16 CORRECTIONS AND ADDITIONS TO THE DRAFT REPORT

16.1 Introduction

This chapter addresses the revisions made in response to comments received during the Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) comment period, as well as other changes and clarifications resulting from design refinements. The changes are symbolized by vertical lines in the outside margin where text changes occurred.

The Final EIR/EIS also includes chapters of the Draft EIR/EIS with errata sheets inserted at the beginning. These can be accessed at the following link: https://hsr.ca.gov/program-areas/environmental-planning/environmental-documents/project-section-environmental-documents-tier-2/los-angeles-to-anaheim-project-section-environmental-documents/.

16.1.1 Design Refinements

Since publication of the Draft EIR/EIS, the California High-Speed Rail Authority (Authority) has made minor revisions to project features. Revisions included value engineering refinements to reduce project cost. As detailed in Appendix 2-F, Value Engineering Refinements Memorandum, of the Final EIR and Proposed Final EIS (hereafter referred to as the Final EIR/EIS), the cost-reducing value engineering design refinements include the following:

- Reductions to the trainset capacities of the light maintenance facilities (LMF) built under Shared Passenger Track Alternatives A and B
- Grade changes along the elevated portion of the project alignment in Santa Fe Springs
- Grade changes along the trench portion of the alignment in Fullerton

The value engineering design refinements are an overall reduction in the size of the LMF trackwork, and a reduction in the total lengths of the Santa Fe Springs elevated track structure and the Fullerton trench alignment. The value engineering design refinements would not result in ground-disturbing activities in new areas outside of the project footprint evaluated in the Draft EIR/EIS. The refinements would also not include structural components that exceed the heights of the project components evaluated in the Draft EIR/EIS, or require deeper excavation for construction of foundations or trenching. Therefore, although the value engineering design refinements would result in minor differences from how the project components are described in the Draft EIR/EIS, the refinements would not result in new environmental effects or increases in magnitude, duration, or frequency of impacts already identified. Consequently, the Draft EIR/EIS's impact conclusions and supporting technical reports of the Los Angeles to Anaheim Project Section (project section) remain accurate with incorporation of these design refinements. Refer to Appendix 2-F for a detailed assessment of the value engineering refinements and the determination of no substantive changes to each environmental resource topic in the Draft EIR/EIS. Applicable text in Chapter 2, Alternatives, and Chapter 8, Preferred Alternative, was revised to reflect these minor value engineering design refinements. Applicable Preliminary Engineering for Project Definition (PEPD) design sheets (Volume 3) were also updated as part of this Final EIR/EIS.

Additionally, the Authority revised the project footprint to remove one parcel (Assessor's Parcel Number 066-581-05) in Buena Park that had been identified for full acquisition and use as a construction laydown area in the Draft EIR/EIS. The Authority made this design refinement following Section 4(f) consultation with Orange County Public Works in July 2026 after receiving updated information regarding the design of the planned Coyote Creek Main Branch Bikeway Extension with an elevated trail landing on this parcel. The Authority determined there would be sufficient space for construction staging within the other areas of the project footprint (near this area), and the acquisition and use of this parcel would therefore not be needed. There were no design elements of the high-speed rail (HSR) project located on the parcel, just the identification of a construction staging area. Therefore, there are no changes to the design of the project with removal of this parcel. This project footprint reduction would result in minor changes in the environmental analysis, with no new

environmental effects or increases in magnitude, duration, or frequency of impacts already identified in the Draft EIR/EIS. This chapter includes the following updates related to the reduced project footprint in Buena Park:

- Chapter 3, Sections 3.7 (Biological and Aquatic Resources), 3.8 (Hydrology and Water Resources), and 3.13 (Station Planning, Land Use, and Development) required revisions to text, table, or both to reflect this change. Refer to Section 16.5.7, Section 3.7: Biological and Aquatic Resources; Section 16.5.8, Section 3.8: Hydrology and Water Resources; and Section 16.5.13, Section 3.13: Station Planning, Land Use, and Development, in this chapter for these revisions.
- Chapter 4, Draft Section 4(f) and Section 6(f) Evaluations: A figure has been revised to reflect the reduced footprint. Refer to Chapter 4 of the Final EIR/EIS, which includes the revised chapter in its entirety. This footprint change did not change the analysis or Section 4(f) determination for this resource.
- Appendix 3.1-B, Los Angeles to Anaheim: Footprint Mapbook: A sheet was revised to reflect the reduced footprint. Refer to Section 16.25, Appendix 3.1-B: Los Angeles to Anaheim: Footprint Mapbook.
- Volume 3.1, General, Track Alignment, and Right-of-Way: One sheet has been revised to remove the parcel from the table of acquisitions and from the plan. Refer to Volume 3.1 of the Final EIR/EIS.
- Volume 3.5, General and Stations: One sheet has been revised to reflect the reduced footprint and the updated bikeway alignment adjacent to the relocated Buena Park Metrolink Station. Refer to Volume 3.5 of the Final EIR/EIS.

In summary, the design refinements are an overall reduction in the size of the LMF trackwork and a reduction in the total lengths of the Santa Fe Springs elevated track structure and the Fullerton trench alignment, and reflect the removal of a construction laydown parcel from the footprint.

16.2 Summary

The Authority updated the Summary to include changes related to the design refinements and to provide updates in the environmental process since release of the Draft EIR/EIS. To allow for greater clarity in the presentation of the information, the revised Summary has been included in its entirety in Volume 1 of this Final EIR/EIS. Refer to Volume 1 for the revisions to the Summary.

16.3 Chapter 1: Project Purpose, Need, and Objectives

Draft EIR/EIS page 1-6, in Section 1.1.3.2, Business Plans and Project Update Reports for the Statewide High-Speed Rail System, has been revised to add the Authority's recent 2026 Business Plan.

The Authority approved the Revised 2026 Business Plan on June 1, 2026. The 2026 Business Plan advances a delivery strategy to deliver revenue service sooner and complete Phase 1 in a disciplined, financeable sequence. The Authority updated the cost estimates with a new bottoms-up approach. The 2026 Business Plan continues to emphasize early investments in shared corridor upgrades, especially in the Los Angeles Basin. The Phase 1 medium ridership forecast for 2040 is projected at 28.29 million, which is a slight decrease from the 2024 Business Plan estimates.

Because lower ridership levels are projected in the 2026 Business Plan compared to the 2023 Project Update Report, this would result in fewer trains operating in 2040. Therefore, the impacts associated with ridership and train operations in 2040 would be somewhat less than the impacts presented in the Draft EIR/EIS, and the benefits accruing to the project (e.g., reduced VMT, reduced GHG emissions, reduced energy consumption) also would be less than the benefits presented in this Draft EIR/EIS. Refer to Appendix 1-A, Changes in Project Benefits and Impacts, for more information.

Draft EIR/EIS page 1-11, in Section 1.1.5, Lead Agencies, Cooperating Agencies, and Responsible Agencies, has been revised to remove references to grant funding and add Orange County Flood Control District and Los Angeles County Flood Control District.

Responsible agencies under the California Environmental Quality Act (CEQA) are defined in Public Resources Code Section 21069 as "any public agency, other than the lead agency, which has responsibility for carrying out or approving a project." Responsible agencies under CEQA for the Los Angeles to Anaheim Project Section include the following agencies: California Department of Fish and Wildlife, Caltrans, California Public Utilities Commission, California State Water Resources Control Board, South Coast Air Quality Management District, California Department of Toxic Substances Control, Metro, Los Angeles County Flood Control District, Orange County Transportation Authority (OCTA), Orange County Flood Control District, Riverside County Transportation Commission, and SCRRA (Metrolink). These agencies can use the Final EIR/EIS, either through the provisions of State CEQA Guidelines Section 15220 et seq. or State CEQA Guidelines Section 15096, to approve or permit aspects of the HSR project.

Draft EIR/EIS page 1-12, in Section 1.1.6, Compatibility with Federal Transportation Policy, has been revised to remove the last two paragraphs of the section.

Draft EIR/EIS page 1-36, in Section 1.2.4.6, Public Benefits of the High-Speed Rail System to the Region, has been revised to clarify the economic and employment project benefits. The Authority updated the project section's costs (both capital and operations and maintenance [O&M]) to reflect the 2026 Business Plan (refer to Section 16.8, Chapter 6: Project Costs and Operations, for updates). These cost updates require the following revisions.

- HSR service along the project section would offer employment benefits from construction, for an estimated 56,900 additional direct, indirect, and induced job-years in Los Angeles and Orange Counties.
- Buildout of the project section with HSR service would offer new long-term jobs, creating approximately 410 permanent direct, indirect, and induced jobs associated with the operations and maintenance in Los Angeles and Orange Counties. In the long term, the HSR system would result in job creation from improvements in accessibility in areas surrounding stations. This project section would serve the HSR program's goal of supporting central business districts, because the areas where HSR stations would be located (i.e., Anaheim's Platinum Triangle, and, potentially, Norwalk/Santa Fe Springs or downtown Fullerton if one of these HSR station option locations is selected) are already multimodal centers that draw high volumes of people engaging in business, commercial, or leisure activity. Moreover, these cities either have developed or are planning for transit-oriented developments around where there are proposed HSR station facilities. Offering a new transportation option provides an opportunity to enhance the existing and planned developments in these cities.

Draft EIR/EIS page 1-37, in Section 1.3.3, Link Union Station Project, has been revised to reflect the updated status of the Link Union Station (Link US) Project environmental documents.

Metro is proposing the Link US Project to increase the regional and intercity rail service capacity of LAUS and to improve schedule reliability at LAUS through the implementation of a run-through track configuration and elimination of the existing stub-end-track configuration while preserving current levels of freight rail operations, accommodating the planned HSR system in Southern California, increasing the passenger/pedestrian capacity, and enhancing the safety of LAUS. Additionally, the Link US Project includes a new passenger concourse that meets the multimodal transportation demands at LAUS (Metro 2024). The Metro Board of Directors certified the Final EIR in June 2019.[24] In October 2019, Metro and the Authority, as the federal lead agency under NEPA assignment, began preparation of the Draft EIS. In December 2022, Metro began preparing a Supplemental EIR to disclose minor additions or changes that occurred since the Final EIR certification. Metro released the joint Draft EIS/Supplemental EIR for public review and comment in June 2024. The Metro Board of Directors certified the Final Supplemental EIR in October 2025. In January 2026, Metro released the combined Final EIS/Record of Decision. Metro began preconstruction activities for Phase A of the project in 2025, and approved funding for early work construction packages in February 2026. Metro

is continuing to seek funding for both Phases A and B, and anticipates that Phase A of the project would be completed by 2031 (Metro 2026).

Draft EIR/EIS page 1-37, in Section 1.3.4, Los Angeles – San Diego – San Luis Obispo Rail Corridor Improvement Plans, has been revised to acknowledge the Los Angeles – San Diego – San Luis Obispo Rail Corridor's (LOSSAN Corridor) feeder role to the corridor.

Several recent studies and plans detail potential near-term improvements to the LOSSAN Corridor. These include numerous grade-separation and crossing improvements between Fullerton and Irvine, as included in the *LOSSAN Business Plan, FY 2022–23/2023–24* (OCTA 2022). The LOSSAN Rail Corridor Business Plan identifies the corridor's role as providing connections and feeder service to support future HSR service and the importance of integrating the rail corridor and HSR system to provide mutual benefits to each service.

Draft EIR/EIS page 1-40, in Section 1.3.9, Metrolink Southern California Optimized Rail Expansion, has been revised to state that 30-minute headways are planned.

Metrolink's Southern California Optimized Rail Expansion program (SCRRA 2021) is a capital program to upgrade Metrolink's system with grade-crossing, station, and signal improvements as well as track additions and work. It will help Metrolink achieve a zero-emissions future, improve access for the growing population, and allow corridor cities to apply for quiet zones. The improvements would allow service to operate at 30-minute frequencies, or less. The individual Southern California Optimized Rail Expansion projects are anticipated to be completed between 2023 and 2028, when the entire program will be completed. These improvements will also improve an existing sustainable alternative mode of transportation for the 2028 Los Angeles Olympics and Paralympics. The Southern California Optimized Rail Expansion program will continue the effort to eliminate GHG emissions, including 51.7 million metric tons of GHG emissions from 2023 to 2078. Although the timeline of this plan would not overlap with HSR implementation in the project section, HSR would support Metrolink's goal of increasing regional mobility and providing a zero-emissions alternative mode of transportation.

Draft EIR/EIS page 1-41, in Section 1.3.10, Metrolink Strategic Business Plan, has been revised to include additional goals of the agency.

