment would also fail to meet purpose and need as it was forecasted to result in low ridership and revenues and would not accommodate extensions to San Diego, Orange County, or the Inland Empire. As a result of the 2005 Statewide Program EIR/EIS process, only one rail corridor was recommended to be carried forward in the subsequent Tier 2 documents for the Los Angeles Basin portion of the Palmdale to Los Angeles Project Section.</p> <p>Initial alignment and station options as shown on Figure 2 were evaluated against objectives and criteria, and focused on cost and travel time as the primary indicators of engineering viability and ridership potential, whereas other engineering criteria were evaluated qualitatively. Environmental objectives and criteria were reflective of NEPA and CEQA requirements and consistent with the objective of the Clean Water Act Section 404(b)(1) to consider alternatives that minimize impacts on waters of the U.S. Potential alignments in the area of the Burbank to Los Angeles Project Section that were evaluated and not carried forward for study in the Program EIR/EIS included a connection from Sylmar to Los Angeles via Interstate (I) 5. Although this alignment had the fastest projected travel times, it would have resulted in substantial land use impacts and substantial right-of-way acquisition in heavily urbanized areas, resulting in severe social and economic impacts. It would also have had high costs due to right-of-way acquisition, tunneling, and aerial structures, rendering it impracticable. Station locations removed from further consideration were: Sylmar (Roxford Street), due to infeasible vertical profile; Los Angeles Union Station</p>	

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		<p>(LAUS) South Stub, due to operational impacts, lack of through-services, and sensitive cultural and historical resources; LAUS Los Angeles River West, due to right-of-way constraints and incompatibility with existing and planned development; and LAUS Cornfield Site, due to low connectivity, lack of connection to the I-5/Union Pacific Railroad (UPRR) alignment, and location on a planned park site.</p> <p><b>Corridor and Station Alternatives Studied in the Program EIR/EIS But Not Selected:</b> Chapter 6 of the Program EIR/EIS summarized and compared the physical and operational characteristics and potential environmental consequences associated with the various HSR alignment and station options carried forward for further review. The Program EIR/EIS defined five study regions from north to south. The Sylmar to Los Angeles study sub-segment was inclusive of the Burbank to Los Angeles Project Section as defined and evaluated in detail in this Final EIR/EIS. The Program EIR/EIS evaluated two alignment options for the Sylmar to Los Angeles segment (Figure 3 and Figure 4). The MTA/Metrolink alignment generally followed the MTA/Metrolink right-of-way at grade. The Combined I-5/Metrolink alignment followed the MTA/Metrolink right-of-way to the Burbank Station, then shifted to follow I-5, tunneling under Elysian Park to the LAUS area. Along I-5, the alignment would proceed south in both an aerial configuration and cut and cover tunnels.</p> <p>Chapter 6A of the Final Program EIR/EIS identified the MTA/Metrolink alignment as the preferred alternative, for several reasons. The relatively wide corridor had less potential for environmental impact and fewer constructability issues than the Combined I-5/Metrolink alignment (primarily related to tunneling). The MTA/Metrolink alignment had fewer impacts to local and regional parks than the Combined I-5/Metrolink alignment, which may have impacted Griffith Park, Elysian Park, the Cornfield property owned by California State Parks, and Taylor Yard. Furthermore, the City of Burbank opposed the Combined I-5/Metrolink alignment due to potential impacts to established residential neighborhoods. The Program EIR/EIS also identified preferred station locations at Burbank Metrolink Media City (Downtown) and LAUS.</p> <p>As described in section 1.1.2 of Chapter 1, the Authority and FRA selected the MTA/Metrolink corridor between Sylmar and Los Angeles, with potential stations at Downtown Burbank (Burbank Metrolink Media Station) and LAUS, for future project-level environmental review.</p> <p><b>Tier 2 Burbank to Los Angeles Alternatives Analysis Process.</b> The Burbank to Los Angeles Project Section is entirely within an urban corridor. As such, the Tier 2 alternatives analysis process again favored options that would optimize existing railway infrastructure to minimize potential impacts. As described in Section 2.4 of this Final EIR/EIS, the Authority has previously considered a wide range of alternatives, such as at-grade, elevated, and tunneled alignments on dedicated HSR tracks. Following the Authority's Tier 1 decision, the alternatives for the Burbank to Los Angeles Project Section were initially considered in the 2010 Palmdale to Los Angeles Project Section Preliminary Alternatives Analysis Report (2010 PAA). Alternatives that were carried forward and/or refined were subsequently considered in the 2011 Supplemental Alternatives Analysis (SAA), the 2014 SAA, and the 2016 Burbank to Los Angeles SAA. Final refinements occurred subsequent to the 2016 SAA with the input of the community and consulting agencies. The single HSR Build Alternative evaluated in this Burbank to Los Angeles Final EIR/EIS is the result of years of evaluation, refinement, and elimination of potential alternatives that were</p>	

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		<p>determined to be infeasible or unsuccessful in best meeting project objectives, including minimizing impacts to surrounding communities.</p> <p><b>Alternatives Considered and Rejected in the Palmdale to Los Angeles 2010 Preliminary Alternatives Analysis Report.</b> The 2010 PAA identified feasible and practicable alternatives to carry forward for environmental review for the project section’s Tier 2 EIR/EIS. The report evaluated a total of 12 alignment alternatives and 7 station options (Figure 5).</p> <p>According to the 2010 PAA, the alignment would generally follow the existing Metrolink/freight railroad corridor to a new HSR station in Sylmar, and to Palmdale through the San Gabriel Mountains between State Route (SR) 14 and Soledad Canyon. As discussed in Section 2.4.2.2 of this Final EIR/EIS, the 2010 PAA established design speeds in the corridor, introduced tunnel alternatives on the southern portion of the corridor, considered various San Fernando Valley station locations and design options for each, and evaluated a mixture of in-corridor and out-of-corridor alignments, primarily at-grade.</p> <p>In evaluating the range of alternatives, the 2010 PAA took into consideration public and agency comments received in response to the Program EIR/EIS, including scoping comments and comments provided during interagency coordination. The 2010 PAA established the following criteria, based on the project’s objectives, that would merit the inclusion of an alternative for consideration in subsequent HSR documents:</p> <ul style="list-style-type: none"> <li>• Alternative meets purpose and need and project objectives in providing a sustainable reduction in travel time between major urban centers</li> <li>• Alternative has no environmental or engineering issues that would make approvals infeasible</li> <li>• Alternative is feasible and practical to construct</li> <li>• Alternative avoids or reduces adverse environmental impacts</li> </ul> <p>Additional measures were used to evaluate and compare the project alternatives, including:</p> <ol style="list-style-type: none"> <li>1. Land use supports transit use; is consistent with existing adopted local, regional, and state plans; and is supported by existing or future growth areas</li> <li>2. Construction of the alternative is feasible in terms of constructability and right-of-way constraints</li> <li>3. Alternative minimizes disruption to neighborhoods and communities</li> <li>4. Alternative minimizes impacts on environmental resources</li> <li>5. Alternative enhances environmental quality</li> </ol> <p>The 2010 PAA also specified objectives for the Palmdale to Los Angeles Project Section, specifically that the HSR system should maximize connectivity and accessibility for passenger rail and transit at LAUS, Palmdale, and intermediate station(s); minimize disruption to existing neighborhoods and communities along the corridor by limiting right-of-way acquisitions; and minimize capital and operating costs related to construction, operations, and maintenance of the Palmdale to Los Angeles Project Section of the statewide HSR system.</p>	



Comment Summary	Applicable Comments	Response	Classification
		<p>The alternatives evaluated included at-grade, elevated, and tunneled options. Portions of these alternatives would have joined the existing railroad corridor in what is now the Burbank to Los Angeles Project Section to maximize the existing rail footprint and avoid impacts on the abutting development and the Los Angeles River. Trenching along San Fernando Road, similar to the existing Alameda Corridor freight train trench, was also considered in the 2010 PAA. Design options featuring viaducts that would avoid the demolition of historic bridges were developed, and tunneling in portions of the Los Angeles Basin was considered to avoid impacts to the Los Angeles Historic State Park (LAHSP) and Los Angeles River and to remain consistent with the goals of the Los Angeles River Revitalization Master Plan (City of Los Angeles 2007). Other impacts associated with these alternatives included the rerouting and/or adjusting of streets in the area adjacent to LAUS, visual obtrusiveness associated with a viaduct, residential and commercial displacements, and seismic concerns associated with a long-spanning, sharply curved bridge that would be necessary for a minimally impactful connection to LAUS. Nevertheless, these alternatives had the potential to avoid obstacles to community cohesion and acquisitions (and the associated cost), and were carried forward for consideration in the 2010 PAA.</p> <p>The Authority worked with City of Burbank, Glendale, San Fernando, and Los Angeles staff for input on station preferences and alternatives development. The Authority accumulated information from these cities and other stakeholders about station options that would achieve, but not duplicate, regional and intermodal connectivity. The 2010 PAA described engineering constraints on the development of potential alignments that would otherwise have beneficial economic and community effects, such as the infeasibility of a Santa Clarita HSR Station due to topographical and seismic constraints. At that time, the primary option under consideration for the project section terminus at LAUS was an elevated station option. However, given the constraints of the dense, urban environment of downtown Los Angeles, various alternatives were proposed to evaluate the most feasible connection with LAUS that would avoid significant community impacts or engineering challenges.</p> <p>Of the LAUS to Metrolink CMF options analyzed in the 2010 PAA, LAP1A and LAP1B were withdrawn from further consideration. LAP1A would have required significant residential and commercial displacements and resulted in impacts to cultural resources as well as visual/aesthetic impacts. LAP1B would have impacted existing railroads and resulted in disruption to Metro Gold Line service. LAP1B would have also required significant residential and commercial displacements. Of the Metrolink CMF to SR 2 options analyzed in the 2010 PAA, the Metrolink Alignment, At-grade option was withdrawn from further consideration due to the residential displacements that would be required as well as the visual and construction impacts that would occur. Additionally, this alternative was not compatible with LAPT1, LAPT2, and LAPT3. Of the station options that were considered, the Burbank Metrolink Station was withdrawn from consideration because of the required right-of-way acquisitions required to construct the station at this location, as well as the resulting community impacts.</p> <p>The alternatives that were ultimately carried forward were selected for their comparatively lesser noise and visual impacts and other benefits due to tunneling (such as minimized impacts to LAHSP or displacement avoidance); low potential to impact residential, commercial, and industrial properties; cost effectiveness; construction feasibility; or concentration of permanent impacts on a small area. The alternatives that were withdrawn from further consideration were removed due to engineering impacts, noise and vibration impacts, displacements in dense residential areas, and acquisitions of culturally significant properties, or at the request of consulting agencies.</p>	

Comment Summary	Applicable Comments	Response	Classification
		<p>Potential station sites were advanced for consideration because they were favored by local stakeholders and/or local agencies. The 2010 PAA recommended that the following alternatives be carried forward for further consideration:</p> <ul style="list-style-type: none"> <li>• LAUS to Metrolink CMF:                             <ul style="list-style-type: none"> <li>– LAPT1 (An alignment originating from an at-grade HSR station at LAUS that includes a tunnel between Spring Street and Metrolink CMF with a cut and cover section through Los Angeles State Historic Park)</li> <li>– LAPT2 (An alignment originating from an elevated or at-grade HSR station at LAUS that includes a tunnel between Broadway and Metrolink CMF)</li> <li>– LAPT3 (An alignment originating from an at-grade HSR station at LAUS that includes a tunnel between Spring Street and Metrolink CMF, passing beneath Los Angeles State Historic Park in bored tunnel)</li> <li>– LAP1C (An alignment originating from an elevated or at-grade HSR station at LAUS that would follow Main Street on viaduct then cross the river just north of the Main Street Bridge to the east bank of the Los Angeles River and follow the Metrolink tracks)</li> </ul> </li> <li>• Metrolink CMF to SR-2:                             <ul style="list-style-type: none"> <li>– Metrolink Alignment; in Trench (A partially covered trench in the existing Metro right-of-way along the west side of Rio de Los Angeles State Park)</li> <li>– San Fernando Road Alignment, in Trench (A partially covered trench along San Fernando Road along the east side of Rio de Los Angeles State Park)</li> </ul> </li> <li>• SR-2 to Sylmar: At-grade with HSR elevated over selected grade crossings; At-grade with roads elevated over selected grade crossings; and At-grade with HSR depressed under selected grade crossings</li> <li>• San Fernando Valley Station Alternatives: Burbank Buena Vista Alternative BVS; Branford Alternative BSS; Pacoima Wash Alternative PWS; Sylmar/San Fernando Alternative SFS; Sylmar/San Fernando Metrolink Station</li> <li>• Sylmar to Palmdale Alignment Alternatives: SR-14 East and SR-14 West</li> <li>• Palmdale Station Options: Option1, East, Partially within Right-of-way and Option 2, West</li> </ul> <p><b>Alternatives Considered and Rejected in the Palmdale to Los Angeles 2011 Supplemental Alternatives Analysis Report.</b> The 2011 Palmdale to Los Angeles SAA (2011 SAA) (Authority 2011d) evaluated the alternatives carried forward in the 2010 PAA, taking into consideration refinements made based on stakeholder input, as well as decisions on the LAUS options from the 2010 Los Angeles to Anaheim SAA. The 2011 SAA considered design speeds, length of the alignment options, potential environmental impacts, and compatibility with an elevated station at LAUS. The 2011 SAA presented proposed modifications for the subareas south of Sylmar in what is now the Burbank to Los Angeles Project Section. The 2011 SAA recommended that the following alternatives be carried forward for further consideration:</p>	

Comment Summary	Applicable Comments	Response	Classification
		<ul style="list-style-type: none"> <li>• Tunnels – T1 and T3 (redesigned to avoid cut and cover tunnels; bored tunnels beneath Rio de Los Angeles State Park; extend tunnel past Rio de Los Angeles State Park)</li> <li>• Metrolink Alignment – At-grade option crossing the LA River to the east bank (at-grade to allow access to the LA River via bridges or underpasses)</li> </ul> <p>The option to have the alignment trenched along San Fernando Road was withdrawn due to constructability concerns and potential traffic and community impacts. Tunnel – T2 was recommended to be withdrawn from consideration due to conflicts with the Metro Gold Line Yard and Station. Tunneling along this alignment in the area of Rio de Los Angeles Park would have required the realignment of the Metro Gold Line.</p> <p><b>Alternatives Considered but Rejected in the Palmdale to Los Angeles 2014 Supplemental Alternatives Analysis.</b> The 2014 Palmdale to Los Angeles SAA (2014 SAA) (Authority 2014) reevaluated the entire project section, incorporating the conclusions from the previous alternatives analysis reports, as shown on Figure 6. The 2014 SAA also concluded that the Palmdale to Los Angeles Project Section could be better advanced as two HSR project sections for environmental review, engineering, and implementation. It suggested dividing the Palmdale to Los Angeles Project Section into Palmdale to San Fernando Valley and San Fernando Valley to Los Angeles segments. Separate environmental documentation for the HSR system from Palmdale to Burbank and Burbank to Los Angeles was recommended. As such, the portions of the alternatives under consideration south of the Burbank Airport Station were advanced for evaluation for the new Burbank to Los Angeles Project Section.</p> <p>The 2014 SAA refined alternatives to better meet the project’s purpose and need and re-introduced an alternative that would allow for the opportunity to implement early investment projects, which was a goal stipulated by the Authority’s 2014 Business Plan. The 2014 SAA also reaffirmed the goals and implementation strategy of the 2012 Business Plan, which established a commitment to a blended system, featuring blended operations, and early investments in the Los Angeles Basin to lay the foundation for the future expansion of HSR. Another key development resulting from the 2014 SAA was the recommendation to shift the tunnel alternative alignment slightly east to allow for an at-grade or elevated connection to LAUS. The following alternatives were recommended to be carried forward for further consideration for the Los Angeles Subsection:</p> <ul style="list-style-type: none"> <li>• LAPT1 Alignment Alternative</li> <li>• LAPT3 Alignment Alternative</li> <li>• Surface Alignment Alternative</li> </ul> <p>The 2014 SAA also recommended that several alternatives for the Palmdale, Santa Clarita, and San Fernando Valley Subsections be carried forward for consideration; however, these alternatives are not relevant to the discussion of the Build Alternative for the Burbank to Los Angeles Project Section.</p> <p>The 2014 SAA determined that the Burbank Airport Station was the most appropriate station option to advance for this subsection because it would align with project objectives, local and stakeholder input, the potential for future HSR expansion and third-party public-private partnership investments, the potential for intermodal connectivity, and the potential for the station to become a regional transportation hub.</p> <p>The 2014 SAA station option evaluation for the San Fernando Valley to Los Angeles Subsection recommended the elimination of the San Fernando Station and Branford Street Station due to seismic concerns, impacts to aquatic</p>	

