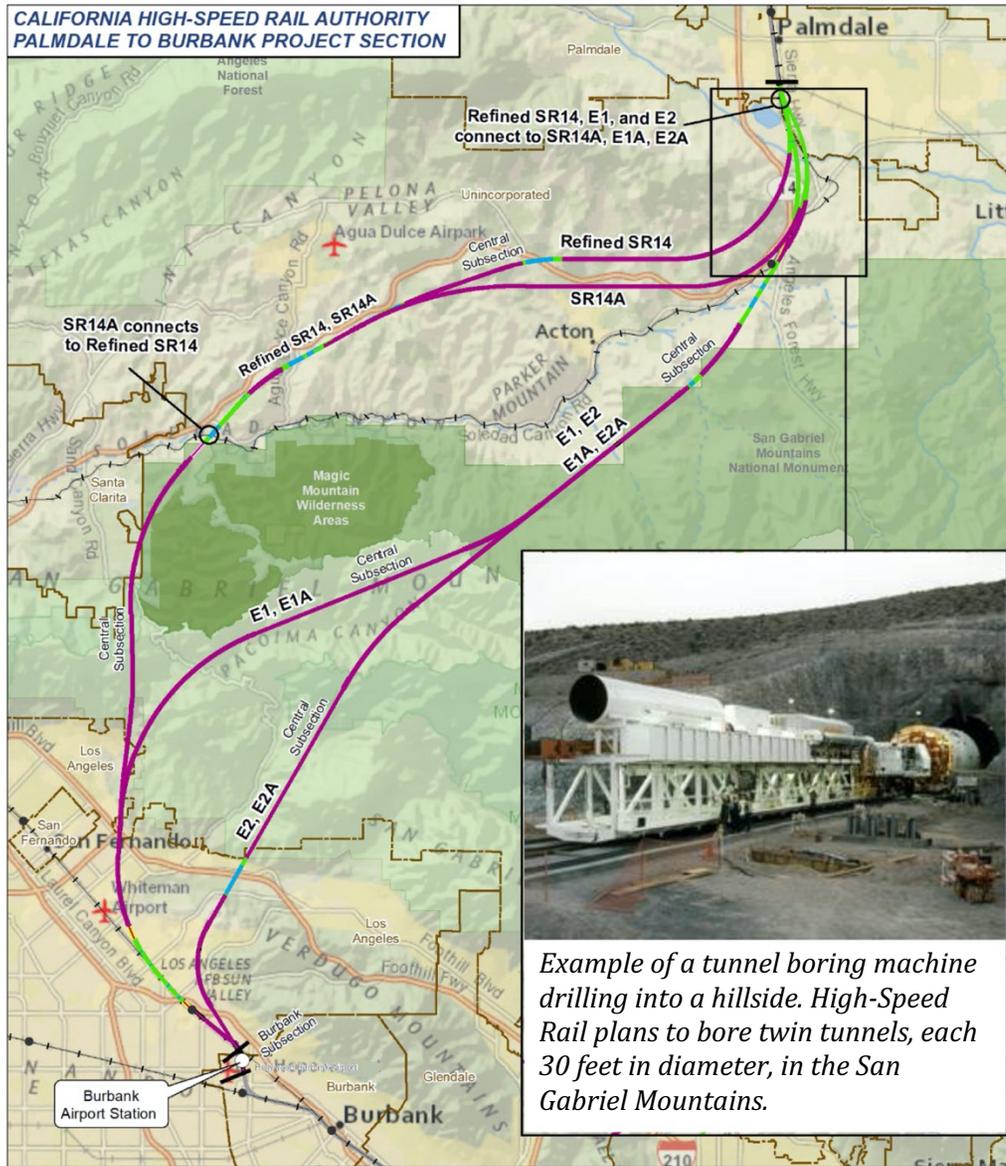


**CALIFORNIA HIGH-SPEED RAIL AUTHORITY  
PALMDALE TO BURBANK PROJECT SECTION**



*Example of a tunnel boring machine drilling into a hillside. High-Speed Rail plans to bore twin tunnels, each 30 feet in diameter, in the San Gabriel Mountains.*



# HIGH-SPEED TRAIN IS BACK! DEADLINE TO RESPOND: DECEMBER 1, 2022

ACT NOW TO STOP HIGH-SPEED RAIL FROM DESTROYING OUR COMMUNITY  
WRITE TO SUPPORT THE  
“NO PROJECT ALTERNATIVE”

Public Comment on High-Speed Rail’s Draft Environmental Report is due Dec. 1, 2022. **There are 3 ways to submit your concerns:**

1. Send an **email** addressed to [Palmdale\\_Burbank@hsr.ca.gov](mailto:Palmdale_Burbank@hsr.ca.gov) with the subject line “Palmdale to Burbank Project Section Draft EIR/EIS Comment.”
2. **Call** and leave a message on a dedicated line: (800) 630-1039.
3. Send a **letter** via US Mail to:  
Attn: Palmdale to Burbank Project Section Draft EIR/EIS Comment  
Southern Regional Office  
355 S. Grand Avenue, Suite 2050  
Los Angeles, California 90071

If you wish to review the DEIR, please visit: <https://hsr.ca.gov> and click on the link for “Palmdale to Burbank Draft EIR/EIS” and then scroll down to the Table of Contents to click on a chapter of interest.