The *Metrolink Strategic Business Plan* (SCRRA 2021) develops a vision to optimize and improve system performance and to gain regional consensus on operational and capital needs and priorities for the next 5, 10, and 30 years through strategic implementation (SCRRA 2021). The plan also includes Metrolink's Short-Range Transit Plan, which provides an analysis of financial resources, proposes action plans for commuter rail and includes other project and program initiatives. It also addresses future funding strategies and measures the plan's performance. The two plans aim to:

- Strengthen core institutional functions, focused on fiscal sustainability, system reliability, and customer communications and responsiveness
- Focus initial investment in the rehabilitation of the system (vehicles and infrastructure) to ensure a state of good repair that can provide a base for supporting the growth scenarios
- Evaluate the potential for additional reverse-commute trips to address the growth balance of travel patterns in the region
- Initiate discussions with host railroads on the potential for reverse-peak services on corridors that are governed by shared-use agreements
- Establish strategic partnerships to tap new sources of funds, encourage rail-friendly development, and enable Metrolink to better serve markets within its existing network
- Improve the corridor and expand equipment to improve reliability and increase service frequency
- Upgrade station facilities to improve customer experience and station connectivity

16.4 Chapter 2: Alternatives

Draft EIR/EIS page 2-53, in Section 2.6.1.5, Planned Freight Rail Improvements, has been revised to reflect an updated status for the California Department of Transportation's (Caltrans) High Desert Operational Efficiency Project (HDOE).

The HDOE staging tracks will allow for more efficient shared operations within the 30-mile segment of the LOSSAN Corridor under consideration in the Draft EIR/EIS, as well as along the entire freight network in Southern California. The project is expected to begin construction in 2026 and to complete construction in 2029, prior to construction of the project section (Caltrans 2025).

Draft EIR/EIS page 2-62, in Section 2.6.2.4, Impact Avoidance and Minimization Features, has been revised to edit the name of LU-IAMF#1.

- Station Planning, Land Use, and Development
  - LU-IAMF#1: Passenger Rail Station Area Development: General Principles and Guidelines

Draft EIR/EIS page 2-94, in Section 2.6.3.3, High-Speed Rail Station Facilities, has been revised to reflect recent changes in the Anaheim Regional Transportation Intermodal Center (ARTIC) area.

Detailed information on HSR station area development policies can be found in Section 2.9.1, High-Speed Rail, Land Use Patterns, and Development Around High-Speed Rail Stations. The HSR station would be built within the existing ARTIC station area, which is currently under redevelopment as part of the OCVIBE Master Site Plan. The proposed HSR platform and station facilities would be at grade, with two new HSR tracks and a single 1,410-foot center platform for HSR, south of and parallel to the existing Metrolink/Amtrak tracks and platforms. The HSR platform would be accessed through an extension of ARTIC's existing pedestrian bridge from the northeast and through an extension of two existing pedestrian tunnels on the western end of the existing ARTIC platforms. The Authority would work with the City of Anaheim, as the ARTIC passenger terminal owner, to share the passenger amenities such as ticketing offices, restrooms, waiting areas, and food and beverage services inside ARTIC in the near term. Once ridership increases enough that combined HSR and local-provider passenger volumes exceed the design capacity of the ARTIC passenger terminal building, then the Authority would build a separate HSR passenger terminal. This new HSR station building, included within the footprint and presented on Figure 2-59, would be at the southern end of the pedestrian bridge, along with a facility power substation to provide electricity to the building. The existing Metrolink/Amtrak parking lot north of Angel Stadium would be reconfigured into a pick-up/drop-off area and connected to the existing access road from Katella Avenue. The project would maintain the two existing access points between the Santa Ana River Trail and ARTIC. The existing pick-up/drop-off area and bus bays north of the existing ARTIC building are proposed to be relocated as part of the OCVIBE project; the Authority would coordinate with the city to share this relocated pick-up/drop-off area with HSR passengers. Additionally, radio towers would be built adjacent to the access road at Katella Avenue. Radio towers are required for HSR communications with the overall HSR system.

Draft EIR/EIS page 2-95, in Section 2.6.3.3, High-Speed Rail Station Facilities, has been revised to add a footnote under Figure 2-59, High-Speed Rail Platform and Facilities at ARTIC, to clarify the existing areas at ARTIC that are currently under redevelopment.

[1] Various locations within the Anaheim Regional Transportation Intermodal Center (ARTIC) station area depicted in this figure are currently under redevelopment as part of the OCVIBE Master Site Plan including, but not limited to, the areas identified as "(E) ARTIC Long Term Parking" and "New HSR/Metrolink/Amtrak Parking Structure."

Draft EIR/EIS page 2-97, in Section 2.6.3.4, Light Maintenance Facility, has been revised to reflect reductions to the trainset capacities of the LMF built under Shared Passenger Track Alternative A.

Within the 26th Street LMF, there would be an outdoor train yard with 10 yard tracks to allow for the storage of 20 single trainsets, along with a 1,410-foot-long, five-track shop building, which can accommodate 10 trainsets. The internal LMF access roads would be wide enough to accommodate

service vehicles, consolidate commissary functions, and provide more clearance from the OCS poles to the yard tracks.

Draft EIR/EIS page 2-98, in Section 2.6.3.4, Light Maintenance Facility, Figure 2-60, Shared Passenger Track Alternative A: 26th Street Light Maintenance Facility, has been revised to reflect the reduction to the trainset capacities of the LMF.

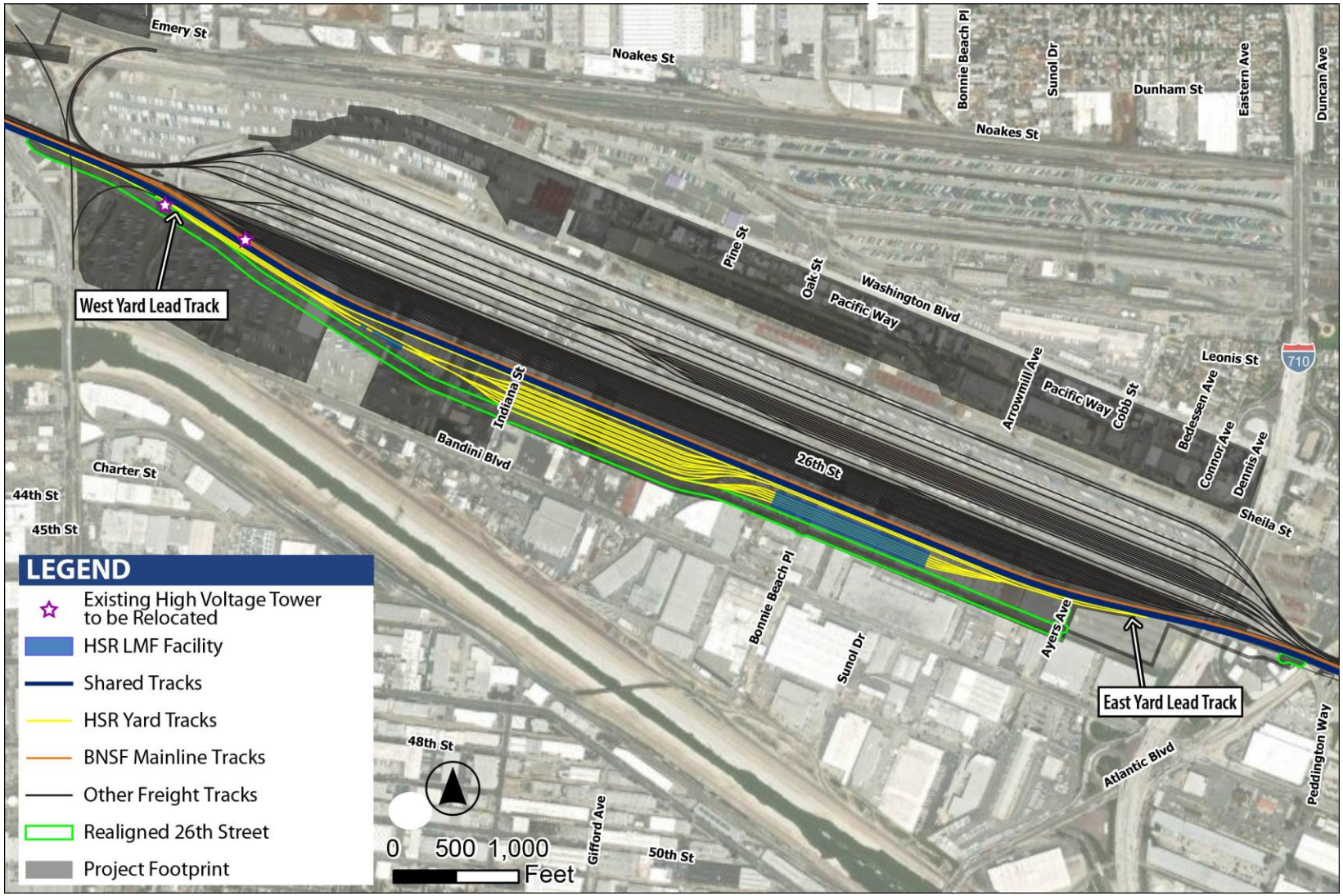


Figure 2-60 Shared Passenger Track Alternative A: 26th Street Light Maintenance Facility

Draft EIR/EIS page 2-116, in Section 2.6.3.5, Freight or Passenger Railroad Modifications, Figure 2-67, Proposed Relocated Buena Park Metrolink Station, has been revised to remove the pedestrian tunnel connecting the station platform to Tulare Street.

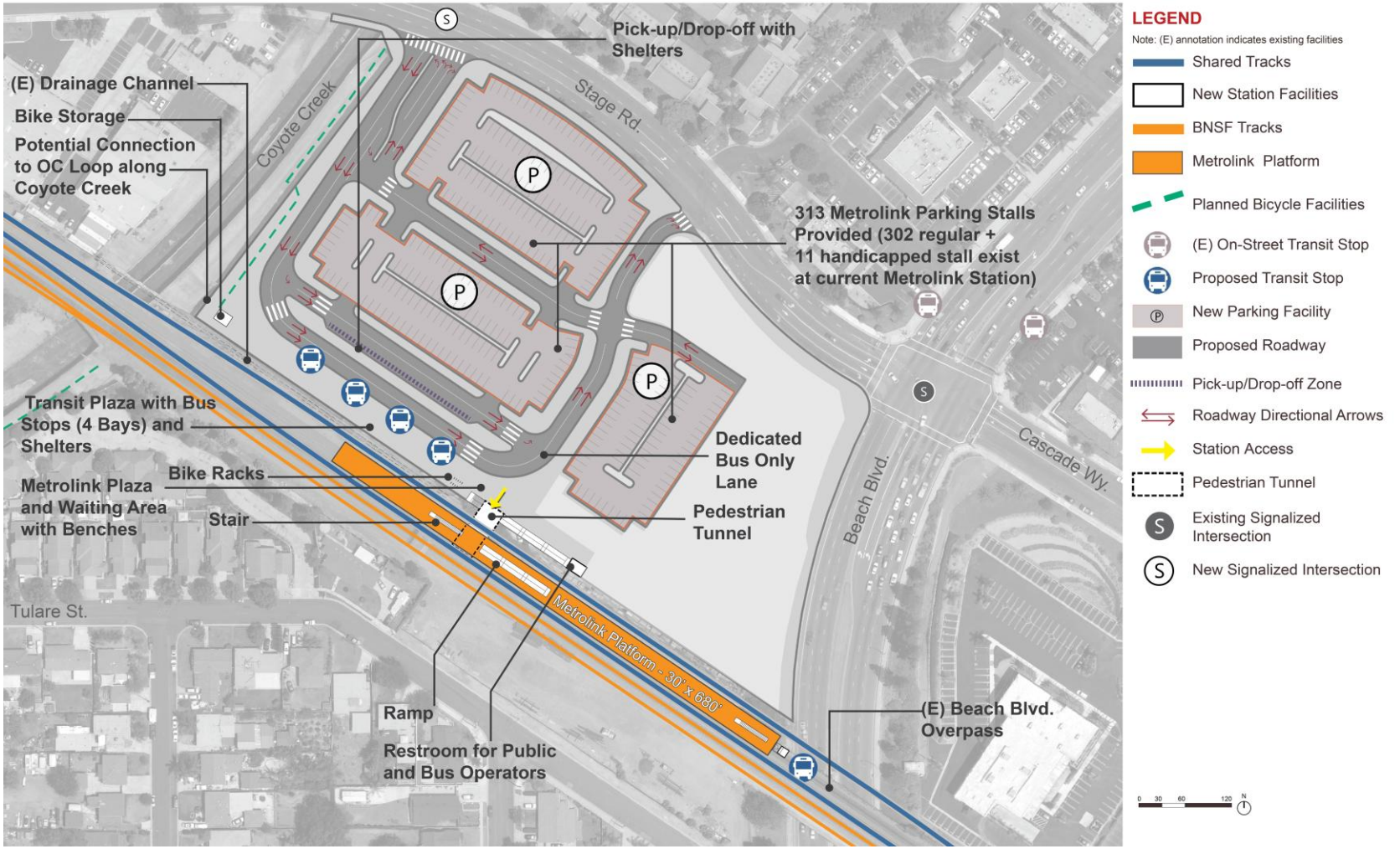


Figure 2-67 Proposed Relocated Buena Park Metrolink Station

Draft EIR/EIS page 2-138, in Section 2.6.4.4, Light Maintenance Facility, has been revised to reflect reductions to the trainset capacities of the LMF built under Shared Passenger Track Alternative B.