Comment Summary	Applicable Comments	Response	Classification
		<p>resources, areas with substantial hazardous waste impacts, inconsistency with general plan goals and policies, the necessitation of substantial redevelopment of the areas, and the inability to provide intermodal connectivity.</p> <p><b>Alternatives Considered and Rejected in the 2015 Palmdale to Burbank Supplemental Alternatives Analysis.</b> Subsequent to the 2014 SAA, the 2015 Palmdale to Burbank SAA focused on the Palmdale to Burbank area, including the subsection south of the Burbank Airport Station to Alameda Avenue in Burbank. The 2015 SAA included the at-grade Burbank Airport Station that had been identified in the 2014 SAA, but it was shifted northwest within the existing railroad right-of-way to improve connectivity with Hollywood Burbank Airport; this station option was named Option A. The report also introduced new alignment options which were in a tunnel at Burbank Airport Station as well as corresponding below-ground station options, known as Options B and C. The 2015 SAA recommended that three alignment options and all three station options be carried forward for further consideration.</p> <p><b>Alternatives Considered and Rejected in the 2016 Burbank to Los Angeles Supplemental Alternatives Analysis.</b> Subsequent to the 2014 SAA and decision to evaluate Burbank to Los Angeles as a distinct project section, the Authority investigated the feasibility of refinements to the surface and tunnel alignments to better meet project objectives and reduce potential impacts on surrounding communities (Figure 7). The 2016 Burbank to Los Angeles SAA implemented the use of the project purpose and need, the 2014 Business Plan, and the Authority's 2013 Basis of Design as additional evaluation measures.</p> <p>The 2014 Palmdale to Los Angeles SAA served as the starting point for the analysis contained in the 2016 Burbank to Los Angeles SAA. Alternatives evaluated in the 2016 Burbank to Los Angeles SAA were divided into subsections (Burbank Airport Station to Alameda Avenue, Alameda Avenue to SR 2, SR 2 to LAUS, and platform options at Burbank Airport Station and LAUS). For the Burbank Airport Station to Alameda subsection, the evaluated alternatives/options and the Burbank Airport Station platform options were addressed in detail in the 2016 Palmdale to Burbank SAA and only incorporated by reference in the 2016 Burbank to Los Angeles SAA. One alternative within the existing Metrolink right-of-way was proposed for the subsection from Alameda Avenue to SR 2, with the HSR tracks on the west. From SR 2 to LAUS, a Shared Option and a Dedicated Option were proposed in the 2016 Burbank to Los Angeles SAA.</p> <p>The purpose and need of the Burbank to Los Angeles Project Section, as stated in the <i>2014 Burbank to Los Angeles Scoping Report</i> (Authority, 2014), is to “implement the Burbank to Los Angeles HSR Project Section of the California HSR System; to provide the public with... connectivity to airports, mass transit systems, and the highway network in the San Fernando Valley and the Los Angeles basin; and to connect the Northern and Southern portions of the Statewide HSR System, also allowing direct connectivity with existing regional rail networks in the Los Angeles area.” The Authority’s 2014 Business Plan reaffirmed the implementation of a “blended system” that utilizes existing rail as much as possible to “accelerate and broaden benefits, improve efficiency, minimize community impacts, and reduce construction cost.” The Authority’s 2013 Basis of Design defined key components and performance objectives of the overall HSR system. This report affirmed the use of a combination of shared corridor and shared tracks. As previously discussed, the Burbank to Los Angeles Project Section is situated within a dense, urban corridor. As such, alternatives that would require extensive new construction outside of an existing rail corridor, either at-grade or elevated, would result in significant displacements, acquisitions, and community impacts. The alternatives/options evaluated in the 2016 SAA also presented the possibility of significant noise,</p>	

Comment Summary	Applicable Comments	Response	Classification
		<p>vibration, and visual impacts given their immediate proximity to a substantial number of residential communities and commercial/industrial developments. As such, alternatives that utilized the existing rail corridor merited advancement. The alternatives and options considered in the 2016 SAA avoided many of the aforementioned impacts by the use of existing railway right-of-way and achieve more of the project's stated objectives. The following alternatives were recommended to be carried forward for further consideration:</p> <ul style="list-style-type: none"> <li>• HSR on west side of right-of-way</li> <li>• At-Grade with Shared Option</li> <li>• At-Grade with Dedicated Option</li> <li>• LAUS At-Grade Station</li> </ul> <p>The following alternatives were eliminated from further consideration:</p> <ul style="list-style-type: none"> <li>• HSR on east side of right-of-way</li> <li>• LAPT1</li> <li>• LAPT3</li> <li>• LAUS Elevated Station</li> </ul> <p>A major community concern expressed and described in the 2016 SAA was potential right-of-way impacts and acquisitions. Locating the HSR tracks on the east side of the existing railroad corridor would place track in a location that would conflict with future Metro/Metrolink projects and the 2015 Palmdale to Burbank SAA conclusion regarding track placement. This alternative would have also necessitated a flyover connector to the Palmdale to Burbank Project Section (in which high-speed rail tracks are proposed along the west side of the tracks), resulting in more substantial right-of-way impacts. For these reasons, it was recommended that this alignment be removed from further consideration. LAPT1 and LAPT3 would have substantial right-of-way and community impacts, particularly to schools and parks, and would result in commercial and residential displacements. Additionally, these alignments would not integrate the Blended System approach. For these reasons, LAPT1 and LAPT3 were not recommended to be carried forward for further consideration. The LAUS Elevated Station option was determined to be inconsistent with Authority Board and Metro Board direction to integrate the HSR alignment and LAUS plans. Therefore, this option was recommended to be withdrawn from further consideration.</p> <p>The alternatives and options examined in detail in the 2016 SAA were evaluated for constructability, number of right-of-way displacements, proximity to Section 4(f)/6(f) resources, noise and vibration impacts, and visual/scenic resource impacts. Based on these considerations, the 2016 SAA recommended advancing a single Build Alternative for the Burbank to Los Angeles Project Section: the at-grade alternative with two design options (shared and dedicated) south of SR-2 to LAUS, and an at-grade station option at LAUS.</p> <p><b>Alternatives Considered and Rejected in the 2016 Palmdale to Burbank Supplemental Alternatives Analysis.</b> The 2016 Palmdale to Burbank SAA (Authority 2016b) further revised and refined the potential range of alternatives carried forward in the 2015 Palmdale to Burbank SAA. The report recommended carrying forward the SR 14/E1 and E2 alignments, which were at-grade and below-grade at Burbank Airport Station, respectively. Their corresponding Burbank Airport Station options (Options A and B) were also carried forward.</p>	

Comment Summary	Applicable Comments	Response	Classification
		<p><b>Developments and Refinements Following the 2016 SAAs.</b> Subsequent to the completion of the 2016 Burbank to Los Angeles SAA and the 2016 Palmdale to Burbank SAA, the Authority continued to refine the alternatives through ongoing community engagement and inter-agency coordination. During this development, the dedicated HSR option was eliminated from consideration within the Burbank to Los Angeles Project Section because it was determined that the shared track option would provide greater flexibility to the other passenger and freight operators within the corridor. Additionally, any option containing dedicated HSR tracks would result in more significant community impacts and require substantial right-of-way acquisition through densely populated areas compared to a shared track option.</p> <p>The location and configuration of the Burbank Airport Station were also further refined and Option C removed from consideration due to the elimination of the associated alignment alternative from Palmdale to Burbank. A <i>Burbank Airport Station Option Screening Report</i> (Authority 2018) was developed and withdrew Option A from further consideration, as it had greater community and environmental justice impacts, residential and business displacements, and noise/vibration and visual impacts, as well as less effective intermodal connections than those of Option B. Option B was further refined to locate the platforms closer to the future location of the Hollywood Burbank Airport terminal, reduce the station depth, improve constructability, reduce commercial and industrial property takes, and eliminate the tunnel length underneath residential neighborhoods to the south.</p> <p>Ultimately, these changes resulted in the identification of one HSR Build Alternative for evaluation in the Burbank to Los Angeles Project Section Draft EIR/EIS. The HSR Build Alternative included a below-grade station at Hollywood Burbank Airport, an at-grade station at LAUS, and a single alignment option within the existing railway corridor between the Burbank Airport Station and LAUS. This single alternative was the outcome of a long-term effort to refine a range of alternatives that would adequately address the project’s purpose and objectives, be minimally impactful, navigate a densely populated and urban area, and be financially viable. Although a single build alternative was analyzed in the Draft EIR/EIS, the previous alternatives analysis efforts described above revealed this alternative to be the only reasonable alternative for this HSR project section in light of its unique constraints. All other potential alternatives were determined not to be reasonable alternatives because they would have substantially greater environmental impacts, would be cost-prohibitive, or would be incapable of achieving the project purpose under NEPA and stated objectives under CEQA.</p> <p>Refer to Section 2.4 of this Final EIR/EIS for additional information regarding the potential alternatives that were evaluated against the HSR system screening criteria contained in the Authority’s <i>Technical Memorandum for the Alternatives Analysis Methods for Project EIR/EIS</i> (travel time, route length, intermodal connections, capital costs, operating costs, and maintenance costs) and for the reasons for selecting the alternatives included in this Final EIR/EIS.</p> <p><b>Comments on the Draft EIR/EIS.</b> During public circulation of the Draft EIR/EIS, several suggestions for new alternatives were submitted. These suggestions included (comment numbers noted in parentheses):</p> <ul style="list-style-type: none"> <li>• Provide a surface or trench alignment along the Antelope Valley Metrolink line and relying on existing rail services between Burbank and LAUS (634)</li> <li>• Provide an at-grade alignment along I-5 and SR-101 (636)</li> </ul>	

Comment Summary	Applicable Comments	Response	Classification
		<ul style="list-style-type: none"> <li>• Shift the entire alignment underground into a tunnel (649, 1104)</li> <li>• Provide a four-track right-of-way for shared use by HSR, Metrolink, and Amtrak (667)</li> <li>• Provide a station at downtown Burbank so connections to Metrolink and Amtrak can be made (674)</li> <li>• Provide a monorail system (684)</li> <li>• Provide an alternative that avoids the Avion Burbank Project site (784)</li> <li>• Select Burbank Station Option A (1161)</li> <li>• Provide alternative connections easterly to San Diego or southerly to Anaheim (1274)</li> <li>• Provide a tunnel through the San Gabriel Mountains for the best route to downtown Los Angeles (1438)</li> </ul> <p>Specific responses to these comments are provided in the individual responses to comments included in this Final EIR/EIS. However, a general response to common themes is provided here. Often, commenters requested more tunneling in order to reduce or avoid environmental or social impacts. As previously discussed, tunneling introduces constructability and logistical issues and greatly increases capital costs when compared to at-grade construction. According to the 2016 Burbank to Los Angeles SAA, tunnel construction costs generally range from \$200 to \$260 million per mile. As an example, preliminary capital cost estimates for the tunnel in the SR-2 to LAUS subsection (as described in the 2016 SAA) were about four times higher than the cost of constructing an at-grade alternative. As stated in Chapter 6 of the Draft EIR/EIS, the total cost for track structures and track for the HSR Build Alternative would be \$1.286 billion. Although tunnels are used throughout the statewide alignment, provision of the entire 14-mile Burbank to Los Angeles Project Section in an underground tunnel would be considered infeasible as well as unable to benefit from the opportunity to share in planned improvements along the existing rail corridor, as previously discussed. As stated in the Final Program EIR/EIS, the Authority's objective to minimize the amount of tunneling required, particularly the use of long tunnels over 6 miles long, is due to cost, time of construction, and potential for delay. Further, it should be noted that although the HSR Build Alternative evaluated in this Final EIR/EIS would avoid, reduce, or mitigate impacts when feasible, it is not feasible to avoid every adverse impact.</p> <p>The type of technology used to power the HSR system, like maglev, steel-wheel-on-steel-rail, and others, was explored in the Final Program EIR/EIS as discussed previously, and the Authority concluded that the technology selected for the HSR system needed to be compatible with existing passenger rail systems. Maglev and monorail systems require a dedicated guideway or track, which are not compatible with existing passenger rail systems, and the construction of which would have substantially more environmental and right-of-way impacts, and potentially preclude the HSR system from serving densely populated urban centers.</p> <p>Routing the HSR alignment along existing freeways (specifically, I-5) was explored in the Program EIR/EIS as well as several of the alternatives analyses/SAA's previously described. As previously stated, the I-5 alignment within the Los Angeles area was eliminated due to the greater environmental and right-of-way impacts, as well as constructability issues related to tunneling.</p> <p>As a part of the 2016 SAA, a surface option for the Burbank Airport Station (Alignment Option A and Station Option A) was considered that would have partially avoided the Avion Burbank Project. In September 2018, the Burbank Airport Station Option Screening Report (Report) withdrew Option A primarily due to community and potential</p>	

Comment Summary	Applicable Comments	Response	Classification
		<p>environmental justice concerns. Option A had the greatest amount of residential and business displacements and noise/vibration and visual impacts, and it also had the worst intermodal connections. In July 2021, the Authority prepared an update to the Burbank Airport Station Options Screening Report, Draft (version) 2 (updated Report). The updated Report considers the Avion Burbank Project Final EIR and approval by the City of Burbank, its current construction schedule and projected opening date, any potential changes to the evaluation results provided in the Report analysis, and determination if the Report conclusion recommending studying Option B Refined as the Preferred Alternative in the Burbank to Los Angeles California High-Speed Rail Project Section EIR/EIS remains valid. When fully completed in 2023, the Avion development will be comprised of 53 businesses. The updated Report found that the total business displacements including the businesses at the Avion development total 177 for Option A (previously estimated at 124), 86 for Option B (previously estimated at 33), and 78 for Option B Refined (previously estimated at 25). Therefore, station Option B Refined remains as the option with the lowest number of business displacements including those from the Avion development, while Station Option A continues to have the highest displacements due to the impacts at North San Fernando Road. When compared with Option A, Option B Refined also has a substantially lower impact on environmental justice populations, and better conforms with local land use plans. Compared to Option B, Option B Refined would tunnel beneath airport properties and would be approximately 50 feet below the surface, requiring less intensive soil excavation activities and removal/treatment of spoils for station construction than Option B, which would tunnel beneath residential neighborhoods and would therefore require platforms to be 150 feet below the surface. Based on the screening analysis and results described in the updated Report, the Authority maintains its 2018 recommendation to proceed with Station Option B Refined for detailed study in the EIR/EIS. Even considering the Avion development, Option A and Option B are not reasonable alternatives in light of their greater impacts. Therefore, this EIR/EIS evaluates one underground station near the Hollywood Burbank Airport (Burbank Airport Station).</p> <p>The Authority has been working continuously since the enactment of its enabling legislation in 1997 to explore, develop, and determine the feasibility of multiple alternative alignment and station options at both a Tier 1 program and Tier 2 project level, in compliance with the alternatives analysis requirements of CEQA and NEPA. In evaluating alternatives at the program level, the Authority has been able to withdraw from further consideration alternatives that potentially have substantial impacts to communities and the environment, or that are impractical or infeasible, thereby also reducing the effort and cost required to perform detailed evaluation and analysis of those alternatives in a project-level EIR/EIS. In the case of the Burbank to Los Angeles Project Section, the substantial previous work conducted by the Authority to develop alternatives within the program-level EIR/EIS and detailed alternatives analyses described previously resulted in the evaluation of one build alternative and a No Project alternative within this Final EIR/EIS. The alternatives analysis documented in the Final Program EIR/EIS and the Tier 2 PAA and SAAs has provided the supporting rationale for the elimination of other potential alternatives that were more impactful, were not reasonable, and/or would not meet the purpose and need for the project. Therefore, this Tier 2 EIR/EIS is in full compliance with the requirements of both CEQA and NEPA regarding analysis of a reasonable range of alternatives.</p>	



