California High-Speed Rail: Los Angeles to Anaheim Project Section

Proposed Final Environmental Impact Statement

Pursuant to:

National Environmental Policy Act (42 U.S.C. Section 4321 et seq.)
FRA Procedures for Considering the Environment (64 Fed. Reg. 28545)
49 U.S.C. Section 303, and 23 U.S.C. Section 327

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Execution anticipated after Authority Board decision

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Abstract: The Los Angeles to Anaheim Project Section Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) was prepared as a joint document to meet all pertinent requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). To prepare a final environmental document, the California High-Speed Rail Authority (Authority) made the decision to split the CEQA and NEPA approvals and to issue a Combined Final EIS/Record of Decision (ROD) should the Authority Board direct the Authority Chief Executive Officer to execute the ROD.

This Final EIR/EIS consists of the Draft EIR/EIS, Responses to Comments on the Draft EIR/EIS, and the changes to the Draft EIR/EIS (Errata). This document considers, describes, and summarizes at a project level of analysis the environmental impacts of a proposed high-speed rail (HSR) system for intercity travel between Los Angeles and Anaheim, California, that connects to the larger statewide HSR system. Two build alternatives and a no project alternative are analyzed. Impact avoidance and minimization features, along with mitigation measures, are described to guide HSR environmental review to avoid or minimize impacts.

Following NEPA Assignment in July 2019, the Authority has assumed the role of federal lead agency on the project. Specifically, the environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated July 23, 2019, renewed July 22, 2024, and executed by the Federal Railroad Administration and the State of California. Prior to the July 2019 MOU, the Federal Railroad Administration was the federal lead agency.

The Authority, in its capacity as NEPA lead agency, stated on the signature page of the Draft EIR/EIS that it "may issue a single document that consists of the Final Environmental Impact Statement and Record of Decision pursuant to 49 U.S.C. 304a(b) and 23 U.S.C. 139(n)(2) unless the California High-Speed Rail Authority determines that statutory criteria or practicability considerations preclude issuance of such a combined document." As noted, the Authority has determined that issuance of a combined document is legally permissible and practicable.