The 15th Street LMF would have an overall size of 52 acres and would include a five-track shop building able to accommodate 12 trainsets, along with an outdoor train yard with a storage capacity of 20 HSR trainsets. The 15th Street LMF would be a single-ended yard, which means that access to and from the mainline tracks is provided only from one side, at the northern end.

Draft EIR/EIS page 2-139, in Section 2.6.4.4, Light Maintenance Facility, Figure 2-75, Shared Passenger Track Alternative A: 15th Street Light Maintenance Facility, has been revised to reflect the reduction to the trainset capacities of the LMF.

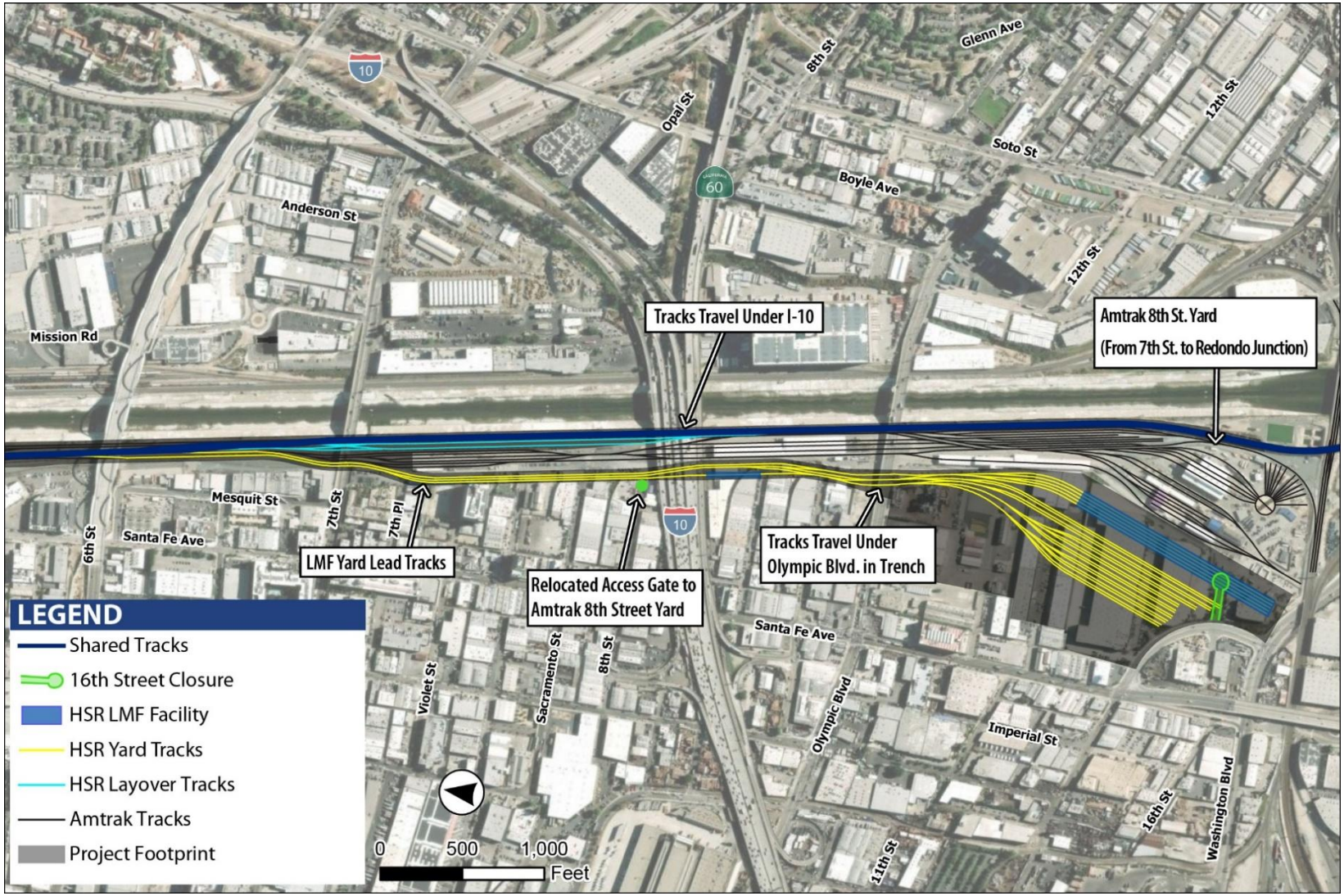


Figure 2-75 Shared Passenger Track Alternative B: 15th Street Light Maintenance Facility

Draft EIR/EIS page 2-152, in Section 2.7, Travel Demand and Ridership Forecasts, has been revised to reflect the Authority's recent 2026 Business Plan.

As noted in Chapter 1, the Authority released the 2026 Business Plan in June 2026, which had reduced ridership estimates (28.29 million) compared to the 2023 Project Update Report. The lower ridership levels would result in fewer trains operating in 2040. Therefore, the impacts associated with train operations in 2040 would be somewhat less than the impacts presented in this EIR/EIS, and the benefits accruing to the project (e.g., reduced vehicle miles traveled, reduced greenhouse gas emissions, reduced energy consumption) also would be less than the benefits presented in this EIR/EIS. Refer to Appendix 1-A, Changes in Project Benefits and Impacts, for more information on the modeling data used in this Draft EIR/EIS.

Draft EIR/EIS pages 2-163 and 2-164, in Section 2.10.1, Project Delivery, Table 2-19, Los Angeles to Anaheim Project Section Construction Schedule, have been revised with additional preconstruction activities and to clarify the construction schedule for the HSR station options in footnote 2. Only revised table rows are presented below.

Table 2-19 Los Angeles to Anaheim Project Section Construction Schedule

Activity	Tasks	Schedule[1]
Survey and preconstruction	Location of utilities, establishment of right-of-way and project control points and centerlines, establishment or relocation of survey monuments, and conducting Phase I and Phase II ESAs for applicable parcels	Prior to construction

[1] Schedule as of September 2023
[2] Construction schedules reflect the timelines for the modifications to the Norwalk/Santa Fe Springs Metrolink Station and Fullerton Metrolink/Amtrak Station proposed under the Shared Passenger Track Alternatives. The construction timelines for these stations are also anticipated to accommodate construction of the HSR station option components and were used in the optional station impact analysis included in Chapter 3 of this Draft Environmental Impact Report/Environmental Impact Statement.
ARTIC = Anaheim Regional Transportation Intermodal Center; BNSF = BNSF Railway; ESA = environmental site assessment; HSR = high-speed rail

Draft EIR/EIS pages 2-165 and 2-166, in Section 2.10.4.1, Operational Right-of-Way, have been revised to include additional preconstruction activities and remove an incorrect reference to concrete batch plants, which would not be required for the project section.

During final design, the Authority and its contractor would conduct a number of preconstruction activities to determine how best actual construction should be staged and managed. These activities include the following:

- Conducting Phase I environmental site assessments to characterize each parcel, including parcels at sites of potential environmental concern. Parcels that require a Phase II environmental site assessment (e.g., soil, groundwater, soil vapor subsurface investigations) will be identified using information and data obtained as part of the Phase I environmental site assessments. Phase II and subsequent investigation may require coordination with federal, state, and local agency officials, as well as other stakeholders.
- Conducting geotechnical investigations to define precise geology, groundwater, and seismic conditions along the alignment. The results of this work would guide final design and construction methods for foundations, underground structures, braced trench, stations, grade crossings, aerial structures, systems, and substations.
- Identifying construction laydown and staging areas used for mobilizing personnel, stockpiling materials, and storing equipment for building HSR or related improvements. In some cases, these areas would also be used to assemble or prefabricate components of guideway or wayside facilities before transport to installation locations. Precasting yards would be identified for the casting, storage, and preparation of precast concrete segments; temporary spoil storage; workshops; and the temporary storage of delivered construction materials, would also be identified.

- Field offices and temporary jobsite trailers would also be at the staging areas. Construction laydown areas are part of the footprint that is evaluated for potential environmental impacts; however, actual use of the area would be at the discretion of the contractor. After completing construction, the staging, laydown and precasting areas would be restored to preconstruction condition.
- Initiating site preparation and demolition, such as clearing, grubbing, and grading, followed by the mobilization of equipment and materials. Demolition would require strict controls to ensure that adjacent buildings, infrastructure, or natural or community resources are not damaged or otherwise affected by the demolition efforts.
- Relocating utilities prior to construction. The contractor would work with the utility companies to relocate or protect in place high-risk utilities, such as overhead tension wires, pressurized transmission mains, oil lines, fiber optic conduits or cables, and communications lines or facilities, prior to construction.
- Implementing temporary, long-term, and permanent road closures to re-route or detour traffic away from construction activities. Handrails, fences, and walkways would be provided for the safety of pedestrians and bicyclists.
- The contractor would implement procedures for reducing air emissions, mitigating noise effects, and reducing the discharge of potential pollutants into storm drains or watercourses from the use of equipment, materials, and waste products. Concrete would be purchased and provided via vendors that are near the project alignment.

Draft EIR/EIS page 2-184, in Section 2.11 Permits and Approvals, Table 2-24, Anticipated Environmental Reviews, Permits/Approvals, and Coordination by Agency, has been revised to add local flood control districts. In addition, the heading rows and notes in this table were updated to clarify that formal approvals by local/regional agencies would be determined at a later stage of project design, through agency coordination and agreements, and that this list is to highlight the CEQA responsible agencies with which the Authority intends to coordinate during final design. Only revised table rows are presented below.

Table 2-24 Anticipated Environmental Reviews, Permits/Approvals, and Coordination by Agency

Agency	Permit/Approvals and Coordination
Regional – Los Angeles to Anaheim	
Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, and Southern California Regional Rail Authority (Metrolink) (CEQA responsible agencies)	▪ The Authority would coordinate with agencies who provide existing or planned rail services within the corridor to identify and agree on an operating and dispatching plan acceptable to all operators, including a plan to share capital and operations and maintenance costs for the corridor. The parties would then adopt appropriate new or modified existing agreements to implement the operations plan, as well as cost allocations for the corridor. Refer to TR-IAMF#13.

Agency	Permit/Approvals and Coordination
Los Angeles County Flood Control District and Orange County Flood Control District (CEQA responsible agencies)	▪ During the final design phase, the Authority would coordinate with the Los Angeles County Flood Control District and Orange County Flood Control District regarding the completion of the U.S. Army Corps of Engineers Section 408 review (preliminary recommendation) for water crossings within the Flood Control Districts' regional jurisdictions. The Authority plans to pursue local permits with the Flood Control Districts as part of the project construction process.

Authority = California High-Speed Rail Authority; CFR = Code of Federal Regulations; Caltrans = California Department of Transportation; CEQA = California Environmental Quality Act; MS4 = municipal separate storm sewer; NEPA = National Environmental Policy Act; NPDES = National Pollutant Discharge Elimination System; NWP = Nationwide Permit; U.S.C. = U.S. Code

16.5 Chapter 3: Affected Environment, Environmental Consequences, and Mitigation Measures

16.5.1 Section 3.1: Introduction

Draft EIR/EIS page 3.1-12, Section 3.1.5.5, Affected Environment, was revised to remove a reference to U.S. Department of Transportation's Procedures for Considering Environmental Impacts dated July 2025.

Both NEPA and CEQA require discussion of the areas affected by the project as well as nearby areas. CEQA requires an EIR to include a description of the existing physical environmental conditions in the vicinity of the project and states that those conditions will "normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant" (State CEQA Guidelines Section 15125(a)). An EIS should include a "short description of the environment likely to be affected by the proposed action, by way of introduction to the environmental impact analysis" (64 *Federal Register* 28554, Section 14(m) (May 26, 1999)). The description of the affected environment summarizes the existing conditions of resources that are sensitive or protected or could be affected by the HSR project and associated physical changes. The information focuses on environmental commitments, data, and issues for analyzing impacts and includes a discussion of the regional context.