Comment Summary	Applicable Comments	Response	Classification
<b>Section 3.2: Transportation</b>		<b>BLA-Response-Section 3.2 TRAN-01: Temporary Traffic Impacts</b>	
<p>Commenters expressed concern about temporary traffic impacts due to road closures, detours, length of construction.</p>	<ul style="list-style-type: none"> <li>• O. Shokouh (BLA-688)</li> <li>• San Antonio Winery (BLA-692)</li> <li>• H. Scheetz (BLA-726)</li> <li>• C. Nash (BLA-743)</li> <li>• LAUSD (BLA-765)</li> <li>• City of Burbank (BLA-789)</li> <li>• S. Goodman (BLA-845)</li> <li>• Atwater Village Neighborhood Council (BLA-850)</li> <li>• SCAQMD (BLA-873)</li> <li>• LADOT (BLA-890)</li> </ul>	<p>Temporary traffic impacts related to road closures, detours, and the length of construction of the HSR project are addressed in Section 3.2.6.3 of this Final EIR/EIS under Impact TR #4: Circulation and Emergency Access Inadequacies during Construction. A summary of major road impacts that have been identified by public comments follows.</p> <p><b>Road Closures and Detours.</b> Construction of the HSR project would require temporary roadway closures and detours, which would increase traffic congestion and delays along the detour routes within the construction area. Most of the temporary street closures and detours would occur within the city of Burbank. Temporary construction-related detours are shown on Figure 3.2-3 (Sheets 1 through 3) in this Final EIR/EIS, and are described in the bullets below. Closures and detours would take place at the following five locations:</p> <ul style="list-style-type: none"> <li>• <b>Hollywood Way (Burbank)</b> —The construction of the cut-and-cover tunnel alignment would require Hollywood Way to be partially closed, with one lane in each direction remaining open.</li> <li>• <b>Empire Avenue (Burbank)</b> —Proposed cut-and-cover and extended Lockheed channel structure may require closures along Empire Avenue. One lane in each direction would be open during construction, if possible. However, potential full closure of the roadway may be required during construction. Vehicles would be detoured to Buena Vista Street to the east and Clybourn Avenue to the west.</li> <li>• <b>Vanowen Street (Burbank)</b> —The shoofly<sup>6</sup> track would be constructed partially within the existing rail right-of-way; however, most of the shoofly track would be constructed within the right-of-way of Vanowen Street to the south. The shoofly would temporarily reduce the roadway width of Vanowen Street to one lane in each direction. After construction, Vanowen Street would be fully restored and would have the same number of lanes as currently exist, except the width of the right-of-way would be reduced by 3 feet within the existing curbs.</li> <li>• <b>Buena Vista Street (Burbank)</b> —Buena Vista Street would be grade-separated for HSR tracks, while Metrolink and UPRR would be maintained at grade. During construction, Buena Vista Street would potentially be fully closed. Detours would occur at Pacific Avenue to the south and Empire Avenue to the north.</li> <li>• <b>Burbank Boulevard (Burbank)</b> —The temporary closure of Burbank Boulevard (at the I-5 Interchange) would be required during construction of a new overhead roadway structure for Burbank Boulevard over I-5. This closure would require traffic to be rerouted to the Verdugo Avenue/Olive Avenue interchange to the south and the Empire Avenue/San Fernando Boulevard or Buena Vista interchanges to the north. Detours would occur via Buena Vista Street, Victory Boulevard, Victory Place, and San Fernando Boulevard.</li> </ul> <p>Construction of the grade separations may require the following temporary closures:</p> <ul style="list-style-type: none"> <li>• <b>Sonora Avenue (Glendale)</b> —Grade separation would affect property access.</li> <li>• <b>Grandview Avenue (Glendale)</b> —Grade separation would require full closures for a limited amount of time.</li> </ul>	<p>Project-specific</p>

<sup>6</sup> A shoofly track is a temporary track used to avoid an obstacle that blocks movement on the existing track.

Comment Summary	Applicable Comments	Response	Classification
		<ul style="list-style-type: none"> <li>• <b>Flower Street/Pelanconi Avenue (Glendale)</b> —Grade separation would require full closures for a limited amount of time on San Fernando Road.</li> <li>• <b>Chevy Chase Drive/Goodwin Avenue (Los Angeles)</b> —Grade separation would require full closure for a limited amount of time on Goodwin Avenue and West San Fernando Road.</li> <li>• <b>Main Street (Los Angeles)</b> —Construction of the new bridge at Main Street would require full closure for a limited amount of time on Main Street.</li> </ul> <p>Temporary construction impacts would also occur at grade crossings where permanent new grade separations would not be built but where existing structures would be modified. Construction of modified undercrossings at these locations would require temporary long-term lane closures during pier foundation, column and pier cap construction or roadway closures during construction of support segments and decking. Depending on the duration of these closure operations, drivers traveling through the construction area would experience delays when partial lane capacity is provided. The following list provides a brief discussion of each location:</p> <ul style="list-style-type: none"> <li>• <b>N Victory Place</b>—Detoured vehicles would need to use Buena Vista Street to the west to travel north and south over the alignment. San Fernando Boulevard to the east could also serve as a detour route.</li> <li>• <b>Magnolia Boulevard</b>—If detours are necessary, vehicles would need to use Olive Avenue to the south to travel east and west over the alignment.</li> <li>• <b>Olive Avenue</b>—Work would not be conducted over the roadway; however, if detours are necessary, Magnolia Boulevard would be used to travel east and west over the alignment.</li> <li>• <b>Alameda Avenue</b>—Detoured vehicles would use Western Avenue to the south to travel north and south over the alignment.</li> <li>• <b>Western Avenue</b>—Detoured vehicles would use Alameda Avenue to the north or Sonora Avenue to the south to travel north and south over the alignment.</li> </ul> <p><b>Duration of Construction.</b> Circulation (including emergency access) in the vicinity of the construction activities or the construction zone as well as streets crossing the existing rail corridor may be affected during construction of the HSR project. The HSR project would be built at varying locations during different time periods over an anticipated 5-6 year period; therefore, the access restrictions and other circulation impacts would occur within the project vicinity over that period. Although the preliminary construction schedule assumes the grade separations would all be constructed simultaneously, this is a worst-case scenario and alternative access would be provided to maintain roadway circulation. It is anticipated that one lane would be maintained in each direction during the majority of construction of these grade separations. Additionally, emergency vehicle access for police and fire protection services would be maintained at all times (by ensuring shoulder areas are clear and remain open for emergency access).</p> <p><b>Impact Avoidance and Minimization Features (IAMF).</b> Several IAMFs are incorporated into the HSR project design to help avoid and minimize temporary impacts on circulation and emergency vehicle access during construction.</p>	

Comment Summary	Applicable Comments	Response	Classification
		<ul style="list-style-type: none"> <li>• SS-IAMF#1 would require the contractor to develop a detailed Construction Safety Transportation Management Plan (CSTMP) in coordination with local jurisdictions that would include a traffic control plan that establishes procedures for temporary road closures (including access to residences and businesses during construction), lane closures, signage and flagpersons, temporary detour provisions, alternative bus and delivery routes, emergency vehicle access, and alternative access locations.</li> <li>• TR-IAMF#2 would require the preparation of a Construction Transportation Plan (CTP) to minimize traffic impacts from construction and construction traffic on roadways.</li> <li>• TR-IAMF#1 would require the contractor to repair pavement along truck routes that is damaged by operation of construction vehicles. TR-IAMF#2 would require truck traffic, either for excavation or for transporting construction materials to the site, to use the designated truck routes in each city. The movement of heavy construction equipment (such as cranes, bulldozers, and dump trucks) to and from the site would also occur on designated truck routes during off-peak traffic periods. Heavy construction equipment would remain on-site until no longer needed and would not be moved repeatedly to and from the construction site over public streets.</li> <li>• TR-IAMF#3 would require the contractor to identify areas for parking construction vehicles to avoid restricting use of public streets. TR-IAMF#6 would require the contractor to limit trips for materials deliveries and construction workers during peak hours to minimize traffic impacts on roadways.</li> <li>• TR-IAMF#7 would require construction equipment to be brought to the construction sites using approved truck routes to reduce delays.</li> </ul> <p>The CTP and CSTMP, which would include provisions to maintain 24-hour access for emergency vehicles, would be reviewed and approved by affected emergency responders and the affected cities to ensure that the HSR project does not affect emergency vehicle access during the construction period and would state that the Authority requires its contractor(s) to prepare these plans in close consultation with the local jurisdictions having authority over the impacted roadways. Implementation of project IAMFs would minimize potential impacts on access and emergency access associated with construction activities.</p>	

Comment Summary	Applicable Comments	Response	Classification
<b>Section 3.2: Transportation</b>		<b>BLA-Response-Section 3.2 TRAN-02: Permanent Traffic Impacts</b>	
<p>Commenters expressed concern about permanent traffic impacts due to modifications to local roadways. Specific concerns included: rerouting of traffic (especially trucks) through neighborhoods and near schools due to roadway changes associated with grade separations, the thresholds used to determine significant impacts for traffic delays (level of service or LOS), roadway capacities used in the traffic analysis, and the proposed mitigation measures for LOS impacts.</p>	<ul style="list-style-type: none"> <li>• H. Scheetz (BLA-649 and BLA-726)</li> <li>• F. Gonzalez (BLA-681)</li> <li>• San Antonio Winery (BLA-692)</li> <li>• S. Robinett (BLA-739)</li> <li>• A. Campa (BLA-740)</li> <li>• G. Munoz (BLA-744)</li> <li>• G. Gasca (BLA-754)</li> <li>• Eco-Rapid Transit (BLA-766)</li> <li>• Councilmember K DeLeon (BLA-791)</li> <li>• Atwater Village Neighborhood Council (BLA-850)</li> <li>• J. Garcia (BLA-858)</li> <li>• E. Baiocco Callahan (BLA-870)</li> <li>• LADOT (BLA-890)</li> <li>• City of Los Angeles (BLA-896)</li> </ul>	<p>The discussion of impacts in Section 3.2.6.3 of this Final EIR/EIS reflects California's shift in transportation impact analysis under CEQA away from a focus on automobile delay (most commonly analyzed in terms of level-of-service [LOS]), to a focus on vehicle miles traveled (VMT). This shift is intended to promote reduction in greenhouse gas emissions from transportation, development of multimodal transportation networks, and diversity of land uses. The discussion of National Environmental Policy Act (NEPA) impacts includes LOS.</p> <p><b>LOS Analysis.</b> Permanent traffic impacts related to modifications to local roadways are addressed in Section 3.2.6.3 of this Final EIR/EIS under Impact TR #7: Signalized Intersection Delay Increases during Operation, Impact TR #8: Unsignalized Intersection Delay Increases during Operation, and Impact TR #9: Roadway Segment Volume-to-Capacity Ratio Changes during Operation.</p> <p>The HSR Project would provide a beneficial effect on the regional transportation system by reducing vehicle trips on the freeways through the diversion of intercity trips from road trips to HSR. This reduction in future vehicle trips would improve the LOS of the regional roadway system compared with the No Project Alternative.</p> <p>TRAN-MM#1 would minimize traffic and parking impacts associated with the HSR stations by supporting alternative transportation modes. Additionally, under TRAN-MM#2 improvements to intersections and roadways along the alignment by providing additional lanes or traffic signalization would be identified to reduce the delay and improve LOS for affected intersections along the alignment. However, due to limited available right-of-way and adjacent land uses, no mitigation was considered feasible to reduce the impacts at the following seven intersections in 2040 (Shown on Figure 3.2-1 in this Final EIR/EIS):</p> <ul style="list-style-type: none"> <li>• Intersection #134: San Fernando Road at Chevy Chase Drive (Los Angeles) (a.m. and p.m. peak hours)</li> <li>• Intersection #214: Pasadena Avenue at Broadway (Los Angeles) (a.m. peak hour)</li> <li>• Intersection #226: Mission Road at Cesar E. Chavez Avenue (Los Angeles) (a.m. and p.m. peak hours)</li> <li>• Intersection #190: Alameda Street at Aliso Street-Commercial Street (Los Angeles) (p.m. peak hour)</li> <li>• Intersection #191: Vignes Street at Gateway Plaza-Ramirez Street (Los Angeles) (p.m. peak hour)</li> <li>• Intersection #239: U.S. Route 101 southbound on-ramp-Pecan Street at Fourth Street (Los Angeles) (a.m. and p.m. peak hours)</li> <li>• Intersection #240: U.S. Route 101 southbound off-ramps at Fourth Street (Los Angeles) (a.m. peak hours)</li> </ul> <p>In addition, due to limited available right-of-way and adjacent land uses, no mitigation was considered feasible to reduce the impacts on the following eight roadway segments (Shown on Figure 3.2-1 in this Final EIR/EIS):</p> <ul style="list-style-type: none"> <li>• Roadway Segment Z: Victory Boulevard West of Hollywood Way (Glendale) (p.m. peak hour)</li> <li>• Roadway Segment E: Hollywood Way South of I-5 northbound ramp (Glendale) (2040 a.m. and p.m. peak hours)</li> <li>• Roadway Segment G: Hollywood Way South of Winona Avenue (Glendale) (2040 p.m. peak hour)</li> <li>• Roadway Segment H: Hollywood Way South of Thornton Avenue (Glendale) (2040 a.m. and p.m. peak hours)</li> <li>• Roadway Segment I: Hollywood Way North of Avon Street (Burbank) (2040 a.m. and p.m. peak hours)</li> <li>• Roadway Segment J: Hollywood Way North of Victory Boulevard (Burbank) (2040 a.m. and p.m. peak hours)</li> </ul>	Project-specific