See back of page for more information and sample topics. Here are some example questions which have already been submitted to give you an idea of how to turn a concern into a question. *Who pays for the water during and after construction? How will construction traffic be mitigated? Where will the 100-foot communication towers be located in the forest?*

Questions? Please contact Cindy Bloom at [cbloom571@gmail.com](mailto:cbloom571@gmail.com) or Bill Eick at [bill@eickfreeborn.com](mailto:bill@eickfreeborn.com)

Provided by: Shadow Hills Property Owners Association  
PO Box 345, Sunland, CA 91041

**BACKGROUND:** In 2008, California voters passed Proposition 1A, which authorized \$9.95 billion in bonds to partially fund construction of a high-speed rail (“HSR”) system to connect San Francisco and Los Angeles. The Draft Environmental Impact Report (“DEIR”) for the Palmdale to Burbank Project Section was released on September 1, 2022. The California High-Speed Rail Authority (the “Authority”) has put forth 3 build alternatives/alignments to connect the Palmdale and Burbank Stations, and a “No Project Alternative” which means HSR will not be built in this Project Section.

**WHERE WE ARE NOW:** The DEIR document is 6,959 pages and addresses impacts created by construction and operation of the train and ways problems may or may not be mitigated. Now we are in the public comment period when the Authority is required by law to accept and review all comments and respond to questions. We have until DECEMBER 1, 2022 to respond. SHPOA is supporting the NO PROJECT ALTERNATIVE because each/all of the 3 proposed routes (see other side for map) goes through the Angeles National Forest and negatively impacts our local communities of Shadow Hills, Kagel Canyon, Sylmar, Lake View Terrace, Sunland-Tujunga, Sun Valley, and Pacoima.

**PLEASE HELP:** We are asking you to submit comments to the Authority. They will have one year to review, respond, issue a final EIR, and select a final route. When you write, please ASK QUESTIONS. If you just comment, they can simply acknowledge that they received your comment. If you ask a question, they are required to respond to it. Please state that you support the NO PROJECT ALTERNATIVE as the only feasible alternative. Suggested topics of concern are listed below.

\* **WATER:** Tunneling jeopardizes critical groundwater sources in the mountains that provide drinking water to LA.

- If you have horses or other animals, they need water to thrive. They are more important than providing water during and after construction.

- We are in another epic drought and HSR will use hundreds of millions of gallons of water: to constantly spray their construction areas to mitigate fugitive dust, to provide water for tunneling operations, and they even have a plan to truck in tens of millions of gallons of water for the oak trees in the Angeles National Forest (ANF) if tunneling causes dewatering (which is a very real possibility).

\* **LIVING THROUGH CONSTRUCTION:** Construction here will take AT LEAST 7 years, probably more than 10.

- Construction staging areas nearby are proposed throughout our foothill area.

- There will be noise, vibration, dust, and exhaust as millions of truck trips are needed to haul spoils out of bored tunnels.

- Traffic will increase for these millions of truck trips on our local roads and the 5/210 freeways.

\* **SURFACE IMPACTS TO THE ANGELES NATIONAL FOREST AND THROUGHOUT OUR COMMUNITIES:** Tunneling beneath the ANF does NOT mean there are no impacts to the Forest. This train means there will be manmade encroachments in the ANF where none exist now:

- Adding buildings in the Forest used to access the tunnels and provide ventilation, plus access roads and power lines. Portals (twin tunnel openings, each 30’ in diameter, from which the train will emerge) will be at borders to the ANF and in the Shadow Hills hillside on Wentworth for one route, E2.

- Wilderness areas will be disrupted, including routes that cross the Pacific Crest Trail, Rim of the Valley Trail, San Gabriel Mountains National Monument.

- Wildlife throughout the ANF, Hansen Dam, and throughout our area will be impacted by years of construction invading their habitat.

- Additional fire hazards will be created due to construction and increased activity.

\* **SEISMICITY:** Each/all routes cross the San Andreas, San Gabriel, Sierra Madre, and Verdugo Fault Zones.

\* **AIR QUALITY:** Construction will generate more greenhouse gases than it will recoup in 70 years of operation. CHSRA is a beneficiary of Cap & Trade funds as it claims it is a “green project,” but the irony is that CHSRA will have to PURCHASE offset credits during construction as its pollution levels exceed AQMD standards.

\* **AESTHETICS:** Designated scenic corridors will be blighted with multi-acre construction staging areas to house construction equipment, concrete batch plants, and more. Portals aren’t just tunnel openings; they have huge infrastructure with them, including 65’ three-story buildings. One proposed route (E2) still includes a viaduct to carry the train out of the mountain and over the Big Tujunga Wash, and requires raising Wentworth Street 30 feet.

\* **NON-ENVIRONMENTAL ISSUES YOU MAY BE INTERESTED IN:**

- Instead of fully studying important topics (e.g., seismicity) prior to approving the project, the Authority places the brunt of the study work and planning on contractors to be hired AFTER the project is approved.

- The Authority employs a 15/85 design plan, which means that only 15% of the project needs to be designed before the project is approved.

- The total budget has ballooned from \$16.5 in 1996 to \$105 Billion in 2022, and not a single inch of track has been laid.

- Permanent forfeiture of property, sales, utility users and payroll taxes that fund schools, parks, public safety, libraries, Social Security/Medicare (and more) due to loss of businesses which currently generate this revenue.

**PLEASE SUBMIT YOUR COMMENTS AND MORE IMPORTANTLY—QUESTIONS—ON OR BEFORE DECEMBER 1<sup>ST</sup>! WE’VE ASKED FOR YOUR SUPPORT BEFORE, BUT THIS IS THE MOST CRITICAL CALL TO ACTION SINCE WE LEARNED OF THIS PROJECT IN AUGUST 2014!**