Draft EIR/EIS page 3.1-16, Section 3.1.5.6, Environmental Consequences, was revised to add a footnote about ridership data from the 2023 Project Update Report, 2024 Business Plan, and 2026 Business Plan.

Because lower ridership levels are projected in the 2024 Business Plan compared to the 2023 Project Update Report, this would result in fewer trains operating in 2040.[6] Therefore, the impacts associated with train operations in 2040 would be somewhat less than the impacts presented in this Draft EIR/EIS, and the benefits accruing to the project section (e.g., reduced vehicle miles traveled, reduced GHG emissions, reduced energy consumption) also would be somewhat less than the benefits presented in this Draft EIR/EIS.

[6] The analysis presented in the Draft EIR/EIS was initiated using the 2023 Project Update Report, which was the most recent source of information available at the time this estimate was prepared. Refer to Appendix 1-A of the Final EIR/EIS for a description of how data from the 2023 Project Update Report and the 2024 Business Plan were used in the analysis, as well as why the analysis was not updated to reflect 2026 Business Plan ridership estimates and why the analysis in the Final EIR/EIS remains valid.

16.5.2 Section 3.2: Transportation

Draft EIR/EIS page 3.2-4, in Section 3.2.2.1, Federal, has been revised to remove the discussion on the Infrastructure Investment and Jobs Act.

Draft EIR/EIS pages 3.2-14, 3.2-15, and 3.2-20, in Section 3.2.2.3, Regional and Local, Table 3.2-2, Regional and Local Plans and Policies, have been revised to update the City of Los Angeles General Plan, Boyle Heights Community Plan, and City of Anaheim General Plan summaries. Only the revised rows of the table are provided below.

Table 3.2-2 Regional and Local Plans and Policies

Policy Title	Summary
City of Los Angeles General Plan (2024), Mobility Plan 2035 (2016)	The City of Los Angeles General Plan, last updated in 2024, is a dynamic document consisting of several elements, including the Land Use Element, which consists of the plans for each of the city's 35 community plan areas. Recently adopted elements are Mobility Plan 2035, the Transportation Element of the General Plan, and the Plan for a Healthy Los Angeles, a new Health and Wellness Element of the General Plan. Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. The plan has a stated objective to reduce VMT per capita by 5% every 5 years, to 20% by 2035. Mobility Plan 2035 includes goals that are equal in weight and define the city's high-level mobility priorities: ▪ Safety first ▪ Access for all Angelinos ▪ World class infrastructure ▪ Collaboration, communication, and informed choices ▪ Clean environments and healthy communities
Boyle Heights Community Plan (2024)	Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The plan supports transportation improvements identified through Mobility Plan 2035 and includes the following relevant goals and policies: ▪ LU Policy 13.4 Ensure that continued investment in infrastructure and amenities along the Los Angeles River results in sustainable economic development with equitable outcomes for current residents of Boyle Heights. ▪ MC Goal 1: An integrated street and transit network that provides safe and efficient mobility options for all users. ▪ MC Policy 1.3: Ensure that major destinations, including public facilities and open spaces, within the community are sufficiently equipped with bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage. ▪ MC Policy 1.4: Enhance connectivity around major transit stations and intersections by pursuing opportunities to provide efficient and intuitive pathways through large blocks that follow desired pedestrian routes. ▪ MC Goal 2: A street network that offers a safe and pleasant environment for all users of sidewalks and the public right of way. ▪ MC Policy 2.4: Improve the pedestrian experience under freeway overpasses and bridges by incorporating pedestrian lighting, landscaping, and public art.

Policy Title	Summary
City of Anaheim General Plan (2025)	The City of Anaheim General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. The plan also seeks to: ▪ Provide adequate parking, encourage alternative means of transportation, and contribute toward air quality improvements ▪ Maintain an established ICU LOS threshold of D for major intersection and a peak-hour ICU LOS of E or better for CMP intersections (the plan does not specify criteria for roadway segments) ▪ Provide grade separations at Orangethorpe Avenue, La Palma Avenue, Ball Road, Cerritos Avenue, and State College Boulevard.

VMT = vehicle miles traveled

Draft EIR/EIS page 3.2-43, in Section 3.2.4.5, Method for Determining Significance Under CEQA, has been revised to update the CEQA threshold for passenger rail impacts under the "Freight and Passenger Rail Service" heading.

The project would have a significant impact if temporary closures of track or passenger rail stations would substantially disrupt or interfere with passenger rail operations, such that service would need to be suspended during weekday operations. The project would have a significant impact if it would conflict with a program, plan, ordinance, or policy regarding passenger rail, or otherwise materially decrease the performance of passenger rail.

Draft EIR/EIS page 3.2-49, in Section 3.2.5.2, Intersection and Roadway Segment Level of Service, has been revised to include State Route (SR) 91 as the southern limit of roadway segment F020, Lemon Street.

- F020, Lemon Street, south of Orangethorpe Avenue to SR 91

Draft EIR/EIS page 3.2-49, in Section 3.2.5.3, Freeway Conditions, was revised include a freeway ramp that had inadvertently been omitted from the list of ramps that met the screening criteria. However, this ramp had been correctly included in the analysis, as disclosed in Impact TR-14.

Of the four freeway ramps in the project section that met the screening criteria discussed in Section 3.2.4, two revealed calculated queue lengths in excess of capacity:

- SR 91 eastbound Lemon Street on-ramp
- SR 57 westbound Katella Avenue on-ramp

Draft EIR/EIS pages 3.2-50 and 3.2.52, in Section 3.2.5.4, Transit Conditions, Table 3.2-12, Existing Transit: LAUS, and Table 3.2-13, Existing Transit: ARTIC, have been updated to reflect the Orange County Transportation Authority (OCTA) transit routes in existence as of April 2026. Only the rows applicable to OCTA in each table are provided below.

Table 3.2-12 Existing Transit: LAUS

Operator	Route	Weekday Peak Frequency (min)	Weekday Ridership (person)
Bus Service Off Site			
Santa Clarita Transit	794	25-60	N/A
Torrance Transit	4X	30–35	N/A

Table 3.2-13 Existing Transit: ARTIC

Operator	Route	Description	Weekday Peak Frequency (min)	Weekday Ridership (person)
OCTA	43	Fullerton–Costa Mesa	17–30	6,305
	46	Los Alamitos–Orange	30	1,897
	47	Fullerton–Newport Beach	12–20	6,382
	50	Long Beach–Orange	24–40	3,396
	53	Anaheim–Irvine	11–13	5,986
	54	Garden Grove–Orange	15	3,304
	56	Garden Grove–Orange	40	1,173
	57	Brea–Newport Beach	20	9,323
	83	Anaheim–Laguna Hills	20	1,931
	453	Orange Transportation Center–St. Joseph's Hospital	20–30	101
	543	Fullerton Transportation Center–Santa Ana	12	3,234

Draft EIR/EIS page 3.2-63, in Section 3.2.6.2, No Project Alternatives, Table 3.2-17, Roadway Segment Level of Service, Horizon Year 2040 No Project, has been revised to account for a recently completed roadway modification in Anaheim, which resulted in a change in level of service (LOS) from LOS E or F in both the AM and PM peak hours to no exceedance of the LOS threshold along Orangewood Avenue in the Horizon Year 2040 No Project Scenario. The table has also been revised to reflect that SR 91 is the southern limit of the Lemon Street and State College Boulevard roadway segments, both of which would begin south of Orangethorpe Avenue. Only the revised rows of the table are provided below.

Table 3.2-17 Roadway Segment Level of Service, Horizon Year 2040 No Project

Roadway	From	To	Exceeds LOS Threshold?	
			AM Peak	PM Peak
Lemon St[2]	south of Orangethorpe Ave	SR 91	Yes, LOS F	Yes, LOS F
State College Blvd[2]	south of Orangethorpe Ave	SR 91	No	Yes, LOS E
Orangewood Ave[3]	State College Blvd	Rampart St	No	No
Orangewood Ave[3]	Rampart St	SR 57	No	No

Draft EIR/EIS pages 3.2-67 and 3.2-68, in Section 3.2.6.2, No Project Alternative, Table 3.2-18, Future Conditions Project List, have been revised to account for the statuses or lead agencies of several projects. Only the revised rows of the table are provided below.

Table 3.2-18 Future Conditions Project List

Project #[3]	Project Type	Lead Agency	Cities	Location	Project Description	Estimated Completion Date
LA0G1509A	Street improvement	City	Norwalk	Firestone Blvd: Studebaker Rd to Imperial Highway	Street widening, narrowing of median, installation of bike lane	2026
ORA020113	Parking Expansion	Fullerton	Fullerton	Fullerton Train Station	New parking structure—500 spaces	N/A[1]
ORA120531	Fixed Bus Route	OCTA	Fullerton/ Anaheim/ Orange/ Costa Mesa	Harbor Blvd: between Fullerton and Costa Mesa	Structures and added buses	N/A[1]

Draft EIR/EIS page 3.2-71, in Section 3.2.6.2, No Project Alternative, has been revised under the "Conventional Passenger Rail" heading to reflect that Amtrak does not currently provide service to the Norwalk/Santa Fe Springs Metrolink Station.

Commuter rail transit at LAUS is provided by Metrolink, and intercity rail service is provided by Amtrak. These trains serve LAUS via numbered tracks and platforms. Metrolink currently serves the existing Norwalk/Santa Fe Springs Metrolink Station. Metrolink and Amtrak also serve the Fullerton Metrolink/Amtrak Station areas, as well as ARTIC, as presented in Table 3.2-13.

Draft EIR/EIS pages 3.2-76, 3.2-77, and 3.2-78 in Section 3.2.6.3, Project Impacts, Impact TR-1: Temporary Impacts on Intersections, Roadways, and Freeways from Temporary Road Closures, Relocations, and Modifications During Construction, Table 3.2-20, Temporary Construction Roadway Closures, have been revised to correct street names in Fullerton and Anaheim. Only the revised rows of the table are provided below.

Table 3.2-20 Temporary Construction Roadway Closures

Roadway	Status During Construction
Gilbert St and Artesia Ave	Construction of a new bridge overpass at Gilbert St would require temporary short-term lane closures or roadway closures during construction of support segments and decking. Depending on the time of day and day of week for these short-term closure operations, delays may exceed 30 minutes per vehicle. Detoured vehicles for northbound Gilbert St would likely turn left at Commonwealth Ave, turn right at Dale St, turn right at Malvern Ave, and turn left at Gilbert St to reach their final destination. Southbound Gilbert St would follow a similar detour path. Re-profiling roadway and reconstruction of the roadway on the south side and retaining wall structure on the north side of Artesia Ave between Fullerton Municipal Airport and Gilbert St would require long-term full closures during construction of the roadway, retaining wall, and backfilling. A temporary long-term detour for local access to the surrounding properties would be needed. Depending on the duration of these closure operations, delays may exceed 30 minutes per vehicle. Detoured vehicles for eastbound Artesia Ave would likely turn right at Dale St, turn left at Commonwealth Ave, and turn left at Gilbert St to reach their final destination. Westbound Artesia Ave would follow a similar detour path.
Lewis St	Re-profiling the roadway, widening the existing undercrossing, and building a new storage tracks bridge overpass at Lewis St would require temporary long-term lane closures or roadway closures during construction of support segments and decking. A temporary long-term detour for through traffic and local access to the surrounding properties would be needed and applied to connected minor streets such as Cerritos Ave. Pier foundation, column, and pier cap construction may require long-term lane closures. Depending on the duration of these long-term closure operations, delays may exceed 30 minutes per vehicle. Construction delays for the Lewis St undercrossing may be compounded by construction of the Cerritos Ave undercrossing, because the two roadways would need to be lowered at the same time. Detoured vehicles for northbound Lewis St would likely turn left at Cerritos Ave, turn right at Anaheim Blvd, and turn right at Ball Rd to reach their final destination. Southbound Lewis St would follow a similar detour path.
State College Blvd	Construction of a new undercrossing at State College Blvd would require temporary long-term lane closures or roadway closures during construction of support segments and decking. A temporary long-term detour for through traffic and local access to the surrounding properties would be needed and applied to connected minor streets such as Howell Ave. Pier foundation, column, and pier cap construction may require long-term lane closures. Depending on the duration of these long-term closure operations, delays may exceed 30 minutes per vehicle. Detoured vehicles for northbound State College Blvd would likely turn left on Katella Avenue, turn right on Lewis St, turn right on Cerritos Ave, and turn left at State College Blvd to reach their final destination. Southbound State College Blvd would follow a similar detour path.
Douglass Rd	Re-profiling the roadway and reconstructing the undercrossing at Douglass Rd would require temporary long-term lane closures or roadway closures during construction of support segments and decking. A temporary long-term detour for local access to the surrounding properties would be needed and applied to connected minor streets. Pier foundation, column, and pier cap construction may require long-term lane closures. Depending on the duration of these long-term closure operations, delays may exceed 30 minutes per vehicle. Access to Angel Stadium would be preserved, because multiple entrance and egress routes leading to stadium parking are available. Detoured vehicles for southbound Douglass Rd would likely turn right at Katella Ave and turn left at Stadium Crossing to reach Angel Stadium. Detoured vehicles exiting Angel Stadium continuing to Douglass Rd would likely turn right at Stadium Crossing and turn right at Katella Ave to reach their final destination.