Comment Summary	Applicable Comments	Response	Classification
		<ul style="list-style-type: none"> <li>Roadway Segment K: Hollywood Way South of Victory Boulevard (Burbank) (2040 a.m. and p.m. peak hours)</li> <li>Roadway Segment AB: San Fernando Road West of Arvilla Avenue (Burbank) (2040 a.m. and p.m. peak hours)</li> </ul>	
<b>Section 3.3: Air Quality</b>		<b>BLA-Response-Section 3.3 AQ-01: Construction Emission Impacts</b>	
<p>Commenters expressed concern about construction emission impacts and inquired about proposed mitigation measures.</p>	<ul style="list-style-type: none"> <li>San Antonio Winery (BLA-692)</li> <li>A. Suarez (BLA-755)</li> <li>LAUSD (BLA-765)</li> <li>LA River Communities for Environmental Equity (BLA-784)</li> <li>S. Goodman (BLA-845)</li> <li>SCAQMD (BLA-873)</li> <li>USACE (BLA-882)</li> </ul>	<p>Construction emission impacts are discussed in Section 3.3.6 of this Final EIR/EIS. Air quality effects were evaluated for regional emissions from construction as well as the potential effects of construction on sensitive receptors in proximity to the HSR project. The analysis indicates that without mitigation, the temporary construction impacts would result in exceedances of the South Coast Air Quality Management District’s (SCAQMD’s) construction duration significance thresholds for emissions of oxides of nitrogen (NOx) and carbon monoxide (CO). As noted in Section 3.3.4.3 of this Final EIR/EIS, the HSR project incorporates standardized HSR features to avoid and minimize impacts (IAMFs) which would be implemented during project construction. The Authority or its contractors would prepare a dust control plan and employ measures to minimize fugitive dust emissions by washing vehicles before exiting the construction site, watering unpaved surfaces, limiting vehicle travel speed, and suspending dust-generating activities when wind speed is greater than 25 miles per hour (AQ-IAMF#1). Contractors would use low- volatile organic compound (VOC) paint that complies with SCAQMD Rule 1113 to limit VOC emissions (AQ-IAMF#2). Contractors would use renewable diesel fuel in equipment and vehicles to reduce exhaust emissions of PM<sub>10</sub> and PM<sub>2.5</sub> by 30 percent (AQ-IAMF#3). All heavy-duty off-road construction diesel equipment would be required to use Tier 4 engines to reduce exhaust emissions of criteria pollutants (including NOx and CO) and toxic air contaminants (TACs) (AQ-IAMF#4). The average age of heavy-duty construction vehicles would be limited to reduce exhaust emissions of criteria pollutants (including NOx and CO) and TACs (AQ-IAMF#5). The potential impact of concrete batch plants would be reduced with implementation of AQ-IAMF#6. To further reduce construction related emissions (including NOx), Mitigation Measure AQ-MM#1 has been identified. As described in Section 3.3.6.3 of this Final EIR/EIS, the measure would require the purchase of emission offsets through an anticipated contractual agreement between the Authority and SCAQMD. Emission reduction credits are anticipated to be obtained from the SCAQMD to offset emissions associated with the construction of the HSR project. This measure would off-set and/or decrease NOx emissions by funding emission reduction projects throughout the South Coast Air Basin. There are no available offset programs to reduce CO emissions, and no additional feasible measures are available to reduce this impact. As stated in Section 3.3.6.3 of this Final EIR/EIS, the Authority will participate in the SCAQMD emission offset program to the maximum extent that offsets are available to reduce construction period emissions up to and including fully offsetting criteria pollutant emissions to net zero; however, construction emissions of NOx and CO would still be considered to be significant and unavoidable after mitigation. In addition, in response to a comment from SCAQMD on the Draft EIR/EIS, the Authority has added a new mitigation measure AQ-MM#2 to Section 3.3.7 of this Final EIR/EIS. This measure reflects the Authority’s policy to require the construction contractor to use 25% zero-emissions or near zero-emissions trucks during construction (e.g., material delivery trucks and soil import/export). Any emissions not offset through AQ-MM#2 would be offset through the purchase of emission credits from the construction emissions offset program required under mitigation measure AQ-MM#2..</p>	<p>Project-specific</p>

Comment Summary	Applicable Comments	Response	Classification
<b>Section 3.4: Noise and Vibration</b>		<b>BLA-Response-Section 3.4 N&amp;V-01: Noise Impacts During Operation</b>	
<p>Commenters expressed concern about noise impacts during operation (including horn noise), and inquired about mapping of sensitive receptors.</p>	<ul style="list-style-type: none"> <li>• T. Flores (BLA-629)</li> <li>• San Antonio Winery (BLA-692)</li> <li>• C. Fetner (BLA-694)</li> <li>• T Amano-Tompkins (BLA-728)</li> <li>• J. Kiehl (BLA-731)</li> <li>• D. Narayan (BLA-749)</li> <li>• J. Weidman (BLA-751)</li> <li>• D. Tien (BLA-752)</li> <li>• LAUSD (BLA-765)</li> <li>• C. Sutkin (BLA-778)</li> <li>• J. Myers (BLA-793 and BLA-846)</li> <li>• L. Galindo (BLA-796)</li> <li>• S. Goodman (BLA-845)</li> <li>• J. Garcia (BLA-858)</li> <li>• Friends of the LA River (BLA-886)</li> <li>• Councilmember G. Cedillo (BLA-896)</li> <li>• MRCA (BLA-908)</li> </ul>	<p>In order to assess the potential impacts and necessary mitigation measures for the HSR project, both current Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) manuals were used. The Authority used the High Speed Ground Transportation Noise and Vibration Impact Assessment (FRA 2012) as the methodology for analyzing HSR operations related to noise and vibration within this Final EIR/EIS. For evaluation of non-HSR noise and vibration, such as stations, maintenance facilities, and construction, methodology from the FTA Transit Noise and Vibration Impact Assessment Guidance Manual (FTA 2018) was used.</p> <p>The FRA noise impact criteria were used to evaluate potential noise impacts related to train operations on sensitive land uses. Sensitive land uses include but are not limited to residential uses, schools, hotels/motels, churches, theatres and parks. The criteria uses a sliding scale (shown in Figure 3.4-3 of the Draft EIR/EIS and this Final EIR/EIS) that determines noise impacts based on the existing noise levels and increases resulting from project noise levels. The sliding scale shows that communities with higher existing noise levels (i.e., suburban and urban areas) would be potentially impacted as a result of a smaller increase in the overall noise level due to potential annoyance from an already elevated noise environment. The justification is that people located in communities that are already exposed to high levels of noise would tolerate smaller increases in noise. On the other hand, the sliding scale shows that communities with lower existing noise levels (i.e., rural areas) would require a greater change in the overall noise level experienced to result in an impact.</p> <p>The noise impact criteria are defined such that, where no impact is predicted, the project would result in an insignificant increase in the number of people highly annoyed by the new noise.</p> <p>The FRA guidance manual specifies that for direct and indirect noise effects on sensitive receivers, the screening distance of 700 feet from the centerline of the rail corridor for steel-wheeled vehicles operating on new or existing track at any speed or frequency in a suburban or non-suburban setting with an unobstructed view. Noise-sensitive receptors located within the screening distance would have the potential for noise impacts while noise-sensitive receptors located beyond the screening distance would not have the potential for noise impacts from train operations, i.e. number of train operations, train speeds, and existing conditions. The screening allows for a high-level review of the corridor to identify locations where noise impacts would potentially occur and identify locations where impacts would not occur. Subsequent more detailed analysis of those potential impact locations then determines if impacts would actually occur.</p> <p>Noise impact categories are similarly defined by the FTA and FRA guidance. There are three potential classifications: severe impact, moderate impact, or no impact. A severe noise impact occurs when there is a change in noise level (existing without project levels versus existing with project noise levels) that would be noticeable to most people and likely to generate strong, adverse reactions. A moderate noise impact occurs when there is a change in noise level that would be noticeable to most people but may not be sufficient to generate strong, adverse reactions. Figure 3.4-2 in Chapter 3.4 illustrates these impact classifications.</p> <p>The single event level (SEL) is used to estimate the noise level generated during one train pass-by. The FRA noise impact assessment methodology uses the SEL for one pass by and then estimates the hourly and daily noise</p>	Project-specific

Comment Summary	Applicable Comments	Response	Classification
		<p>levels generated based on frequency of trains, speed, train type, distance to the sensitive receptor, and intervening shielding. Depending on the type of land use, the specific metric of peak hour noise or daily noise is used. For example, a receptor which represents uses occupied during nighttime hours (i.e. residential uses) are assessed using the daily noise level whereas receptors which represent uses only occupied during daytime hours or for short durations (i.e. schools and churches) are assessed based on peak hour operations. The daily noise level (Ldn) adds a penalty of 10 A-weighted decibels (dBA) to the hours between 10 p.m. and 7 a.m. because people are more sensitive to noise during these hours.</p> <p>In the analysis, noise-sensitive land uses were identified within the 700-foot screening distance or resource study area (RSA) to evaluate potential noise impacts. Noise- and vibration-sensitive land is categorized according to FTA guidelines, as described in Section 3.4.4 of this Final EIR/EIS. Noise-sensitive areas were identified using GIS data, aerial mapping, and field surveys. The potential for noise impacts was assessed at all sensitive locations along the project corridor. According to FTA guidance, parks are only considered to be noise-sensitive if they are used in a manner that is noise-sensitive such as for reading, conversation, meditation, etc.; active recreation such as sports fields, pedestrian walkways and bike paths are not considered noise-sensitive.</p> <p>Existing noise levels were determined throughout the Burbank to Los Angeles Project Section by taking field noise measurements at certain noise-sensitive receptors following the FRA methodology. Noise measurements were taken at specific noise-sensitive locations near the alignment in the study area that were considered representative of conditions throughout the study area (see Figure 3.4-5 of this Final EIR/EIS). The quantity of noise measurements gathered was dependent on various factors. For example, in an area with many different existing noise sources and multiple rows of shielding between potential receptors and sources of noise, a higher concentration of measurements were gathered. Similarly, an area with few existing noise sources or less shielding would require fewer noise measurements to accurately represent the existing noise environment. Specific measurement locations were selected based on their land use category and physical location along the proposed HSR Project within the noise study area. Noise levels measured at these locations are representative of certain existing noise conditions. Dominant existing noise sources in the study area were first determined by field observations and confirmed by measurement data results, which indicated which noise events were the greatest contributors to the existing measured noise levels. Section 3.4.5 of this Final EIR/EIS provides the details on the noise measurement locations.</p> <p>At similar speeds, HSR would generate significantly less noise than existing commuter and freight trains. This is primarily due to the use of electric power instead of diesel engines, higher quality track interface, and smaller, lighter and more aerodynamic trainsets. HSR's trains would not have the engine rumble associated with diesel-powered locomotives. While wheel/track interface is a significant source of train noise, HSR track beds and rails are designed and maintained to very high geometric tolerances and standards that greatly minimize the track noise that is associated with existing commuter/freight tracks throughout the study area. Another reason HSR noise impacts are less than commuter or freight trains is that high speeds would result in shorter-duration noise events compared with conventional commuter trains and much shorter duration noise as compared to freight trains. Lastly, the HSR Project from Burbank to Los Angeles would be fully grade separated from all roadways, which would</p>	

Comment Summary	Applicable Comments	Response	Classification
		eliminate current horn sounding and bells required at existing at-grade crossings and would result in a reduction of noise which would benefit adjacent communities.	
<b>Section 3.4: Noise and Vibration</b>		<b>BLA-Response-Section 3.4 N&amp;V-02: Sound Barriers and other Noise Abatement</b>	
<p>Commenters inquired about proposed sound barrier locations and how other abatement/mitigation was determined, and how it will be implemented.</p>	<ul style="list-style-type: none"> <li>• Atwater Village Neighborhood Council (BLA-675)</li> <li>• EPA (BLA-703)</li> <li>• D. Lane (BLA-757)</li> <li>• D. Narayan (BLA-749)</li> <li>• A. Dahan (BLA-750)</li> <li>• T. Williams (BLA-777)</li> <li>• Atwater Village Neighborhood Council (BLA-850)</li> <li>• A. Kramer (BLA-866)</li> <li>• SCRRRA (BLA-885)</li> </ul>	<p>In order to determine where sound barrier mitigation would be considered reasonable and feasible, potential noise impacts have been assessed at sensitive receptors, as identified in Section 3.4.6 of this Final EIR/EIS and shown in Figures 3.4-7 and 3.4-8. The locations of potential sound barriers are illustrated on Figures 3.4-10 of this Final EIR/EIS. Refer to Section 3.4.7 of this Final EIR/EIS for a discussion of additional types of noise impact mitigation measures that the Authority would consider to reduce “severe” noise impacts in addition to sound barriers, and the circumstances when those additional measures would be considered. The <i>California High-Speed Rail Project Noise and Vibration Mitigation Guidelines</i> were used to determine whether mitigation would be reasonable and feasible for areas of potential severe noise impact. These guidelines require consideration of all mitigation measures that are reasonable, physically feasible, practical, and cost-effective to reduce severe noise impacts (i.e., impacts where a significant percentage of people would be highly annoyed by the HSR project’s noise).</p> <p>This Final EIR/EIS proposes sound barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria consistent with the Authority’s Noise and Vibration Mitigation Guidelines (Authority, December 2018). To meet the cost-effectiveness criteria, the barriers must mitigate noise for more than 10 sensitive receptors, be not less than 800 feet in length, be less than 14 feet in height, and cost less than \$95,000 per benefitted receptor. A receptor that receives at least a 5-dBA noise reduction due to the modeled barrier is considered a benefitted receptor. N&amp;V-MM#3 requires the Authority to work with communities regarding the height and design of sound barriers using jointly developed performance criteria, prior to operation and when the vertical and horizontal location have been finalized as part of the final design of the project infrastructure.</p> <p>In addition to the potential use of sound barriers, other forms of noise impact mitigation may include improvements to the structure itself to reduce the levels by at least 5 dBA. Such mitigation could include installing acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7 of this Final EIR/EIS. The Authority would refine mitigation for individual homes with residual severe noise impacts (i.e., severe impacts that remain after provisions of sound barriers) and address them on a case-by-case basis. The types of measures would not reduce exterior noise levels, but would be effective at reducing interior noise.</p> <p>If the Authority certifies this Final EIR/EIS and approves the Preferred Alternative, the Authority would proceed with construction of the project and will implement all mitigation measures as construction occurs. Noise mitigation measures that address impacts from HSR operations would be adopted and committed to in conjunction with project approval, but they would be implemented closer in time to the commencement of project operations and in consultation with affected property owners.</p>	<p>Project-specific</p>



Comment Summary	Applicable Comments	Response	Classification
<b>Section 3.12: Socioeconomics</b>		<b>BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, Eminent Domain</b>	
<p>Commenters expressed concern about relocations, the ROW process, and eminent domain.</p>	<ul style="list-style-type: none"> <li>• S. Stambaugh (BLA-638)</li> <li>• T. Amano-Tompkins (BLA-648)</li> <li>• T. Lee (BLA-671)</li> <li>• F. Gonzalez (BLA-681)</li> <li>• S. P. (BLA-684)</li> <li>• San Antonio Winery (BLA-692)</li> <li>• Contreras (BLA-737)</li> <li>• C. Mills (BLA-784)</li> <li>• Atwater Village Neighborhood Council (BLA-850)</li> <li>• M. Banner (BLA-856)</li> <li>• V. Hanley (BLA-857)</li> <li>• R. Davidson (BLA-861)</li> <li>• M. Faye (BLA-865)</li> <li>• E. Baiocco Callahan (BLA-868 and BLA-869)</li> <li>• J D'Agnenica (BLA-877)</li> <li>• NRDC (BLA-887)</li> </ul>	<p>The Authority has worked closely with government agencies, businesses, individuals, and nonprofit organizations to refine the HSR project to avoid or minimize impacts, including property acquisitions, to the maximum extent feasible. This project refinement would continue throughout final design for the selected alternative. The HSR Build Alternative would be constructed mostly within the existing railroad right-of-way, adjacent to residential, commercial, and industrial communities, and it would not permanently create a new physical barrier, bisect, or isolate established communities. As described in Section 3.12.6 of this Final EIR/EIS, the HSR Build Alternative would result in six single-family residential displacements in the City of Burbank. The HSR Build Alternative would displace two multifamily residential units in the City of Burbank and four multifamily residential units in the City of Los Angeles. As described under Impacts SOCIO #4 and SOCIO #5, there would be 92 business acquisitions (59 commercial, 6 industrial, and 27 retail units) within the City of Burbank. A total of 20 business acquisitions (3 commercial units, 4 industrial units, and 13 retail units) would occur within the City of Glendale, and 21 business displacements (8 commercial units, 5 industrial units, and 8 retail units) would occur in the City of Los Angeles. As discussed in Section 3.12.6, Impact SOCIO#2, with the implementation of SOCIO-IAMF#2, which would provide relocation assistance to all residents displaced by the HSR Build Alternative, and SOCIO-IAMF#3, which would establish an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owners, permanent construction impacts on communities would not divide existing communities, and the impact under CEQA would be less than significant. Although displacement effects are not disproportionately high on low-income or minority communities, a sizeable number of displacements (55 out of a project section total of 145 residential and non-residential displacements) would occur in EJ communities and these displacements may adversely affect EJ communities. Therefore, to minimize adverse effects, EJ-IAMF#4 requires the Authority's contractor to develop a Relocation Mitigation Plan that describes measures taken or proposed to minimize adverse community cohesion effects of displacement and relocation on EJ communities and the IAMF requires that the Authority seek and consider input from impacted EJ communities prior to finalizing the Authority's Plan.</p> <p><b>Right-of-Way Acquisition Process.</b> The Authority has prepared informational pamphlets describing the right-of-way acquisition process. Specifically, "Private Property and High-Speed Rail: Your Questions Answered" describes the process and general timeline by which an appraiser and right-of-way agent will coordinate with property owners of parcels affected by the HSR alignment and is available on the Authority's website: [(<a href="https://www.hsr.ca.gov/docs/programs/private_property/High_Speed_Rail_Right_of_Way.pdf">hsr.ca.gov/docs/programs/private_property/High_Speed_Rail_Right_of_Way.pdf</a>) (Authority 2019)]. This pamphlet also offers guidance for property owners of parcels that would not require acquisition but for which the property owner believes their property value has been affected. In those cases, property owners who believe they have suffered a loss may file a claim with the State of California Government Claims Board.</p> <p>The Authority's acquisition and relocation assistance and advisory services would include, but not be limited to, measures, facilities, or services that may be necessary or appropriate to determine the needs and preferences of each household, business, and nonprofit organization to be displaced. The Authority would provide current information on the availability, purchase prices, and rental costs of comparable replacement residential units. Other benefits and compensation may include payment of residential moving expenses and replacement housing</p>	<p>Programmatic and project-specific</p>