Draft EIR/EIS page 3.2-87, in Section 3.2.6.3, Project Impacts, Impact TR-5: Temporary Impacts on Pedestrian, Bicycle, and Transit Facilities During Construction, has been revised to reflect that OCTA bus route 129 could be affected by installation of the new bridge at State Route 39 (Beach Boulevard).

- New bridge at SR 39 (Beach Boulevard): OCTA 29, 29A, 129; Metro 460

Draft EIR/EIS page 3.2-91, in Section 3.2.6.3, Project Impacts, Impact TR-8: Temporary Impacts on Freight and Passenger Rail Operations During Construction, has been revised to reflect an updated status for the Caltrans HDOE.

It should also be noted that Caltrans' High Desert Operational Efficiency Project, which is expected to complete construction in 2029 and is described in more detail in Section 2.6.1.5 of Chapter 2 and in Section 3.2.6.2, No Project Alternative, will provide staging capacity for freight during HSR project construction.

Draft EIR/EIS pages 3.2-106 and 3.2-107, in Section 3.2.6.3, Project Impacts, Impact TR-11: Continuous Permanent Impacts on Unsignalized Intersections During Operations, have been revised to remove the Dodds Avenue (east)/Stage Road intersection (G147) from the list of unsignalized intersections that would result in LOS impacts and from Table 3.2-31, Unsignalized Intersections: Horizon Year 2040 Impacts with Inclusion of Norwalk/Santa Fe Springs High-Speed Rail Station Option. Based on Caltrans' Manual on Uniform Traffic Control Devices' peak hour warrant analysis, a traffic signal is not warranted at this location, because delay would be below the applicable threshold required to satisfy signal warrant criteria.

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be greater than those of the Shared Passenger Track Alternatives. As summarized in Table 3.2-31, inclusion of the Norwalk/Santa Fe Springs HSR Station Option would result in LOS impacts at the following additional unsignalized intersections: G95, G97, G114, G118, and G132. Therefore, inclusion of the Norwalk/Santa Fe Springs HSR Station Option would result in LOS impacts at five more unsignalized intersections beyond those identified for the Shared Passenger Track Alternatives, for a total of seven affected intersections.

Table 3.2-31 Unsignalized Intersections: Horizon Year 2040 Impacts with Inclusion of Norwalk/Santa Fe Springs High-Speed Rail Station Option

No.	Intersection	Peak Hour	Horizon Year 2040		Horizon Year 2040 Plus Project		Delay Increase (sec)
			Delay (sec)	LOS	Delay (sec)	LOS	
G95	Indiana St and Bandini Blvd[1]	AM	39.6	**E***	64.2	**F***	24.6
		PM	31.7	D	>180	**F***	>35[1]
G97	Ayers Ave and Bandini Blvd[1]	AM	16	C	16.1	C	0.1
		PM	18.5	C	50.3	**F***	31.8
G114	Gage Rd and Telegraph Rd[1]	AM	53.9	**F***	53.9	**F***	0
		PM	94.8	**F***	164.8	**F***	>35[1]
G118	Chapin Rd and Union St[2]	AM	10	A	10	A	0
		PM	16.7	C	54.7	**F***	>35[1]
G132	Pioneer Blvd and Orr and Day Rd[1]	AM	133	**F***	133	**F***	0
		PM	>180	**F***	>180	**F***	>35[1]
G210	Eastern Ave and Driveway[1]	AM	84.9	**F***	98.5	**F***	13.6
		PM	>180[1]	**F***	145.1	**F***	-34.9

No.	Intersection	Peak Hour	Horizon Year 2040		Horizon Year 2040 Plus Project		Delay Increase (sec)
			Delay (sec)	LOS	Delay (sec)	LOS	
F9	Malden Ave and Chapman Ave[1]	AM	162.3	**F***	>180	**F***	>35[1]
		PM	>180	**F***	>180	**F***	>35[1]

* **Boldface** type indicates that the roadway operates at an inadequate LOS (E or F).
"G" intersection number prefix indicates intersections outside of station areas; "F" intersection number prefix indicates intersections within the Fullerton Metrolink/Amtrak Station area.
[1] Two-way unsignalized intersection. The delay presented is for the worst minor approach delay.
[2] Four-way unsignalized intersection.
LOS = level of service; sec = seconds

Draft EIR/EIS page 3.2-122, in Section 3.2.7, Mitigation Measures, has been revised to provide that the Authority would coordinate with local jurisdictions on the detailed designs of the mitigation measure concepts.

The Authority has identified the following transportation mitigation measures for impacts under NEPA, which address adverse traffic delay effects. These are considered NEPA effects, not CEQA impacts. NEPA requires a reasonably complete discussion of mitigation measures for identified adverse effects. NEPA does not require that the Authority commit to potential mitigation measures. As discussed below, the Authority may, at its discretion, adopt or decline to adopt mitigation measures to address traffic delay effects. When funding for the project section is secured and the design plans advance, the Authority will coordinate with the local jurisdictions, and Caltrans where applicable, where the mitigation measures are proposed to develop the mitigation measure designs in more detail.

Draft EIR/EIS page 3.2-126, in Section 3.2.7.3, TRAN-MM#3: Add Signal to Intersection to Improve Level of Service/Operation, has been revised to remove the Dodds Avenue/Stage Road new signal requirement, because this intersection would not meet signal warrant criteria under the Shared Passenger Track Alternatives or the Norwalk/Santa Fe Springs or Fullerton HSR Station Options.

Draft EIR/EIS page 3.2-128, in Section 3.2.7.4, TRAN-MM#4: Add Exclusive Turn Lanes to Intersections, has been revised to include a new exclusive right-turn lane for vehicles turning southbound onto State College Boulevard from Orangewood Avenue.

- F48 SR 57 southbound ramps and Nutwood Avenue (Shared Passenger Track Alternatives A and B, inclusion of Norwalk/Santa Fe Springs HSR Station Option, and inclusion of Fullerton HSR Station Option):
  - Add one right-turn lane to the eastbound approach
- A14 State College Boulevard and Orangewood Avenue (Shared Passenger Track Alternatives A and B, inclusion of Norwalk/Santa Fe Springs HSR Station Option, and inclusion of Fullerton HSR Station Option):
  - Add one right-turn lane to the eastbound approach
- A17 Sunkist Street and Cerritos Avenue (Shared Passenger Track Alternatives A and B, inclusion of Norwalk/Santa Fe Springs HSR Station Option, and inclusion of Fullerton HSR Station Option):
  - Add one right-turn lane to the southbound approach
  - Add two left-turn lanes to the southbound approach
  - Add one right-turn lane to the westbound approach

Draft EIR/EIS page 3.2-130, in Section 3.2.7.5, TRAN-MM#5: Add New Lanes to Roadway, has been revised to include SR 91 as the southern limit of roadway segment F020, Lemon Street.

- Lemon Street, south of Orangethorpe Avenue to SR 91 (Shared Passenger Track Alternatives A and B, inclusion of Norwalk/Santa Fe Springs HSR Station Option, and inclusion of Fullerton HSR Station Option):
  - Add one northbound through lane
  - Add one southbound through lane

Draft EIR/EIS page 3.2-131, in Section 3.2.7.6, TRAN-MM#6: Prepare Track Construction Work Window Plan, has been revised to include additional agencies with which the Authority must coordinate.

Prior to the commencement of track construction activities, the Authority shall coordinate with freight and passenger rail agencies and operators that maintain service along the project section, including, but not limited to, BNSF, Metrolink, Amtrak, the LOSSAN Rail Corridor Agency, and the Riverside County Transportation Commission, and prepare a Track Construction Work Window Plan for track construction activities along the project corridor. The Track Construction Work Window Plan shall include, but is not limited to, identification of the following:

Draft EIR/EIS page 3.2-140, in Section 3.2.7.8, Impacts of Mitigation, Table 3.2-37, Impacts of Mitigation Measures, has been revised to correct the secondary effects of mitigation at the State College Boulevard/Orangewood Avenue intersection and remove the Dodds Avenue (east)/Stage Road intersection from the table. Only the revised rows of the table are provided below.

Table 3.2-37 Impacts of Mitigation Measures

Intersection or Roadway Segment	Improvements	Impacts
A14 State College Blvd and Orangewood Ave	TRAN-MM#2: Convert EB shared through and right-turn lane to an exclusive through lane TRAN-MM#4: Add one right-turn lane to the EB approach	Roadway widening may require additional right-of-way and could have direct or indirect impacts. Traffic impacts could include construction-related lane closures or traffic delays. Construction equipment and construction activities could result in impacts on nearby commercial/industrial properties related to emissions, fugitive dust, and noise. Construction-related air quality, noise, and traffic impacts could occur on substantial minority populations and low-income populations based on census block data.

Draft EIR/EIS pages 3.2-146 to 3.2-147, in Section 3.2.7.9, Early Action Projects, have been updated to include the early action projects that would be subject to TRAN-MM#6.

None of the early action projects that are a part of the Shared Passenger Track Alternatives would result in significant impacts that would require mitigation measures to address delay on intersections, roadway segments, or freeway ramps. As discussed in Impacts TR-2, TR-3, and TR-4, the permanent roadway modifications would result in impacts on some intersections and roadway segments, but these are not attributable to a specific early action project, but rather are a result of the rebalancing of traffic volumes under the new permanent conditions throughout the corridor. The new grade separations would result in improved traffic operations at those intersections. The Metrolink station relocations would change traffic patterns in their new locations, as would the BNSF yard modifications, but they would not result in any affected intersections or roadway in their vicinities.

Table 3.2-38 lists the mitigation measures required under CEQA for the early action projects.

Table 3.2-38 Mitigation Measures Required Under CEQA for Early Action Projects

Early Action Project	Impacts	Mitigation Measures
Pioneer Boulevard Grade Separation	TR-8: Temporary Impacts on Freight and Passenger Rail Operations During Construction ▪ Significant impact on freight and passenger rail operations along the project corridor during construction	TRAN-MM#6
Norwalk Boulevard Grade Separation	TR-8: Temporary Impacts on Freight and Passenger Rail Operations During Construction ▪ Significant impact on freight and passenger rail operations along the project corridor during construction	TRAN-MM#6
Cerritos Avenue Grade Separation	TR-8: Temporary Impacts on Freight and Passenger Rail Operations During Construction ▪ Significant impact on freight and passenger rail operations along the project corridor during construction	TRAN-MM#6
State College Boulevard Grade Separation	TR-8: Temporary Impacts on Freight and Passenger Rail Operations During Construction ▪ Significant impact on freight and passenger rail operations along the project corridor during construction	TRAN-MM#6
Commerce Metrolink Station Relocation	TR-8: Temporary Impacts on Freight and Passenger Rail Operations During Construction ▪ Significant impact on freight and passenger rail operations along the project corridor during construction	TRAN-MM#6
Buena Park Metrolink Station Relocation	TR-8: Temporary Impacts on Freight and Passenger Rail Operations During Construction ▪ Significant impact on freight and passenger rail operations along the project corridor during construction	TRAN-MM#6
Fullerton Metrolink/Amtrak Station Modifications	TR-8: Temporary Impacts on Freight and Passenger Rail Operations During Construction ▪ Significant impact on freight and passenger rail operations along the project corridor during construction	TRAN-MM#6

Draft EIR/EIS page 3.2-153, in Section 3.2.8.2, Shared Passenger Track Alternatives, Table 3.2-38, Comparison of Project Alternative Impacts on Transportation, has been revised to reflect the updated number of unsignalized intersections that would be affected with inclusion of the Norwalk/Santa Fe Springs HSR Station Option. Only part of the revised row is presented below.