Comment Summary	Applicable Comments	Response	Classification
		<p>payments, nonresidential moving expenses, and reestablishment expenses. The Authority’s acquisition and relocation assistance documents in Appendix 3.12-B of this Final EIR/EIS describe compensation and acquisition procedures in detail. For any properties acquired for the project, the Authority would comply with appropriate provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 U.S. Code 4601 et seq.) (Uniform Act) and Implementing Regulations (49 C.F.R. Part 24). Property owners whose entire or partial property would be acquired by the Authority would receive compensation for their land and improvements. The California Relocation Assistance Act essentially mirrors the Uniform Act and also ensures consistent and fair treatment of owners, expedited acquisition of property by agreement to avoid litigation, and promotion of confidence in the public land acquisitions process. However, if there is federal funding on the project, as there is for the HSR project, the Uniform Act takes precedence.</p> <p>The Authority would acquire the land of property owners whose land is directly affected by the project in accordance with the Uniform Act. The Uniform Act establishes minimum standards for treatment and compensation of individuals whose property is acquired for a federally funded project.</p> <p>For all acquisition of real property, the Uniform Act requirements include the following:</p> <ul style="list-style-type: none"> <li>• Appraisal of the property before negotiation begins</li> <li>• Invitation to the property owner to be present when for the appraiser visits the property</li> <li>• Preparation of a written offer of compensation and a summary of what is being acquired</li> <li>• Payment for the property before taking possession of the property</li> <li>• Offer to acquire uneconomic remnant parcels</li> <li>• Reimbursement for expenses resulting from the transfer of title</li> </ul> <p>The Authority would negotiate property acquisitions on a case-by-case basis with the property owner(s). The Authority would acquire the property at fair market value, as determined by the process described above. In the event that the Authority and a property owner cannot reach an agreement, then the Authority also has the power of eminent domain, which allows it to condemn the property of unwilling sellers, with payment of just compensation (i.e., fair market value) to the property owner. Eminent domain would be viewed as a last resort to acquire land for the public purpose of developing the statewide HSR system. Information on the eminent domain process is available on the Authority's website (<a href="https://www.hsr.ca.gov/docs/programs/private_property/Your_Property_Your_HSR.pdf">https://www.hsr.ca.gov/docs/programs/private_property/Your_Property_Your_HSR.pdf</a> [Authority 2013]).</p> <p>Just compensation is an amount paid to a property owner for property acquired for public purposes that is not less than the fair market value of the property acquired, including damages or benefits to the remaining property. Compensation also would include any measurable loss in value to the remaining property as a result of a partial acquisition.</p> <p><b>Relocation Process.</b> When displacement results from the acquisition of residential or nonresidential properties, such as businesses, the Uniform Act’s provisions for relocation assistance include:</p> <ul style="list-style-type: none"> <li>• Relocation advisory services, including referrals to replacement properties, help in filing payment claims, and other necessary assistance to help the displaced person successfully relocate</li> </ul>	

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		<ul style="list-style-type: none"> <li>• A minimum 90-day written notice to vacate the property before the Authority would take possession</li> <li>• Reimbursement for moving and reestablishment expenses</li> </ul> <p>The Uniform Act requires the Authority to provide fair and equitable treatment of all persons affected by relocation and real property acquisition. The Uniform Act provides benefits to displaced individuals to assist them financially and with advisory services related to relocating their residence or business operation. Benefits are available to both owner occupants and tenants of either residential or business properties.</p> <p>A property owner may also claim a loss of business goodwill under California Code of Civil Procedure 1263.510 et seq. Goodwill is defined as the benefits that accrue to a business because of its location; reputation for dependability, skill, or quality; and any other circumstances resulting in probable retention of old or acquisition of new patronage. Loss of Goodwill is paid as an acquisition expense, but some of the items considered in calculating loss of goodwill may also be covered as a relocation expense.</p> <p>Consistent with the requirements of the Uniform Act and California Relocation Assistance Act, the Authority is committed to working closely and proactively with residents and businesses to help them plan ahead for relocation, find a new home or business site, and solve problems related to the acquisitions and relocation.</p> <p>Additional information about acquisition, compensation, and relocation assistance and the Uniform Act is also available in Appendix 3.12-B of this Final EIR/EIS, as well as on the Authority’s website.</p>	
<b>Section 3.12: Socioeconomics</b>		<b>BLA-Response-Section 3.12 SOCIO-02: Impacts to Property Values</b>	
<p>Multiple commenters expressed concern that implementation of the HSR Build Alternative would reduce their property values.</p>	<ul style="list-style-type: none"> <li>• T. Flores (BLA-629)</li> <li>• T. Amano-Tompkins (BLA-728)</li> <li>• D. Lane (BLA-730)</li> <li>• J. Gomez (BLA-748)</li> <li>• D. Narayan (BLA-749)</li> <li>• D. Tien (BLA-752)</li> <li>• D. Narayan (BLA-779)</li> <li>• E. Simpson (BLA-781)</li> <li>• J. Myers (BLA-793 and BLA-846)</li> <li>• S. Goodman (BLA-845)</li> </ul>	<p>Section 6.3.4.1, Long-term Impact to Property Values, in the Community Impact Assessment (CIA) Technical Report summarizes the potential property value impacts of the HSR project (this report can be provided upon request to the Authority). The analysis included a literature review of studies related to both conventional rail and HSR stations. Studies on the impact of railway stations on property value indicate that residential and commercial property values near transportation system stations typically increase and are valued higher than similar properties not in the vicinity of such stations due to improved accessibility (both of residents to regional jobs and of employers to a larger labor pool).<sup>7,8</sup> These studies that have been conducted to date offer no clear consensus on findings due to the limited availability of existing literature. While good data exist on such outcomes as shifts in travel modes resulting from the introduction of new HSR service, economic development effects “are less clear, harder to observe and quantify, and therefore are more controversial” (Givoni 2006). Successful HSR station area development (and presumably related real estate price effects) appears to be linked to a number of factors, including robust local economic conditions, strong travel demand, and excellent links to other forms of transit. It also is difficult to extrapolate from studies conducted in high-density urbanized areas of Japan, Korea, and Europe to predict property value effects in U.S. communities that are much more dispersed. For example, Japan’s Tokaido line connects Tokyo and Osaka, cities with approximately 30 million and 16 million inhabitants, respectively.</p>	<p>Programmatic and project-specific</p>

<sup>7</sup> Debrezion, Ghebreegziabihir, Eric Pels, and Piet Rietveld. 2007. *The Impact of Railway Stations on Residential and Commercial Property Value: A Meta-Analysis*. Published online: 19 June. Springer Science and Business Media.

<sup>8</sup> Givoni, Moshe. 2006. Development and Impact of the Modern High-speed Train: A Review. *Transport Review*, Vol. 26, No. 5: 593-611.

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		<p>The studies show that the potential exists for the values of residential and commercial properties to appreciate as a result of HSR projects. Property value increases can result from both new access to a HSR transportation system and the associated intensification of development that can occur around station locations. However, given the potential for nuisance effects (e.g., noise and visual effects) resulting from operation of HSR trains, it is possible that some properties could experience a decrease in value. This potential for a decrease in property value may be particularly true for residences and businesses in locations considerably removed from train stations but exposed to nuisance effects of the HSR project. These non-station residences and businesses would enjoy relatively few benefits (mainly those deriving from improved accessibility) to offset the nuisance effects. This balance between the amount of benefit enjoyed compared to the nuisance effects would be unique for each property and would be only one of the many factors influencing the ultimate market value of any particular property.</p> <p>As discussed in detail in BLA-Response-Chapter 2 Alt-01: Alternatives in this chapter, a major reason for locating the HSR Build Alternative in an existing railroad corridor was to reduce impacts to existing land uses. Properties located adjacent to the HSR Build Alternative already experience nuisance effects associated with railroad corridors such as noise. As detailed throughout this Final EIR/EIS, the project incorporates standardized HSR features to avoid and/or minimize impacts. These features are referred to as IAMFs and will be implemented during project design and construction, as relevant to the HSR project section, to avoid or reduce impacts. These features are considered part of the project and the EIR/EIS explains how they will work and describes their effectiveness. If significant impacts are determined to occur even with the implementation of IAMFs, feasible mitigation measures are identified and implemented as required under CEQA. The Authority, in coordination with the property owners, will implement IAMFs during project design, construction, and operation. These IAMFs include NV-IAMF#1, which would avoid noise and vibration impacts; TR-IAMF#2 through TR-IAMF#8, TR-IAMF#11, and TR IAMF#12, which would avoid and minimize impacts related to temporary disruptions to community circulation patterns and parking from construction; and SS-IAMF#1, which would minimize the HSR Build Alternative’s temporary impacts on emergency response times during construction. In addition, as described in Section 5.6.3.1, Impact EJ #1, of this Final EIR/EIS, the Authority will implement EJ-IAMF#1, which creates an ombudsman position to address the needs of EJ communities adversely affected by construction impacts such as street closures and detours. The position will act as a single point of contact for property owners, residents, and tenants in EJ communities with potential adverse construction impacts.</p> <p>Mitigation measures N&amp;V MM#1 and AVQ MM#1 would minimize impacts from temporary noise and visual changes. Mitigation Measures N&amp;V-MM#3, N&amp;V-MM#4, N&amp;V-MM#5, and N&amp;V-MM#6, would be implemented to address operational noise impacts. IAMFs AVQ-IAMF#1 and AVQ-IAMF#2 and Mitigation Measures AVQ-MM#3 and AVQ-MM#4, would minimize and mitigate permanent visual changes. Some measures such as the sound barriers proposed under N&amp;V-MM#3 will benefit adjacent properties by reducing noise from existing trains as well as HSR trains. In summary, nuisance impacts to any properties affected by the HSR project that could have an effect on property values would be avoided, minimized, or mitigated as appropriate. However, as described above, nuisance effects would be only one of the many factors influencing the ultimate market value of any particular property.</p>	

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		<p>Owners who believe they have suffered a loss of property value as a result of the project may file a claim with the State of California's Government Claims Program. More information on filing a claim may be obtained online at the following link: <a href="https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim#@ViewBag">https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance-Management-Services-List-Folder/File-a-Government-Claim#@ViewBag</a>.</p> <p>Claims may be mailed to the below address:                      Office of Risk and Insurance Management                      Department of General Services                      P.O. Box 989052 MS-414                      West Sacramento, CA 95798-9052                      For assistance from the Government Claims Program (GCP), call (800) 955-0045</p>	
<b>Section 3.12: Socioeconomics</b>		<b>BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation</b>	
<p>Commenters expressed concern about various community impacts during construction and operation related to the Main Street Grade Separation in the City of Los Angeles. Commenters requested clarification on the expected duration of the construction period.</p>	<ul style="list-style-type: none"> <li>• S. P. (BLA-684)</li> <li>• San Antonio Winery (BLA-692)</li> <li>• M. Banner (BLA-709)</li> <li>• Contreras (BLA-737)</li> <li>• C. Nash (BLA-743)</li> <li>• LAUSD (BLA-765)</li> <li>• R. Davidson (BLA-861)</li> <li>• J D'Agnew (BLA-877)</li> <li>• Councilmember G. Cedillo (BLA-896)</li> <li>• LADOT (BLA-890)</li> </ul>	<p>The HSR alignment for the Burbank to Los Angeles Project Section would be entirely grade-separated at street crossings, meaning that roads, railroads, and other transport facilities would be located at different heights so the HSR train operation would not interrupt or interface with other modes of transport, including vehicle, transit, bicycle, and pedestrian. Construction of these grade separations improves safety within the existing railroad corridor because they replace existing at-grade railroad crossings of local roadways. The grade separations could be constructed as early action projects (refer to Section 2.5.2.9 of this Final EIR/EIS). Early action projects (including the Main Street Grade Separation) would be completed in collaboration with local and regional agencies. Local and/or regional agencies may take the lead on coordinating the construction of these early action projects. Therefore, they are analyzed within the Burbank to Los Angeles Project Section EIR/EIS to allow the agencies, as Responsible Agencies under CEQA, to adopt the findings and mitigation measures as needed to construct these projects.</p> <p>Main Street is an existing at-grade crossing. The road crosses the existing tracks at grade on the west bank of the Los Angeles River, crosses over the river on a bridge, and then crosses the existing tracks at grade on the east bank of the river. The HSR Build Alternative proposes a grade separation, with a new Main Street bridge spanning the tracks on the west bank, the Los Angeles River, and the tracks on the east bank. This grade separation would remove the existing at-grade crossing conflict between trains and vehicles, pedestrians, and cyclists, improving overall safety. This grade separation would also provide a greater line of sight and stopping distance and increase traffic capacity at posted speed limits while reducing traffic related accidents. This grade separation would also allow for emergency vehicle access at all times, eliminate noise from train horns and gates, and reduce emissions and traffic delays because cars and trucks would not be idling as they wait for trains to cross.</p> <p><b>Design Changes in Response to Public Comments.</b> The design of the Main Street Grade Separation analyzed in this Final EIR/EIS would result in 12 nonresidential displacements. In response to public comments on the Draft EIR/EIS, design refinements were made to the Main Street Grade Separation to reduce impacts to the local community to the extent feasible. These changes include increasing the grade of the Main Street overpass on the east side of the grade separation, which would allow Main Street to return to grade sooner. This change has</p>	<p>Project-specific</p>

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		<p>generally resulted in reduced displacement impacts, including 1 fewer single-family residential displacement and 4 fewer commercial displacements that were previously identified in the Draft EIR/EIS. However, this change would result in one additional nonresidential parcel affected that would require driveway and parking modifications on the southeast corner of Main Street and Lamar Street. Section 2.5.2.9, Early Action Projects, of this Final EIR/EIS and Volume 3: General &amp; Grade Separations have been revised to reflect design changes to the Main Street Grade Separation. The design changes to the Main Street Grade Separation have been evaluated in the analysis included in this Final EIR/EIS.</p> <p><b>Construction Duration.</b> Based upon the revised design of the Main Street Grade Separation, the Authority estimates that it will take approximately four years to complete its construction. The construction sequence is broken down into four basic phases: 1) preparation for bridge construction (including property acquisition, site clearing, and utility relocation), 2) construction of the new bridge, 3) construction of the new Main Street approaches to the new bridge, and, 4) opening the new bridge (including closure of the existing bridge, closure of the existing at-grade railroad crossing, and restoration of land used for temporary construction easements. The period of greatest traffic disruption would be during Phases 2 and 3, which are estimated to take approximately 30 months to complete.</p> <p><b>Displacements.</b> The analysis of impacts related to displacements in Section 3.12.6.3 of this Final EIR/EIS include displacements required by the Main Street Grade Separation. Impacts related to displacements and relocations of residents, businesses, and sensitive populations, are described under Section 3.12.6.3, Impact SOCIO #3, Permanent Displacement and Relocation of Local Residents from Construction; Impact SOCIO #4, Permanent Displacement and Relocation of Local Businesses from Construction; and Impact SOCIO #5, Permanent Displacement and Relocation of Sensitive Populations during Construction. As described in this section of this Final EIR/EIS, the implementation of SOCIO-IAMF#2 and SOCIO IAMF#3 would provide relocation assistance to all residents and businesses displaced by the HSR project in compliance with the Uniform Act and would establish an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owners. As described in Section 5.6.3.1, Impact EJ #6, of this Final EIR/EIS, although displacement effects are not disproportionately high on low-income or minority communities, a sizeable number of displacements (55 out of a project section total of 145 residential and non-residential displacements) would occur in EJ communities and these displacements may adversely affect EJ communities. Therefore, to minimize adverse effects, EJ-IAMF#4 requires the Authority’s contractor to develop a Relocation Mitigation Plan that describes measures taken or proposed to minimize adverse community cohesion effects of displacement and relocation on EJ communities and the IAMF requires that the Authority seek and consider input from impacted EJ communities prior to finalizing the Authority’s Plan.</p> <p>Additionally, refer to the Relocation Impact Report (Authority 2020) for additional information on displacements and relocations and BLA-Response-Section 3.12 SOCIO-01: Relocations, ROW Process, and Eminent Domain for information on the relocations and right of way process.</p> <p>While this Final EIR/EIS and the Relocation Impact Report provide initial estimates of the proposed project’s impact, full and partial acquisition and displacement decisions would ultimately be determined on a case-by-case</p>	

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		<p>basis during final project design and the land acquisition and real estate appraisal activities prior to construction, and therefore may slightly change in the future.</p> <p><b>Parks and Recreation.</b> As discussed in Section 3.15.6.3, Impact PK #3, of this Final EIR/EIS, the Main Street Grade Separation would require a permanent easement over a 0.12-acre portion of Albion Riverside Park that would be needed to construct the pier walls necessary to support the Main Street Bridge. A permanent aerial easement for the bridge would also be required in the same location. As a result of the bridge construction, access to the park along the southern portion of Albion Street may be affected temporarily during construction. However, access to the park in other areas would remain open for park users. Following construction, access to the entire park would be restored. In addition, although the piers would be placed within the official park property boundary, this impact area would not alter the function of the park because the land required to support the new Main Street roadway bridge would be in the southern portion of the park, where no recreational amenities exist. The land in this permanent impact area currently functions as a paved area with an existing cell tower; the master plan for Albion Riverside Park indicates that this area would continue to operate as a cell tower easement area. Therefore, the project would not adversely affect the activities, features, or attributes of the property. Impacts to Albion Park will not change as a result of the design changes made to the Main Street Grade Separation. The Main Street Grade Separation may require temporary construction easements on portions of the planned extension of the Los Angeles River Bike Path. The remaining portion of the existing Los Angeles River Bike Path and portions of the extension outside of the construction area would remain open for public use during construction. If the extension of the Los Angeles River Bike Path is existing at the time of HSR construction, construction activities would temporarily interrupt connectivity and use of the bike path. However, detours would be implemented during construction, in coordination with the official with jurisdiction over the bike path, so that access around the construction area would be maintained.</p> <p>As described in Section 5.6.3.2, Impact EJ #15, of this Final EIR/EIS, the planned San Fernando Railroad Bike Path would mainly be located within areas with nonminority and nonlow-income populations. The HSR Build Alternative would require a permanent easement within the Metro-owned right-of-way, along the entire 4.5-mile planned San Fernando Railroad Bike Path to operate HSR trains in this area. Therefore, if the San Fernando Railroad Bike Path exists at the time of HSR construction, the entire San Fernando Railroad Bike Path would be removed and PR-MM#4 would also be implemented to require that the Authority consult with the official with jurisdiction to identify an alternative route for the continuation of the lost use and functionality of the bike path, including maintaining connectivity. If the bike path does not exist at the time of HSR construction, the permanent easement needed for operation of the HSR Build Alternative would preclude the planned San Fernando Railroad Bike Path from being constructed in its current alignment. However, the proposed San Fernando Railroad Bike Path would be mainly located within areas with nonminority and nonlow-income populations and EJ-IAMF#5 would require the Authority to seek input from impacted EJ communities on the relocation of planned or existing bike paths located within EJ communities.</p> <p><b>Community Facilities.</b> As discussed in Section 3.12.4.2, Impact SOCIO#7 of this Final EIR/EIS, IAMFs would be incorporated as part of the HSR Build Alternative's design to avoid and minimize impacts related to temporary disruption to community facilities from construction. Community facilities in the vicinity of the Main Street Grade</p>	

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		<p>Separation include PUC Milagro Charter Elementary School, Templo Gethsemani, Albion Street Elementary School, and William Mead Homes (a public housing development). The HSR Build Alternative’s temporary impacts related to noise would be minimized through compliance with NV-IAMF#1, which would require the contractor to document how federal guidelines would be implemented prior to the start of construction near sensitive receptors to minimize noise and vibration.</p> <p><b>Air Quality.</b> The HSR Build Alternative’s temporary impacts related to air quality from the Main Street Grade Separation would be minimized through compliance with AQ-IAMF#1, which requires the preparation of a fugitive dust control plan identifying the features that, at a minimum, would be implemented during ground-disturbing activities, and AQ-IAMF#2, which requires the use of low-volatile organic compound paint during construction.</p> <p><b>Aesthetics/Visual Quality.</b> As described in Section 3.12.4.2, Impact SOCIO #15, AVQ-IAMF#1 and AVQ-IAMF#2 require design and construction of structures that are in visual harmony with and have aesthetic character matching the surrounding environment, and they define the process to follow when implementing the Authority’s aesthetic review process. The Authority would also implement EJ-IAMF#2, which would require the Authority to seek input on aesthetic preferences of visually impacted EJ communities within the EJ Resource Study Area to minimize any adverse construction effects relating to aesthetics and visual resources on low-income and minority populations. Additionally, mitigation measures AVQ-MM#3 and AVQ-MM#4 would incorporate Authority-approved aesthetic preferences for nonstation structures into final design and would provide vegetation screening along at-grade and elevated guideways adjacent to residential areas. These measures would mitigate permanent visual changes from the Main Street Grade Separation by reducing the prominence of the HSR Build Alternative structure, thereby reducing visual impacts below a level that would cause an impact on community character and cohesion.</p> <p><b>Transportation.</b> Implementation of TR-IAMF#2 requires the preparation of a construction transportation plan, which would minimize access disruptions to residents, businesses, customers, delivery vehicles, and buses by limiting any road closures to the hours that are least disruptive to access for the adjacent land uses and ensuring safe vehicular and pedestrian access to local businesses and residences during construction. The design of this grade separation was also revised to address the concerns raised by stakeholders and the public related to access to local businesses and truck traffic. The revised design would maintain the connection between Lamar Street and Main Street, similar to the existing circulation network for trucks. Therefore, no increase in truck trips or impacts related to truck access on Albion Street or the surrounding neighborhood and Albion Riverside Park would occur as a result of the roadway reconfigurations associated with this grade separation.</p> <p><b>Children’s Health and Safety.</b> The potential for the construction of the HSR Build Alternative, including the Main Street Grade Separation, to result in impacts on children’s health and safety is evaluated in Appendix 3.12-C, Children’s Health and Safety Risk Assessment. As discussed in Section 3.12.7, IAMFs and mitigation measures would be implemented to address impacts on children’s health and safety from the HSR project. Construction impacts that could affect children’s health and safety (e.g., traffic hazards, air emissions, noise and vibration, and use of hazardous materials near schools) are described in Section 3.12.6.3, Impact SOCIO #14, Temporary Impacts on Children’s Health and Safety from Construction. Implementation of IAMFs would avoid and/or minimize impacts related to temporary changes in access, increases in noise and dust, and visual changes; therefore, temporary impacts on children’s health and safety from construction of the HSR Build Alternative would be less</p>	



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		<p>than significant. Additionally, Impact SOCIO#18, Permanent Impacts on Children’s Health and Safety from Operations, addresses permanent impacts to children’s health and safety from operation. The Main Street Grade Separation would reduce roadway conflicts with the railroad corridor and improve safety and access for buses, resulting in a beneficial effect related to children’s health and safety.</p> <p><b>Community Impacts.</b> As discussed in Section 3.12.4.2, Impact SOCIO#13, of this Final EIR/EIS, displacements from construction of the HSR Build Alternative, as well as temporary construction-related impacts, such as increases in dust, noise, and traffic congestion; visual changes; and access disruption associated with changes in circulation patterns, detours, and road closures, would have some disruptive effects on the community. However, these impacts would be temporary and would only last for the duration of construction. Therefore, temporary construction impacts are not anticipated to result in the physical deterioration of area communities, including the Lincoln Heights community in which the Main Street Grade separation is located. Nevertheless, in addition, as described in Section 5.6.3.1, Impact EJ #1, of this Final EIR/EIS, the Authority will implement EJ-IAMF#1, which creates an ombudsman position to address the needs of EJ communities adversely affected by construction impacts such as street closures and detours. The position will act as a single point of contact for property owners, residents, and tenants in EJ communities with potential adverse construction impacts.</p>	
<p><b>Section 3.15: Parks, Recreation, and Open Space</b></p>		<p><b>BLA-Response-Section 3.15 PROS-01: 100-Acre Partnership</b></p>	<p>Project-specific</p>
<p>Commenters expressed concern about impacts to the 100-Acre Partnership area adjacent to the Los Angeles River, which is comprised of a the 40-acre Rio de Los Angeles State Park, 10-acre proposed Bowtie Parcel (G1 Parcel) and 42-acre proposed Taylor Yard G2 River Park. Commenters expressed concern about impacts to the proposed connection between Rio de Los Angeles State Park and the proposed Taylor Yard G2 River Park</p>	<ul style="list-style-type: none"> <li>• Mills (BLA-784)</li> <li>• McIntyre (BLA-885)</li> <li>• FoLAR (BLA-886)</li> <li>• NRDC (BLA-887)</li> <li>• LADOT (BLA-890)</li> <li>• TNC (BLA-900)</li> <li>• Lange (BLA-903)</li> <li>• 100-Acre Partnership (BLA-908)</li> </ul>	<p>The HSR project would build new infrastructure within an existing railroad corridor that already goes through the middle of the 100-Acre Partnership area, which is comprised of the 40-acre Rio de Los Angeles State Park, 10-acre proposed Bowtie Parcel (G1 Parcel) and 42-acre proposed Taylor Yard G2 River Park. Connectivity between Rio de Los Angeles State Park and the proposed Taylor Yard G2 River Park is addressed in the Los Angeles River Revitalization Master Plan (LARRMP) and the planned Paseo del Rio would include a greenway connection between the proposed Bowtie Parcel and proposed Taylor Yard G2 River Park along the Los Angeles River.</p> <p>Section 3.15 of the Draft EIR/EIS included a discussion of the potential impacts to Rio de Los Angeles State Park and the proposed Taylor Yard G2 River Park. The proposed Bowtie Parcel and planned Paseo del Rio are proposed park and recreation resources that would be publicly owned and would be open to the public. In addition, the proposed park and greenway are included as a proposed recreational resource within a master plan. Therefore, these recreational resources are protected under Section 4(f) of the U.S. Department of Transportation Act. An analysis of the proposed Bowtie Parcel and the planned Paseo del Rio have been added to Chapter 4 of this Final EIR/EIS to assess whether the HSR Project would result in a use of these properties under Section 4(f).</p> <p>Section 3.15 of this Final EIR/EIS has been revised to include the proposed Bowtie Parcel and the planned Paseo del Rio. The impact analysis in Section 3.15.6.3 of this Final EIR/EIS concludes that the HSR Build Alternative project footprint would not encroach onto the Bowtie Parcel. Construction of the HSR Build Alternative would not require temporary construction easements and these resources are both located along an existing rail corridor. Therefore, there would be no impact to these resources under Impacts PK#1, PK#3, PK#4, or PK#5. Similar to the impacts of construction of the HSR Project on the proposed Taylor Yard G2 River Park, with implementation of IAMFs AQ-IAMF#1, N&amp;V-IAMF#1, AVR-IAMF#1, and AVR-IAMF#2, construction-related air quality, noise, and</p>	

Comment Summary	Applicable Comments	Response	Classification
		<p>visual impacts to the proposed Bowtie Parcel and planned Paseo del Rio would be less than significant under CEQA.</p> <p>In the area adjacent to the proposed Bowtie Parcel, the existing tracks would be removed and new tracks would be added slightly farther to the east, away from the proposed park property. After HSR Project implementation, HSR trains would run adjacent to the proposed Bowtie Parcel, but further than the existing tracks. Therefore, the HSR project would not require any temporary construction easements, permanent easements, or permanent acquisition of the Bowtie Parcel.</p> <p>Based on the location of the HSR Project within the existing rail corridor, impacts related to operational noise, vibration, air quality, and visual impacts would be similar to existing conditions and impacts would be less than significant under CEQA. As the HSR Build Alternative project footprint would not encroach onto the proposed Bowtie Parcel or the proposed Taylor Yard G2 River Park, the HSR Build Alternative would also not preclude the implementation of the planned Paseo del Rio along the western edge of these properties.</p> <p>As discussed in Section 3.15.3 of this Final EIR/EIS, the HSR Build Alternative is inconsistent with the LARRMP as it may preclude implementation of planned resources. While a connection between Rio de Los Angeles State Park and the proposed Taylor Yard G2 River Park is considered in the LARRMP, Mitigation Measure PR-MM#4 would ensure that, if the HSR Build Alternative would preclude a planned bicycle route, the Authority would provide an alternative route in coordination with the agencies with jurisdiction to ensure connectivity is maintained.</p> <p>During a Section 4(f) consultation meeting on June 26, 2020, the Authority initiated a discussion with the California Department of Parks and Recreation regarding the HSR Project’s impacts on Rio de Los Angeles State Park. The California Department of Parks and Recreation communicated that the portion of Rio de Los Angeles State Park that would be affected by the HSR Project is adjacent to a soccer field, and that the City of Los Angeles has been considering extending the soccer field onto the area that would be re-graded as part of the HSR Build Alternative. Section 3.15 of this Final EIR/EIS has been revised to clarify the impacts to this resource, replacing the words “acquisition” and “incorporation” with “modifications” described in Impact PK #3, which states: “Construction of the HSR Build Alternative would require permanent modifications to 0.56 acre of land along the southern boundary of the park. The existing access road would be lowered adjacent to the park, which would require grading of the existing vegetated slope within the park boundary.”</p> <p>The HSR Build Alternative would not preclude the implementation of the proposed parks and recreational resources planned as part of the 100-Acre Partnership and impacts to these resources would be less than significant under CEQA with mitigation incorporated as described above. Furthermore, the Authority has made a determination that the HSR Project would not adversely affect the activities, features, or attributes that qualify these resources for protection under Section 4(f). The HSR Build Alternative has been determined to result in <i>de minimis</i> impacts on these resources. On September 22, 2021, the City of Los Angeles provided concurrence on the Authority’s <i>de minimis</i> determination for the Albion Riverside Park.</p>	