Table 3.2-38 Comparison of Project Alternative Impacts on Transportation

Impacts	With Inclusion of HSR Station Option
	Norwalk/Santa Fe Springs
Impact TR-11: Continuous Permanent Impacts on Unsignalized Intersections During Operations	Similar to the Shared Passenger Track Alternatives. Inclusion of the Norwalk/Santa Fe Springs HSR Station Option would result in increases in travel times, delays, and inconvenience to the traveling public at seven unsignalized intersections

16.5.3 Section 3.3: Air Quality and Global Climate Change

Draft EIR/EIS page 3.3-4, in Section 3.3.2.3, Regional Air Basin Plans and Policies, was revised to reflect the date of the updated Memorandum of Understanding. Only the revised paragraph is reflected below.

Pursuant to 23 U.S.C. 327 and a Memorandum of Understanding executed by the FRA and the State of California on July 22, 2024, the FRA assigned its federal environmental review responsibilities under NEPA and related statutes to the California High-Speed Rail Authority (Authority) under a federal program commonly known as NEPA Assignment. Accordingly, the Authority is now the NEPA lead agency. Consistent with 23 U.S.C. 327 and the July 22, 2024, NEPA Assignment Memorandum of Understanding, the FRA retains its obligations to make General Conformity Determinations under the CAA. The Authority and FRA have agreed to collaborate on the development of General Conformity Determinations. The FRA will make the ultimate General Conformity Determination for this project.

Draft EIR/EIS pages 3.3-24 and 3.3-25, in Section 3.3.2.3, Regional Air Basin Plans and Policies, were revised to reflect additional South Coast Air Quality Management District (SCAQMD) rules that had not been listed in the Draft EIR/EIS. Only the revised rules of these sections are reflected below.

Regulation XI: Source Specific Standards

Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines

This rule helps reduce NO_X, VOC, and CO emissions from all stationary and portable spark- or compression-ignited internal combustion engines over 50 rated brake horsepower.

Rule 1166: Volatile Organic Compound Emissions from Decontamination of Soil

This rule requires that an approved mitigation plan be obtained from SCAQMD prior to commencing any of the following activities:

- The excavation of an underground storage tank or piping that has stored VOCs
- The excavation or grading of soil containing VOC material including gasoline, diesel, crude oil, lubricant, waste oil, adhesive, paint, stain, solvent, resin, monomer, and any other material containing VOCs
- The handling or storage of VOC-contaminated soil (soil that registers more than 50 parts per million or greater using an organic vapor analyzer calibrated with hexane) at or from an excavation or grading site
- The treatment of VOC-contaminated soil at a facility.

Regulation XIV: Toxics and Other Non-Criteria Pollutants

Rule 1401: New Source Review of Toxic Air Contaminants

This rule specifies limits for maximum individual cancer risk, cancer burden, and noncancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units that emit TACs.

Rule 1466: Control of Particulate Emissions from Soils with Toxic Air Contaminants

The purpose of this rule is to minimize the amount of off-site fugitive dust emissions containing TACs by reducing particulate emissions in the ambient air as a result of earth-moving activities, including dredging, excavating, grading, earth-cutting and filling, loading, unloading, handling, mechanized land clearing, treating, stockpiling, transferring, and removing of soil that contains applicable TACs, from sites that meet the applicability requirements of subdivision (b).

Rule 1470: Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

This rule outlines specific requirements for any person who owns or operates a stationary compression ignition engine in the SCAQMD jurisdiction with a rated brake horsepower greater than

50, except as provided in subdivision (h). The purpose of these requirements is to help reduce criteria pollutant and TAC emissions, as well as health risk impacts, from diesel-fueled internal combustion and other diesel-fueled compression ignition engines.

Draft EIR/EIS page 3.3-33, in Section 3.3.2.4, Regional and Local, Table 3.3-2, Regional and Local Plans and Policies, was revised to reflect corrections to policy document dates for the City of Los Angeles. Only the revised row of the table is provided below.

Table 3.3-2 Regional and Local Plans and Policies

Policy Title	Summary
City of Los Angeles General Plan (2024), Mobility Element: Mobility Plan 2035 (2016)	▪ The *City of Los Angeles General Plan*, last amended in 2024, includes the 2016 Mobility Element, which contains the following objectives. ▪ Objective: Meet a 9% per capita GHG reduction for 2020 and a 16% per capita reduction for 2035 (SCAG RTP). ▪ Objective: Reduce the number of unhealthy air quality days to zero by 2025.

Draft EIR/EIS page 3.3-57, in Section 3.3.4.4, Methods for Impact Analysis, was revised to add a new paragraph to reflect incorporation of Emission Factors 2021 (EMFAC2021) off-model adjustment factors approved by the U.S. Environmental Protection Agency (USEPA) on November 21, 2025.

Mass Emissions Modeling

On June 12, 2025, three Congressional Resolutions disapproved USEPA's decisions to grant California waivers for several regulations reflected in the EMFAC2021 version 1.0.2 baseline, including Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions, and Heavy-Duty Omnibus regulations (U.S. Congress 2025). CARB published off-model adjustment factors to remove Advanced Clean Trucks, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions, and Heavy-Duty Omnibus waivers from EMFAC2021 version 1.0.2, and USEPA approved those factors on November 21, 2025 (USEPA 2025b). USEPA approved the use of EMFAC2021 with these adjustment factors for CAA purposes of SIP development and conformity determinations. Therefore, the analysis and results presented in the Draft EIR/EIS have been adjusted accordingly in this Final EIR/EIS.

Draft EIR/EIS pages 3.3-101 through 3.3-135, in Section 3.3.6.3, Project Impacts, were revised to update the use of the EMFAC2021 off-model adjustment factors that were approved by USEPA on November 21, 2025. The adjustment factors remove the estimated emissions benefits attributed to a suite of California vehicle emissions regulations and affect the Annual Average Construction Emissions tables included in Impact AQ-1. Revisions to Table 3.3-15, Table 3.3-17, Table 3.3-19, Table 3.3-21, Table 3.3-23, and Table 3.3-25 are presented below. In each table, application of the off-model adjustment factors affected emissions in only the South Coast Air Basin (SCAB) and the San Joaquin Valley Air Basin (SJVAB). All construction years for these air basins are presented below. However, the off-model adjustment factors did not change emissions in the Mojave Desert Air Basin (MDAB) from what was presented in the Draft EIR/EIS. Consequently, the tables below depict results for only the SCAB and SJVAB. As presented in the table excerpts below, applying these off-model adjustment factors resulted in relatively minor changes in emissions levels and few new exceedances of general conformity *de minimis* levels. For the preferred alternative (Shared Passenger Track Alternative A with no HSR station option; Table 3.3-15), there were no such new exceedances. However, new exceedances would occur for other alternative/HSR station option combinations, and only for nitrogen oxides (NO_X), only in 2035, and only in the SCAB:

- Shared Passenger Track Alternative A with Fullerton HSR Station Option (Table 3.3-19)
- Shared Passenger Track Alternative B with Norwalk/Santa Fe Springs HSR Station Option (Table 3.3-23)

- Shared Passenger Track Alternative B with Fullerton HSR Station Option (Table 3.3-25)

Table 3.3-15 Shared Passenger Track Alternative A with No High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
South Coast Air Basin							
General Conformity *de minimis* level	10	10	100	100	N/A	100	70
SCAQMD significance threshold	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Year 2031							
Emissions (tons per year)	1.01	8.85	8.85	15.77	<1	2.98	<1
Equals or exceeds general conformity *de minimis* level?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	2.00	24.64	24.64	36.99	<1	5.87	1.71
Equals or exceeds general conformity *de minimis* level?	No	Yes	No	No	No	No	No
Year 2033							
Emissions (tons per year)	3.11	29.47	29.47	57.59	<1	10.78	2.90
Equals or exceeds general conformity *de minimis* level?	No	Yes	No	No	No	No	No
Year 2034							
Emissions (tons per year)	1.67	18.41	18.41	57.27	<1	7.81	2.03
Equals or exceeds general conformity *de minimis* level?	No	Yes	No	No	No	No	No
Year 2035							
Emissions (tons per year)	1.02	9.58	9.58	30.50	<1	4.84	1.16
Equals or exceeds general conformity *de minimis* level?	No	No	No	No	No	No	No
Year 2036							
Emissions (tons per year)	<1	6.85	6.85	15.82	<1	2.71	<1
Equals or exceeds general conformity *de minimis* level?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	5.77	5.77	6.93	<1	1.36	<1
Equals or exceeds general conformity *de minimis* level?	No	No	No	No	No	No	No
San Joaquin Valley Air Basin							
General Conformity *de minimis* level	10	10	N/A	N/A	N/A	100	70

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
SJVAPCD significance threshold	10	10	N/A	100	27	15	15
Year 2031							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2033							
Emissions (tons per year)	<1	2.13	2.13	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2034							
Emissions (tons per year)	<1	1.34	1.34	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2035							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2036							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No

Source: Authority 2025, Appendix A

[1] Because the SCAB is in maintenance for the NO_2 NAAQS, Shared Passenger Track Alternative A's emissions must be compared to the NO_2 *de minimis* level. For the purposes of this analysis, the NO_2 emissions are assumed to be equal to the NO_X emissions.

[2] The PM_{10} and $PM_{2.5}$ emissions consist of the exhaust and fugitive dust emissions.

< = less than; CO = carbon monoxide; MDAQMD = Mojave Desert Air Quality Management District; N/A = not applicable; NAAQS = National Ambient Air Quality Standards; NO_2 = nitrogen dioxide; NO_X = nitrogen oxides; PM_{10} = particulate matter smaller than or equal to 10 microns in diameter; $PM_{2.5}$ =

particulate matter smaller than or equal to 2.5 microns in diameter; ROG = reactive organic gas; SCAB = South Coast Air Basin; SCAQMD = South Coast Air Quality Management District; SJVAB = San Joaquin Valley Air Basin; SJVAPCD = San Joaquin Valley Air Pollution Control District; SO_2 = sulfur dioxide

Table 3.3-17 Shared Passenger Track Alternative A with Norwalk/Santa Fe Springs High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
South Coast Air Basin							
General Conformity *de minimis* level	10	10	100	100	N/A	100	70
SCAQMD significance threshold	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Year 2031							
Emissions (tons per year)	1.01	8.85	8.85	15.77	<1	2.98	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	2.00	24.64	24.64	36.99	<1	5.87	1.71
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2033							
Emissions (tons per year)	3.11	29.47	29.47	57.59	<1	10.78	2.90
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2034							
Emissions (tons per year)	1.78	18.86	18.86	58.58	<1	8.00	2.08
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2035							
Emissions (tons per year)	1.12	9.95	9.95[3]	31.25	<1	5.01	1.21
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2036							
Emissions (tons per year)	1.03	7.22	7.22	16.57	<1	2.88	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	5.77	5.77	6.93	<1	1.36	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
San Joaquin Valley Air Basin							
General Conformity *de minimis* level	10	10	N/A	N/A	N/A	100	70

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
SJVAPCD significance threshold	10	10	N/A	100	27	15	15
Year 2031							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2033							
Emissions (tons per year)	<1	2.13	2.13	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2034							
Emissions (tons per year)	<1	1.44	1.44	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2035							
Emissions (tons per year)	<1	1.03	1.03	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2036							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No

[1] Because the SCAB is in maintenance for the NO_2 NAAQS, the alternative's emissions must be compared to the NO_2 *de minimis* level. For the purposes of this analysis, the NO_2 emissions are assumed to be equal to the NO_X emissions.
[2] The PM_{10} and $PM_{2.5}$ emissions consist of exhaust and fugitive dust emissions.
Supporting details are provided in Appendix A of Authority 2025.

[3] Although the recorded emissions (9.95) are very close to the *de minimis* level of 10 tons per year, emissions-generating activities (e.g., on-road and off-road construction equipment usage) will be tracked/monitored in compliance with the California High-Speed Rail Authority's standard sustainability practices in accordance with AQ-MM#1 to ensure that the level is not exceeded.