Comment Summary	Applicable Comments	Response	Classification
<p><b>Chapter 5: Environmental Justice</b></p>		<p><b>BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities</b></p>	
<p>Commenters expressed concern about how the HSR project would impact environmental justice communities.</p>	<ul style="list-style-type: none"> <li>• A. McCann (BLA-659)</li> <li>• S. Rivas (BLA-680)</li> <li>• San Antonio Winery (BLA-692)</li> <li>• Overton Moore Properties (BLA-696)</li> <li>• Contreras (BLA-737)</li> <li>• D. Narayan (BLA-749)</li> <li>• J. Weidman (BLA-751)</li> <li>• D. Tien (BLA-752)</li> <li>• Atwater Village Neighborhood Council (BLA-850)</li> <li>• V. Hanley (BLA-857)</li> <li>• R. McCarthy (BLA-859)</li> <li>• NRDC (BLA-887)</li> <li>• Councilmember G. Cedillo (BLA-896)</li> <li>• MRCA (BLA-908)</li> <li>• LADOT (BLA-890)</li> </ul>	<p>In order to understand the potential impacts of the HSR Build Alternative on low-income and minority populations there has been an extensive public and agency outreach program to provide opportunities for public involvement throughout the EIR/EIS process. Specific environmental justice-related meetings were held with local officials; the general public, local and regional organizations; government agencies; as well as with representatives from affected communities. The Authority's outreach efforts are ongoing, and outreach to minority and low-income populations will continue throughout the development of the HSR project to ensure that these communities have the opportunity for meaningful involvement in the project as described in Section 5.5 of this Final EIR/EIS. Chapter 9, Public and Agency Involvement, includes detailed information on the numerous opportunities for participation that have occurred. The purpose of these efforts was to gain the input of minority and low-income populations regarding the project and so the analyses and conclusions in this EIR/EIS accurately reflect the setting and potential impacts of the project in those communities. Additionally, Section 5.5.2, Summary of Public Outreach Issues and Concerns, provides a summary of specific comments raised by Environmental Justice (EJ) groups.</p> <p>In March 2012 the High-Speed Rail Authority Board adopted a Title VI Program, in May 2012 the Board adopted a Limited English Proficiency (LEP) Policy, and in August 2012 the Board adopted EJ guidance. The adoption of these policies formalized the Authority's long-standing efforts to ensure that no person in the state of California is excluded from participation in, nor denied the benefits of, its programs, activities, and services on the basis of race, color, national origin, age, sex, or disability as afforded by Title VI of the Civil Rights Act of 1964 and related statutes.</p> <p>As described in Section 5.2.2.4, California High-Speed Rail Limited English Proficiency Policy and Plan, the LEP Policy articulates the Authority's policy to communicate effectively, with respect, and to provide meaningful access to limited English proficient (LEP) individuals to all the Authority's programs, services, and activities. Consistent with the Authority's LEP policy, the Authority has provided free language assistance services to LEP individuals encountered during public outreach or whenever requested by LEP individuals.</p> <p>Executive Order (EO) 12898 requires federal agencies to address, to the greatest extent practicable and permitted by law, the potentially disproportionately high and adverse human health and environmental impact of their programs, policies, and activities on minority and low-income populations. Chapter 5, Environmental Justice, addresses EO 12898 and environmental justice impacts. As detailed throughout Section 5.6, Environmental Consequences, of this Final EIR/EIS, and summarized in Section 5.7, Summary of Disproportionate Impacts, of this Final EIR/EIS, all populations residing close to the project footprint, including minority and/or low-income populations, would experience construction and operational impacts related to transportation, air quality, noise and vibration, parks and recreation, socioeconomics and communities, displacements and relocations, station planning land use and development, and aesthetics and visual impacts. Transportation impacts include temporary localized traffic impacts during construction and permanent traffic impacts during operation. Air quality impacts include short-term localized air quality impacts during construction. Noise and vibration impacts include temporary noise and vibration impacts during construction and permanent noise impacts during operation. Parks and recreation impacts include temporary use of parks and recreation facilities during construction, short-term air quality, noise, and/or</p>	<p>Project-specific</p>

Comment Summary	Applicable Comments	Response	Classification
		<p>visual impacts to parks and recreation facilities during construction, and permanent conversion of land planned for a bike path, loss of this planned recreation resource, and loss of connectivity. Socioeconomics and communities impacts include operations impacts to community character and cohesion from changes in air quality, traffic and access, aesthetics, and noise. Station planning, and use, and development impacts include the permanent alteration of existing land use patterns. Aesthetics and visual impacts include temporary and permanent aesthetic and visual impacts from construction. The context and intensity of these impacts would be similar for low-income and/or minority populations, as well as non-low-income and/or nonminority populations. Therefore, disproportionate impacts to low-income and/or minority populations would not occur. In addition, as described in Section 5.6.3.3, the low-income populations in the cumulative EJ RSA already experience the adverse effects of displacement and community cohesion associated with gentrification to a greater extent than nonlow-income populations, and those effects may be intensified by implementation of some of the planned projects. However, as described in Section 3.12, Socioeconomics and Communities, the HSR Build Alternative is not anticipated to increase property values in the areas between the proposed HSR stations in Burbank and Los Angeles and therefore would not contribute to gentrification impacts within the cumulative EJ RSA. Therefore, the HSR Build Alternative would not contribute to disproportionate, adverse cumulative impacts on low-income and minority populations. As described in Section 5.4.2.1, the EJ RSA has a smaller percentage of the population that is identified as minority (63.6 percent) than Los Angeles County (72.8 percent). The number of block groups in the RSA with substantial low-income populations is less than half of the total number of block groups within the RSA (78 of 190 block groups). As described in Section 5.6.3.1 in Chapter 5, Environmental Justice, the HSR Build Alternative would result in a total of 133 nonresidential displacements, including commercial, industrial, and retail businesses and affecting an estimated 5,069 employees. Nonresidential displacements would occur in the City of Burbank (92 displaced businesses), the City of Glendale (20 displaced businesses), and the City of Los Angeles (21 displaced businesses). Additionally, only eight percent of nonresidential relocations would be in communities with substantial low-income populations, which is less than the percentage of low-income populations in the reference community (18.4 percent) and only 36 percent of nonresidential relocations would be in communities with substantial minority populations, which is also less than the percentage of minority populations in the reference community (72.8 percent). Although displacement effects are not disproportionately high on low-income or minority communities, a sizeable number of displacements (55 out of a project section total of 145 residential and non-residential displacements) would occur in EJ communities and these displacements may adversely affect EJ communities. Therefore, to minimize adverse effects, EJ-IAMF#4 requires the Authority’s contractor to develop a Relocation Mitigation Plan that describes measures taken or proposed to minimize adverse community cohesion effects of displacement and relocation on EJ communities and the IAMF requires that the Authority seek and consider input from impacted EJ communities prior to finalizing the Authority’s Plan.</p> <p>Therefore, the HSR Build Alternative would not result in disproportionately high, adverse effects on nonresidential displacements.</p> <p>In addition, as described in Sections 5.6.3.1 and 5.6.3.2, of this Final EIR/EIS, the Authority will implement several additional IAMFs (EJ-IAMF #1, EJ-IAMF #2, EJ-IAMF #3, and EJ-IAMF #5) that were not discussed in the Draft EIR/EIS. EJ-IAMF#1 creates an ombudsman position to address the needs of EJ communities adversely affected</p>	

Comment Summary	Applicable Comments	Response	Classification
		<p>by construction impacts such as street closures and detours. The position will act as a single point of contact for property owners, residents, and tenants in EJ communities with potential adverse construction impacts. EJ-IAMF#2 would require the Authority to seek input on aesthetic preferences of visually impacted EJ communities within the EJ Resource Study Area to minimize any adverse construction effects relating to aesthetics and visual resources on low-income and minority populations. EJ-IAMF#3 would require the operation noise technical report to include an assessment of whether remaining severe noise impacts, after application of recommended noise treatments and mitigation, may adversely impact EJ communities and the assessment of whether any additional practicable measures may be undertaken to avoid, eliminate, or reduce any adverse noise impacts. EJ-IAMF#5 would require the Authority to seek input from impacted EJ communities on the relocation of planned or existing bike paths located within EJ communities.</p> <p>All populations in close proximity to the project footprint, including low-income and/or minority populations in the EJ RSA, would also receive some benefits from the HSR project. These benefits would include improved regional and statewide transportation accessibility, regional reduced vehicle trips on freeways, improvements to active transportation infrastructure, safety improvements for both pedestrians and bicyclists along the existing rail corridor including sidewalk improvements and all roadway crossings converted to grade-separated crossings, a reduction in statewide air quality and greenhouse gas emissions, and improved access and safety through grade separation of current at-grade crossings. Benefits would also include long-term economic benefits to the region, including employment opportunities during project construction and operation. To ensure these employment opportunities benefit minority and low-income populations, the Authority has adopted a Community Benefits Policy to support employment of individuals who reside in disadvantaged areas and those designated as disadvantaged workers, including veterans returning from military service. The Community Benefits Policy is designed to assist small businesses and job seekers in finding or obtaining construction contracts, jobs, and training opportunities for residents who live in economically-disadvantaged areas and helps to remove potential barriers to small businesses, disadvantaged business enterprises, disabled veteran business enterprises, women-owned businesses, and microbusinesses that want to participate in building the HSR System.</p> <p>Although no specific mitigation measures have been identified to reduce adverse impacts to low-income and/or minority populations for this HSR project section, applicable mitigation measures related to specific elements of the environment are listed in Section 5.8.2, Mitigation Measures, which include the measures described in Section 3.2.7, Section 3.3.7, Section 3.4.7, Section 3.13.7, Section 3.15.7, Section 3.16.7, and Section 3.17.8 of this Final EIR/EIS. It is assumed that these mitigation measures would be applied to all populations, including those that are low-income or minority.</p> <p>The Authority's EJ guidance articulates the agency's position that fair treatment of people of all races, cultures, and income, is incorporated into all of the Authority's programs, policies and activities, and in particular during the development and evaluation of the environmental documents (under CEQA/NEPA). The EJ guidance seeks to both evaluate and mitigate disproportionately high and adverse impacts on minority and low-income populations that may occur as part of the Authority's activities and business.</p>	

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Figure 1 Major Corridor Alternatives Studied in the 2005 Final Program EIR/EIS

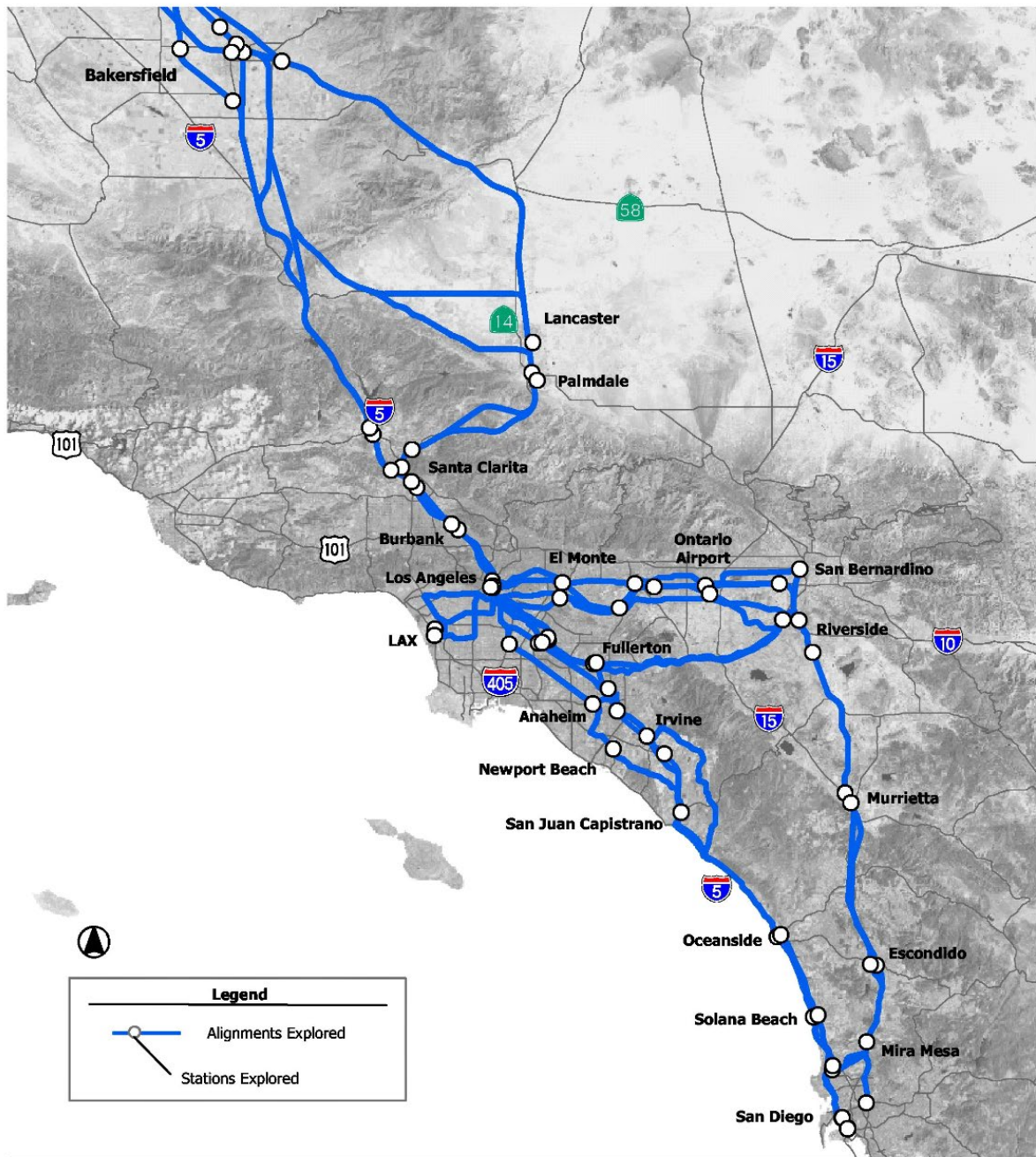
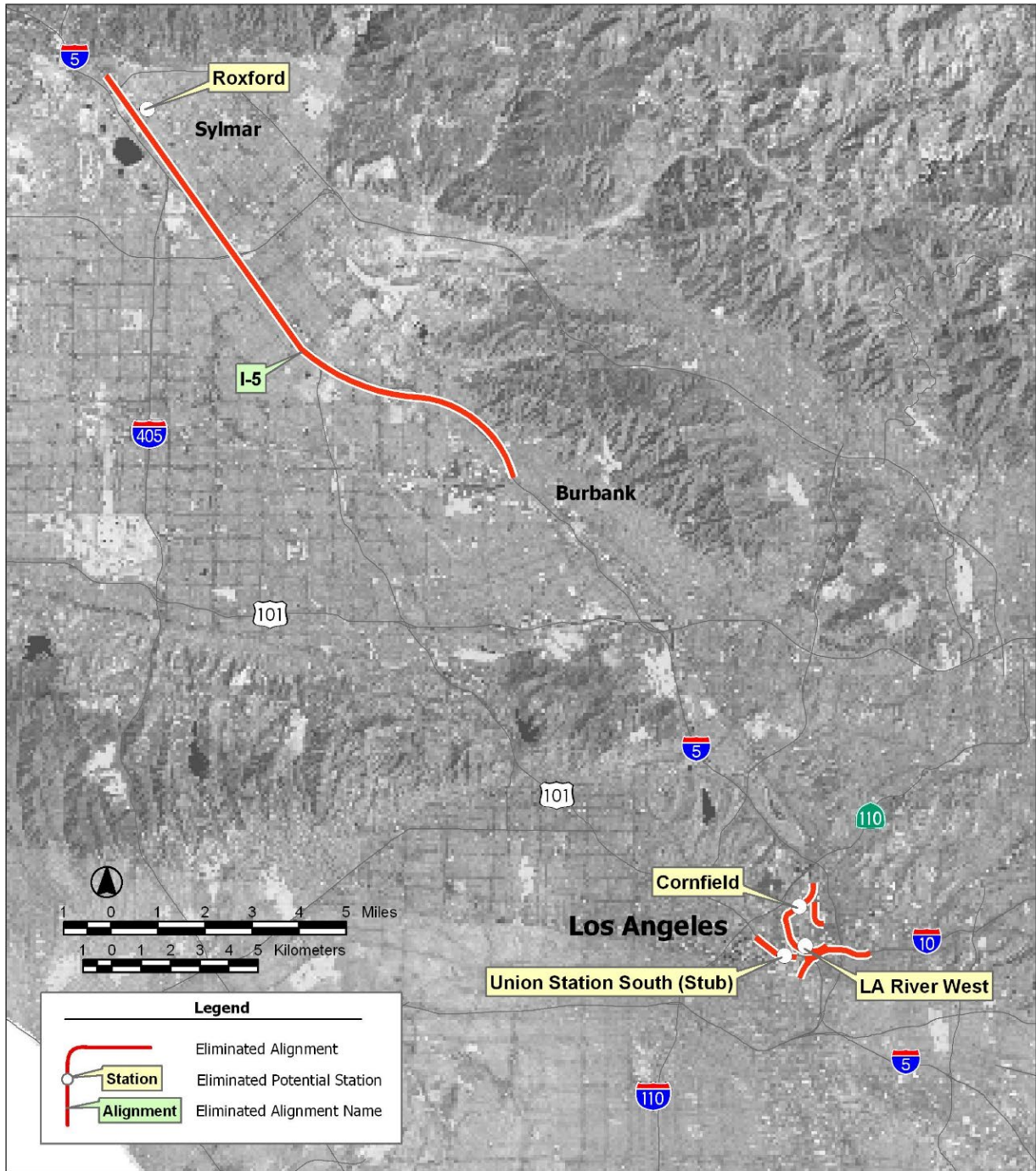
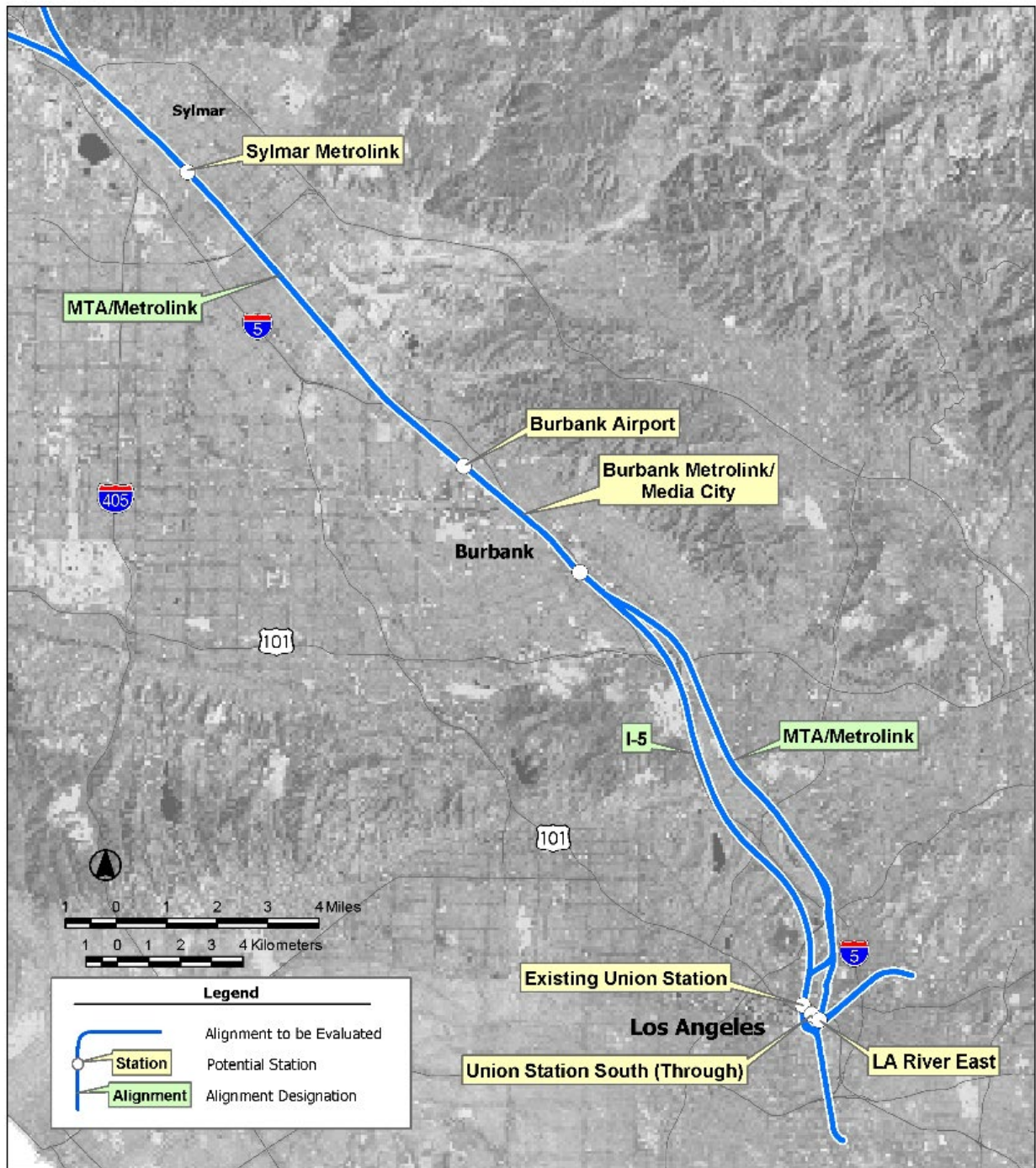


Figure 2 Initial Alignment and Station Options —Southern Portion (2005 Final Program EIR/EIS)





**Figure 3 Eliminated Alignments—Sylmar to Los Angeles (2005 Final Program EIR/EIS)**



**Figure 4 Sylmar to Los Angeles Alignments and Stations Carried Forward (2005 Final Program EIR/EIS)**

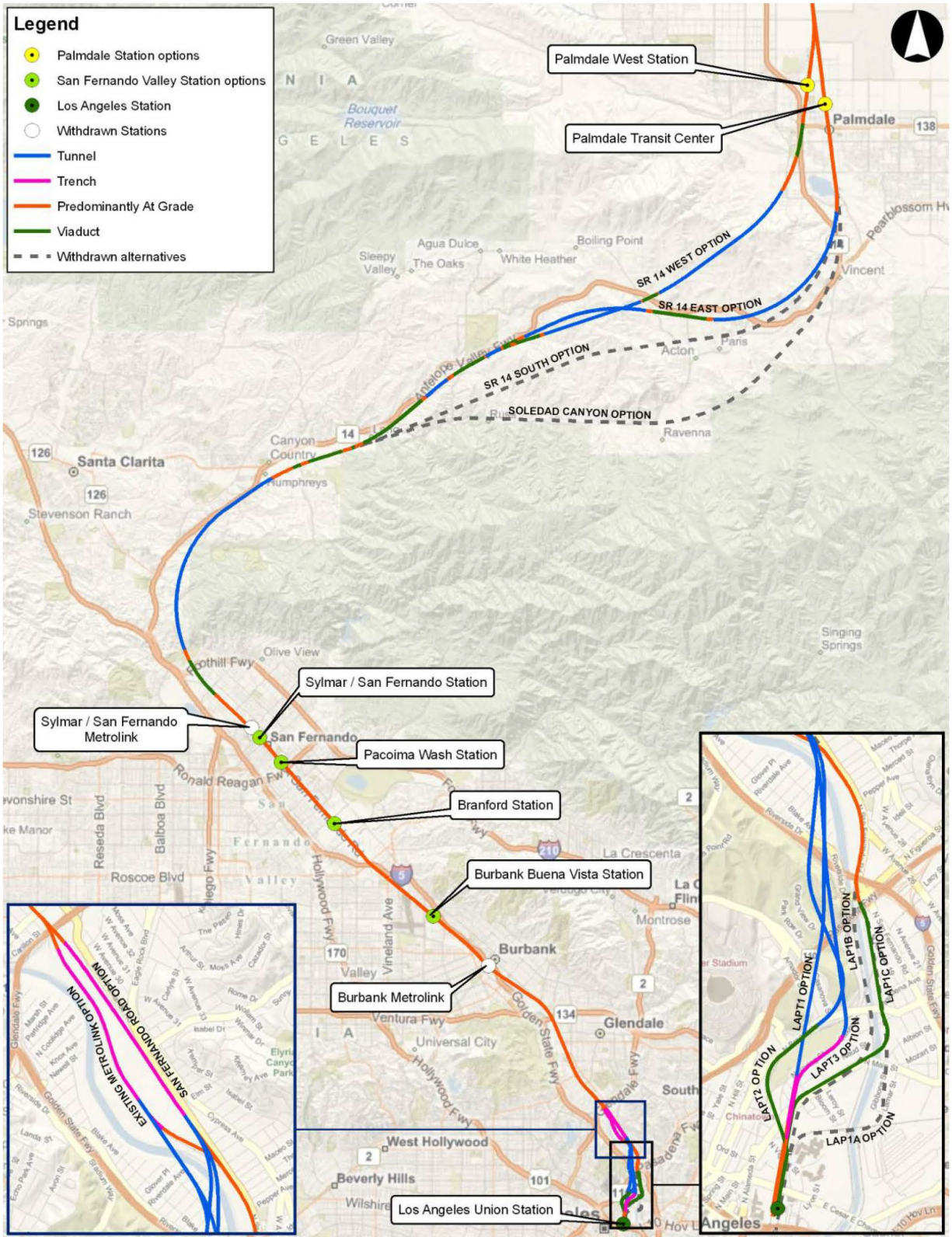


Figure 5 2010 Palmdale to Los Angeles PAA Alignment and Station Alternatives

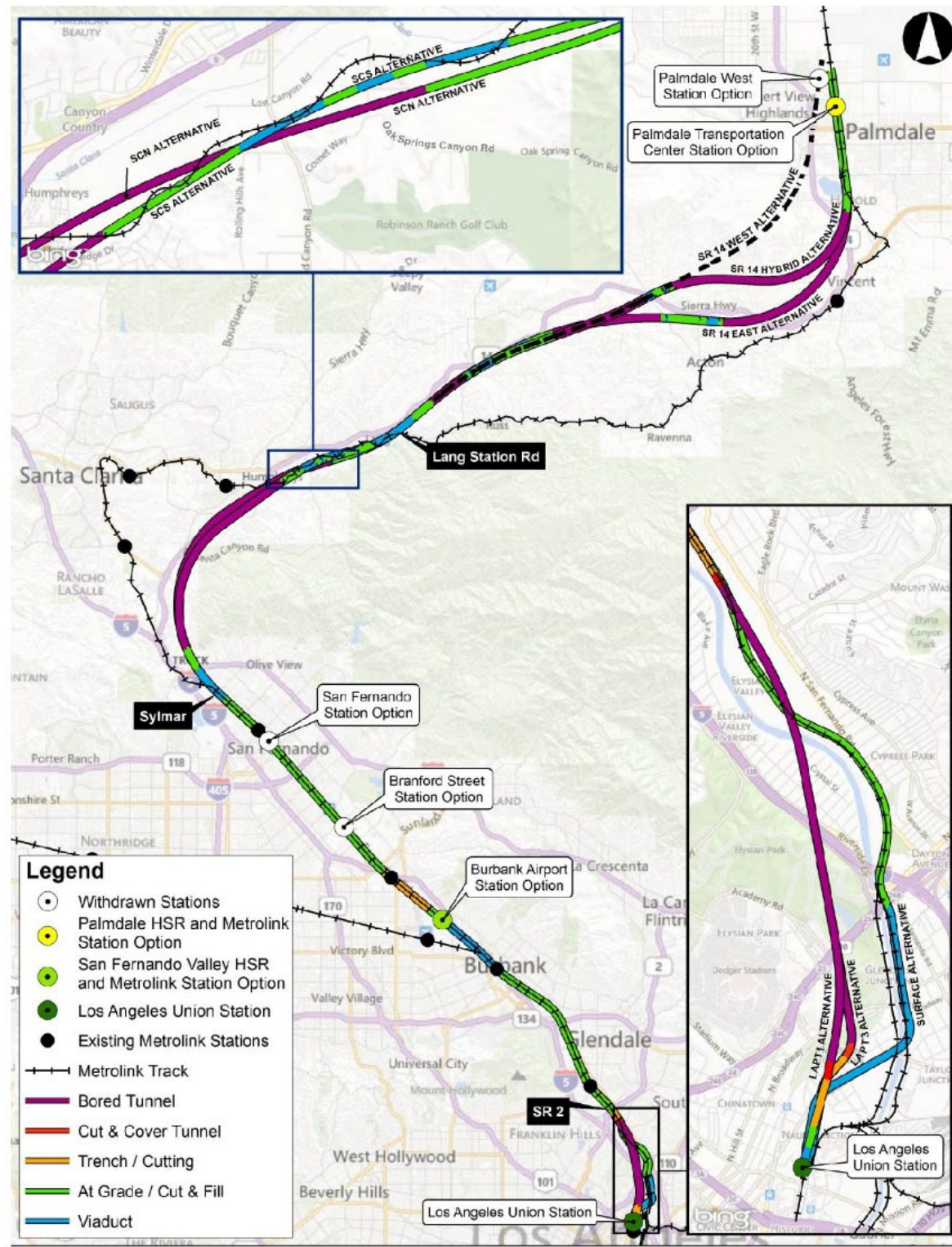
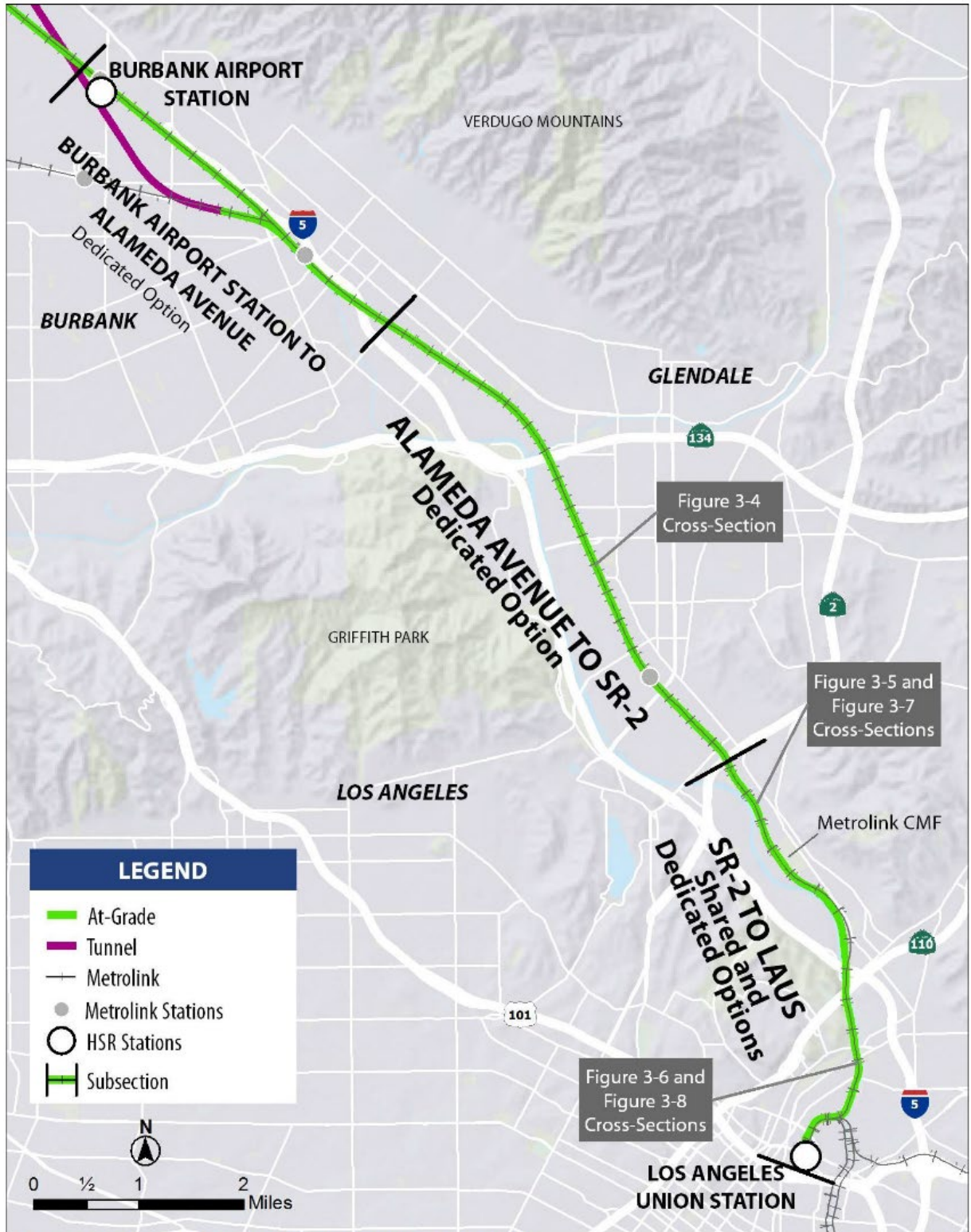


Figure 6 2014 Palmdale to Los Angeles SAA Alignment and Station Alternatives



At-grade alternative, with two design options from SR-2 to LAUS

March 30, 2016

**Figure 7 2016 Burbank to Los Angeles SAA Alternative and Design Options**

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