< = less than; CO = carbon monoxide; MDAQMD = Mojave Desert Air Quality Management District; N/A = not applicable; NAAQS = National Ambient Air Quality Standards; NO_2 = nitrogen dioxide; NO_X = nitrogen oxides; PM_{10} = particulate matter smaller than or equal to 10 microns in diameter; $PM_{2.5}$ = particulate matter smaller than or equal to 2.5 microns in diameter; ROG = reactive organic gas; SCAB = South Coast Air Basin; SCAQMD = South Coast Air Quality Management District; SJVAB = San Joaquin Valley Air Basin; SJVAPCD = San Joaquin Valley Air Pollution Control District; SO_2 = sulfur dioxide; USEPA = U.S. Environmental Protection Agency

Table 3.3-19 Shared Passenger Track Alternative A with Fullerton High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
South Coast Air Basin							
General Conformity *de minimis* level	10	10	100	100	N/A	100	70
SCAQMD significance threshold	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Year 2031							
Emissions (tons per year)	1.01	8.85	8.85	15.77	<1	2.98	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	2.00	24.64	24.64	36.99	<1	5.87	1.71
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2033							
Emissions (tons per year)	3.11	29.47	29.47	57.59	<1	10.78	2.90
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2034							
Emissions (tons per year)	1.67	18.41	18.41	57.27	<1	7.81	2.03
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2035							
Emissions (tons per year)	1.16	10.05	10.05	32.61	<1	5.03	1.21
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2036							
Emissions (tons per year)	1.04	7.14	7.14	16.32	<1	2.88	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	6.15	6.15	7.45	<1	1.59	<1

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
San Joaquin Valley Air Basin							
General Conformity *de minimis* level	10	10	N/A	N/A	N/A	100	70
SJVAPCD significance threshold	10	10	N/A	100	27	15	15
Year 2031							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2033							
Emissions (tons per year)	<1	2.13	2.13	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2034							
Emissions (tons per year)	<1	1.34	1.34	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2035							
Emissions (tons per year)	<1	1.03	1.03	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2036							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No

[1] Because the SCAB is in maintenance for the NO_2 NAAQS, the alternative's emissions must be compared to the NO_2 *de minimis* level. For the purposes of this analysis, the NO_2 emissions are assumed to be equal to the NO_X emissions.
[2] The PM_{10} and $PM_{2.5}$ emissions consist of the exhaust and fugitive dust emissions.
Supporting details are provided in Appendix A of Authority 2025.
< = less than; CO = carbon monoxide; MDAQMD = Mojave Desert Air Quality Management District; N/A = not applicable; NAAQS = National Ambient Air Quality Standards; NO_2 = nitrogen dioxide; NO_X = nitrogen oxides; PM_{10} = particulate matter smaller than or equal to 10 microns in diameter; $PM_{2.5}$ = particulate matter smaller than or equal to 2.5 microns in diameter; ROG = reactive organic gas; SCAB = South Coast Air Basin; SCAQMD = South Coast Air Quality Management District; SJVAB = San Joaquin Valley Air Basin; SJVAPCD = San Joaquin Valley Air Pollution Control District; SO_2 = sulfur dioxide; USEPA = U.S. Environmental Protection Agency

Table 3.3-21 Shared Passenger Track Alternative B with No High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
South Coast Air Basin							
General Conformity *de minimis* level	10	10	100	100	N/A	100	70
SCAQMD significance threshold	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Year 2031							
Emissions (tons per year)	1.01	8.85	8.85	15.77	<1	2.98	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	2.04	24.91	24.91	39.66	<1	6.08	1.75
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2033							
Emissions (tons per year)	3.19	30.59	30.59	61.74	<1	11.72	3.14
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2034							
Emissions (tons per year)	1.70	17.66	17.66	60.35	<1	7.61	1.97
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2035							
Emissions (tons per year)	1.05	9.78	9.78	31.35	<1	4.92	1.18
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2036							
Emissions (tons per year)	<1	6.86	6.86	16.04	<1	2.71	<1

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	5.77	5.77	6.93	<1	1.36	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
San Joaquin Valley Air Basin							
General Conformity *de minimis* level	10	10	N/A	N/A	N/A	100	70
SJVAPCD significance threshold	10	10	N/A	100	27	15	15
Year 2031							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2033							
Emissions (tons per year)	<1	2.83	2.83	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2034							
Emissions (tons per year)	<1	1.00	1.00	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2035							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2036							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
Year 2037							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No

[1] Because the SCAB is in maintenance for the NO_2 NAAQS, the alternative's emissions must be compared to the NO_2 *de minimis* level. For the purposes of this analysis, the NO_2 emissions are assumed to be equal to the NO_X emissions.
[2] The PM_{10} and $PM_{2.5}$ emissions consist of the exhaust and fugitive dust emissions.
Supporting details are provided in Appendix A of Authority 2025.
< = less than; CO = carbon monoxide; MDAQMD = Mojave Desert Air Quality Management District; N/A = not applicable; NAAQS = National Ambient Air Quality Standards; NO_2 = nitrogen dioxide; NO_X = nitrogen oxides; PM_{10} = particulate matter smaller than or equal to 10 microns in diameter; $PM_{2.5}$ = particulate matter smaller than or equal to 2.5 microns in diameter; ROG = reactive organic gas; SCAB = South Coast Air Basin; SCAQMD = South Coast Air Quality Management District; SJVAB = San Joaquin Valley Air Basin; SJVAPCD = San Joaquin Valley Air Pollution Control District; SO_2 = sulfur dioxide; USEPA = U.S. Environmental Protection Agency

Table 3.3-23 Shared Passenger Track Alternative B with Norwalk/Santa Fe Springs High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
South Coast Air Basin							
General Conformity *de minimis* level	10	10	100	100	N/A	100	70
SCAQMD significance threshold	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Year 2031							
Emissions (tons per year)	1.01	8.85	8.85	15.77	<1	2.98	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	2.05	24.91	24.91	39.66	<1	6.08	1.75
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2033							
Emissions (tons per year)	3.19	30.59	30.59	61.74	<1	11.72	3.14
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2034							
Emissions (tons per year)	1.82	18.12	18.12	61.67	<1	7.81	2.02
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2035							
Emissions (tons per year)	1.15	10.15	10.15	32.10	<1	5.09	1.23
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
Year 2036							
Emissions (tons per year)	1.03	7.23	7.23	16.79	<1	2.88	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	5.77	5.77	6.93	<1	1.36	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
San Joaquin Valley Air Basin							
General Conformity *de minimis* level	10	10	N/A	N/A	N/A	100	70
SJVAPCD significance threshold	10	10	N/A	100	27	15	15
Year 2031							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2033							
Emissions (tons per year)	<1	2.83	2.83	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2034							
Emissions (tons per year)	<1	1.10	1.10	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2035							
Emissions (tons per year)	<1	1.03	1.03	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2036							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No

[1] Because the SCAB is in maintenance for the NO_2 NAAQS, the alternative's emissions must be compared to the NO_2 *de minimis* level. For the purposes of this analysis, the NO_2 emissions are assumed to be equal to the NO_X emissions.
[2] The PM_{10} and $PM_{2.5}$ emissions consist of the exhaust and fugitive dust emissions.
Supporting details are provided in Appendix A of Authority 2025.
< = less than; CO = carbon monoxide; MDAQMD = Mojave Desert Air Quality Management District; N/A = not applicable; NAAQS = National Ambient Air Quality Standards; NO_2 = nitrogen dioxide; NO_X = nitrogen oxides; PM_{10} = particulate matter smaller than or equal to 10 microns in diameter; $PM_{2.5}$ = particulate matter smaller than or equal to 2.5 microns in diameter; ROG = reactive organic gas; SCAB = South Coast Air Basin; SCAQMD = South Coast Air Quality Management District; SJVAB = San Joaquin Valley Air Basin; SJVAPCD = San Joaquin Valley Air Pollution Control District; SO_2 = sulfur dioxide; USEPA = U.S. Environmental Protection Agency

Table 3.3-25 Shared Passenger Track Alternative B with Fullerton High-Speed Rail Station Option: Estimated Annual Average Construction Emissions (tons per year)

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
South Coast Air Basin							
General Conformity *de minimis* level	10	10	100	100	N/A	100	70
SCAQMD significance threshold	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Year 2031							
Emissions (tons per year)	1.01	8.85	8.85	15.77	<1	2.98	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	2.05	24.91	24.91	39.66	<1	6.08	1.75
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2033							
Emissions (tons per year)	3.19	30.59	30.59	61.74	<1	11.72	3.14
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2034							
Emissions (tons per year)	1.70	17.66	17.66	60.35	<1	7.61	1.97
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
Year 2035							
Emissions (tons per year)	1.20	10.25	10.25	33.45	<1	5.11	1.23
Equals or exceeds General Conformity de minimis level?	No	Yes	No	No	No	No	No
Year 2036							
Emissions (tons per year)	1.05	7.16	7.16	16.54	<1	2.89	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	6.15	6.15	7.45	<1	1.59	<1
Equals or exceeds General Conformity de minimis level?	No	No	No	No	No	No	No
San Joaquin Valley Air Basin							
General Conformity *de minimis* level	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SJVAPCD significance threshold	100	100	N/A	100	100	100	100
Year 2031							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2032							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2033							
Emissions (tons per year)	<1	2.83	2.83	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2034							
Emissions (tons per year)	<1	1.00	1.00	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2035							
Emissions (tons per year)	<1	1.03	1.03	<1	<1	<1	<1

Year	Construction Emissions (tons per year)						
	ROG	NO_X	NO_2[1]	CO	SO_2	PM_{10}[2]	$PM_{2.5}$[2]
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2036							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No
Year 2037							
Emissions (tons per year)	<1	<1	<1	<1	<1	<1	<1
Equals or exceeds General Conformity *de minimis* level or SJVAPCD significance threshold?	No	No	No	No	No	No	No

[1] Because the SCAB is in maintenance for the NO_2 NAAQS, the alternative's emissions must be compared to the NO_2 *de minimis* level. For the purposes of this analysis, the NO_2 emissions are assumed to be equal to the NO_X emissions.
[2] The PM_{10} and $PM_{2.5}$ emissions consist of the exhaust and fugitive dust emissions.
Supporting details are provided in Appendix A of Authority 2025.
< = less than; CO = carbon monoxide; MDAQMD = Mojave Desert Air Quality Management District; N/A = not applicable; NAAQS = National Ambient Air Quality Standards; NO_2 = nitrogen dioxide; NO_X = nitrogen oxides; PM_{10} = particulate matter smaller than or equal to 10 microns in diameter; $PM_{2.5}$ = particulate matter smaller than or equal to 2.5 microns in diameter; ROG = reactive organic gas; SCAB = South Coast Air Basin; SCAQMD = South Coast Air Quality Management District; SJVAB = San Joaquin Valley Air Basin; SJVAPCD = San Joaquin Valley Air Pollution Control District; SO_2 = sulfur dioxide; USEPA = U.S. Environmental Protection Agency

Draft EIR/EIS page 3.3-176, in Section 3.3.7.1, AQ-MM#1: Offset Project Construction Emissions in the SCAB through SCAQMD Emissions Offsets Program, was revised to reflect minor clarifications.

3.3.7.1 AQ-MM#1: Offset Project Construction Emissions in the South Coast Air Basin through SCAQMD Emissions Offsets Program

The project's construction emissions that cannot be reduced by IAMFs and any other mitigation measures will be offset through a SCAQMD rule or contractual agreement to fund equivalent emissions reductions that achieve reductions in the same years (to the extent same-year offsets are available) as construction emissions occur, thus offsetting project-related air quality impacts in real time as required by the General Conformity Rule. The project would implement measures and best practices to minimize emissions from project construction. After implementation of these measures, if emission levels still exceed *de minimis* levels, the emissions will be fully offset to meet the General Conformity Rule, and to meet CEQA thresholds to the extent feasible. As the project advances toward construction, the Authority will work with SCAQMD to assess the estimated emissions, availability of offsets, and cost.

As part of these offset programs, a copy of each unit's certified tier or model year specification shall be available upon request at the time of mobilization of each applicable equipment unit. Furthermore, the Authority will require periodic reporting and provision of written construction documents by construction contractor(s) to ensure compliance and conduct regular inspections to the maximum extent feasible to ensure compliance with applicable Authority IAMFs and mitigation measures.

Draft EIR/EIS page 3.3-176, in Section 3.3.7.2, AQ-MM#2: Requirements for Use of Zero-Emission or Near-Zero-Emission Vehicles and Off-Road Equipment to Reduce Construction Emissions, was revised to reflect minor typographical updates.

3.3.7.2 AQ-MM#2: Requirements for Use of Zero-Emission or Near-Zero-Emission Vehicles and Off-Road Equipment to Reduce Construction Emissions

This mitigation measure will reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment. All remaining emissions after implementation of this measure would be offset to conform with 40 CFR Part 93.158(a) with emission credits required under AQ-MM#1.

The Authority will require that all project construction contractors use a minimum of 25 percent, with a goal of 100 percent, of all light-duty on-road vehicles (e.g., passenger cars, light-duty trucks) associated with the project (e.g., on-site vehicles, contractor vehicles) with ZE or near-ZE technology.[1]

The Authority and all project construction contractors will have the goal that a minimum of 25 percent of all heavy-duty on-road vehicles (e.g., for hauling, material delivery, and soil import/export) associated with the project use ZE or near-ZE technology.

The Authority and all project construction contractors will have the goal that a minimum of 10 percent of off-road construction equipment use ZE or near-ZE vehicles.

If local or state regulations mandate a faster transition to using ZE or near-ZE vehicles at the time of construction, the more stringent regulations will be applied. For example, EO N-79-20, issued by California Governor Gavin Newsom on September 23, 2020, currently states the following:

- Light-duty and passenger car sales be 100 percent ZE vehicles by 2035
- Full transition to ZE short haul/drayage trucks by 2035
- Full transition to ZE heavy-duty long-haul trucks, where feasible, by 2045
- Full transition to ZE off-road equipment by 2035, where feasible

The project will have a goal of surpassing the requirements of these or other future regulations as a mitigation measure.

Because the commercial availability of future electric equipment and vehicles is unknown, emissions reductions achieved by AQ-MM#2 cannot currently be quantified or included in the analysis.

Draft EIR/EIS page 3.3-177, in Section 3.3.7.4, AQ-MM#4: Requirement of a Future Operational Health Risk Assessment, was revised to reflect minor clarifications.

3.3.7.4 AQ-MM#4: Requirement of a Future Operational Health Risk Assessment

Prior to the commencement of project operations, the Authority shall prepare a site-specific, supplemental operational HRA that analyzes the potential increase in activity levels at the Hobart Yard associated with the relocation of the 101,094 feet of staging and storage tracks, and the replacement container parking area to the north of Hobart Yard. The purpose of this supplemental HRA would be to adequately quantify air quality impacts from project operations with the inclusion of emissions associated with the planned 101,094 feet of storage and support track and relocation of container parking. The supplemental HRA will account for construction activities in the Hobart Yard area that may be occurring at the same time as freight storage and staging track operational activities. Health risk impacts for future operations would be quantified for cancer, noncancer chronic, and acute risk exposure. The next change of existing conditions to future operations health risk impacts would be compared to SCAQMD project-level thresholds, consistent with the approach presented in Table 3.3-46 and Table 3.3-47. If the supplemental HRA demonstrates that health risk exposures for adjacent receptors within 1,000 feet of Hobart Yard would be no greater than the health risk exposure previously identified in the Draft EIR/EIS (Table 3.3-46 and Table 3.3-47), additional

[1] According to California Health and Safety Code Section 44258(c), *near-zero-emission vehicle* means a vehicle that uses ZE technologies, enables technologies that provide a pathway to ZE operations, or incorporates other technologies that significantly reduce criteria pollutants, TACs, and GHG emissions, as defined by the state board in consultation with the State Energy Resources Conservation and Development Commission consistent with meeting the state's mid- and long-term air quality standards and climate goals.

mitigation would not be required. However, if the supplemental HRA demonstrates that health risks would exceed the health risk exposure levels identified in the Draft EIR/EIS at the time of the analysis at the modeled sensitive receptors, the Authority will complete additional CEQA review, NEPA review, or both, as necessary. Additional feasible on- and off-site mitigation recommended by an air quality expert will be implemented by the Authority to help reduce risks to the levels reported in the quantitative operational HRA for the Project Opening Year scenario to the greatest extent practicable. Potential on- or off-site mitigation strategies may include but are not limited to:

- Purchase or contribute to the cost of the replacement or retrofit of locomotive switchers, line-haul locomotives, cargo-handling equipment, or other diesel-fueled heavy-duty railyard equipment to the Best Available Control Technology, such as USEPA Tier 4 Final engine standards, ZE engines, or all-electric equipment.
- Provide air filtration systems with a minimum efficiency reporting value 13 or greater efficiency standards (https://www.epa.gov/indoor-air-quality-iaq/what-merv-rating) to the sensitive receptor locations that exceed the applicable SCAQMD project health risk threshold(s) at the time of the analysis. Following the air filtration systems manufacturer's recommendation on maintenance and replacement of air filters, a minimum efficiency reporting value 13 air filter may remove up to 85 to 90 percent of the indoor $PM_{2.5}$ and PM_{10} particulates, respectively. Minimum efficiency reporting value 13 is currently required for any newly built mechanically ventilated building in California (CALGreen 2022).
- Adoption of future Best Available Control Technology that becomes commercially available and demonstrated to be effective in reducing DPM emissions.

Because the potential increase in activity levels at Hobart Yard, as well as the potentially feasible on- and off-site mitigation measures, are unknown at the time of this analysis, emissions reductions achieved by **AQ-MM#4** cannot currently be quantified or included in the analysis.

16.5.3.1 Citation/Reference-Related Revisions

Draft EIR/EIS page 3.3-11, in the Emission Standards for Locomotives section, has been revised to change the in-text citation "(USEPA 1997)" to "(USEPA 1998)."

Draft EIR/EIS page 3.3-52, in the Asbestos-Containing Materials section, has been revised to change the in-text citation "(USEPA 2000)" to "(USEPA 2016c)."

Draft EIR/EIS page 3.3-80, in the Ambient Air Quality section, has been revised to change the in-text citation "(USEPA 2025)" to "(USEPA 2025a)."

Draft EIR/EIS page 3.3-82, in the table source for Table 3.3-12, has been revised to change the in-text citation "USEPA 2025" to "USEPA 2025a."

16.5.4 Section 3.4: Noise and Vibration

Draft EIR/EIS Table 3.4-2, Regional and Local Plans and Policies, which begins on page 3.4-8 in Section 3.4.2.3, Regional and Local, has been revised to correct the names and dates of certain municipal codes. Only revised table rows are presented below.

Table 3.4-2 Regional and Local Plans and Policies

Policy Title	Summary
Los Angeles County Code (2025)	Section 12.08.010 of the Los Angeles County Code aims "to control unnecessary, excessive, and annoying noise and vibration…." It declares that the purpose of the County policy is to "…maintain quiet in those areas which exhibit low noise levels and to implement programs aimed at reducing noise in those areas within the county where noise levels are above acceptable values." Table 11.2 of the Noise General Element overviews Los Angeles County Community Noise Criteria and additional information on noise barrier strategies can be found in Appendix G of the County of Los Angeles Code of Ordinances. Section 12.08.350, states, "operating or permitting the operation of any device that creates vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec [inch per second] over the range of 1 to 100 Hertz."
Bell Municipal Code (2025)	Chapter 8.28 of the Bell Municipal Code covers noise for the city of Bell.
Commerce Municipal Code (2025)	The noise ordinance of the Commerce Municipal Code is Section 19.19.160 and the vibration ordinance is Section 19.19.180.
Montebello Municipal Code (2025)	The noise ordinance of the Montebello Municipal Code is Section 17.22.110 and the vibration ordinance is Section 17.32.170.
Pico Rivera Municipal Code (2025)	The noise ordinance of the Pico Rivera Municipal Code is Chapter 8.40.
Code of Santa Fe Springs (2025)	The noise ordinance of the Code of Santa Fe Springs is Section 155.424 and the vibration ordinance is Section 155.428.
Norwalk Municipal Code (2025)	The noise ordinance is in the Norwalk Municipal Code Section 9.04 Article 3, Noise.
La Mirada Municipal Code (2025)	The noise and vibration ordinance of the La Mirada Municipal Code is Section 21.70.080.
Buena Park City Code (2025)	▪ Section 8.28.020 contains city amendments to Orange County noise regulations. ▪ Section 8.28.040, Loud, disturbing and unnecessary noise prohibited, 4a. Construction or repair activities, stipulates restriction on the timing and use of construction activities unless express written permission is granted by the city engineer. ▪ Title 19 of the Buena Park City Code contains ordinances related to vibration.
Fullerton Municipal Code (2025)	Chapter 15.90 of the Fullerton Municipal Code contains ordinances related to noise: ▪ Section 15.90.030 contains noise standards for the city of Fullerton. ▪ Section 15.90.040 contains exempt activities from noise standards. Chapters 15.17, 15.30, 15.40, and 15.70 contain ordinances related to vibration.
Anaheim Municipal Code (2025)	Chapter 6.70 of the Anaheim Municipal Code contains ordinances related to noise. This section describes standard sound levels, violations and penalties, and enforcement powers. Chapters 18.08 and 18.10 contain ordinances related to vibration.
Codified Ordinances of the County of Orange (2025)	Title 4, Division 6, Noise Control, of the Codified Ordinances of the County of Orange contains ordinances related to noise which stipulates noise standards, procedures for sound measurement, and special provisions.

Sources: City of Anaheim 2025a, 2025b; City of Bell 2022, 2025; City of Buena Park 2022, 2025; City of Commerce 2008, 2025; City of Fullerton 2025a, 2025b; City of La Mirada 2003, 2025; City of Los Angeles 2024a, 2024b, 2025; City of Montebello 2024, 2025; City of Norwalk 2023, 2025; City of Pico

Rivera 2014, 2025; City of Santa Fe Springs 2022, 2025; City of Vernon 2023, 2025; County of Los Angeles 2025a, 2025b; County of Orange 2025a, 2025b; Los Angeles County Airport Land Use Commission 2004

Draft EIR/EIS page 3.4-24, in Section 3.4.4.2, Definition of Resource Study Areas, Table 3.4-4, Definition of Noise and Vibration Resource Study Area, was revised to clarify the Federal Transit Administration (FTA) maintenance facility screening distance for intervening buildings. Only the revised table row is presented below.

Table 3.4-4 Definition of Noise and Vibration Resource Study Areas

General Definition	Resource Study Area Boundary
Noise	
Operations	Alignment RSA: For direct and indirect noise effects on sensitive receivers, the FRA defines the screening distance as 700 feet from the centerline of the rail corridor for steel-wheeled vehicles operating on new or existing track at any speed and frequency in a suburban or nonsuburban setting with an unobstructed view (FRA 2012). This is used as the RSA for the noise analysis for rail operation, because elevated track sections may result in an unobstructed view of trains for receivers at this distance from the track. This RSA has been determined based on typical screening distances as defined by the FRA and project-specific factors of the project section. Station RSA: 250 feet from the station boundary, which corresponds to the screening distance for commuter rail stations (FTA 2018) Maintenance Facility RSA: 1,000 feet from the facility boundary with an unobstructed view and 650 feet from the facility boundary with intervening buildings, which corresponds to the screening distance for this type of facility (FTA 2018)

Draft EIR/EIS page 3.4-53, in Section 3.4.6.3, Project Impacts, Impact N&V-4: Permanent Exposure of Sensitive Receivers to Noise from Project Operation, Shared Passenger Track Alternative A, has been revised to clarify the number of sheets of Figure 3.4-8.

The assessment of noise impacts from HSR operations is summarized in Table 3.4-15 for residential land uses and in Table 3.4-16 for institutional land uses. The results include a tabulation of location information for each sensitive receptor or receptor group, the projections of future noise levels, the impact criteria, and whether moderate or severe noise impacts are projected (only severe impacts are considered to be adverse). The locations of noise impacts from HSR operations are depicted on Figure 3.4-8 (sheets 1 through 5). These impacts would be permanent.

Draft EIR/EIS page 3.4-54, in Section 3.4.6.3, Project Impacts, Impact N&V-4: Permanent Exposure of Sensitive Receivers to Noise from Project Operation, has been revised to clarify the number of benefited receivers and remaining residences with a severe noise impact.

Based on a preliminary evaluation, application of **N&V-MM#3** will require the installation of an impervious sound barrier at one location, extending from 150 feet south of E Cyprus Street to near E Sycamore Street, with a setback of approximately 12 feet (or less if feasible) from the proposed northbound track centerline and with a height of 8 feet above the top-of-rail elevation. The sound barrier would be approximately 875 feet long and would provide effective noise mitigation for 36 of the 59 affected residences. Because a sound barrier would not meet the mitigation guidelines for the remaining 23 residences with severe noise impacts, these residences would have residual severe noise impacts. For these locations, other measures included in **N&V-MM#3** would be implemented, including noise abatement at receiver locations (for example, sound insulation of buildings) and easement acquisition.

Draft EIR/EIS pages 3.4-60 through 3.4-62, Figure 3.4-8, Locations of Noise Impacts Resulting from Operation, has been revised to add additional sheets and present the correct number and location of noise impacts.



Figure 3.4-8 Locations of Noise Impacts Resulting from Operation, Sheet 1 of 5



Figure 3.4-8 Locations of Noise Impacts Resulting from Operation, Sheet 2 of 5

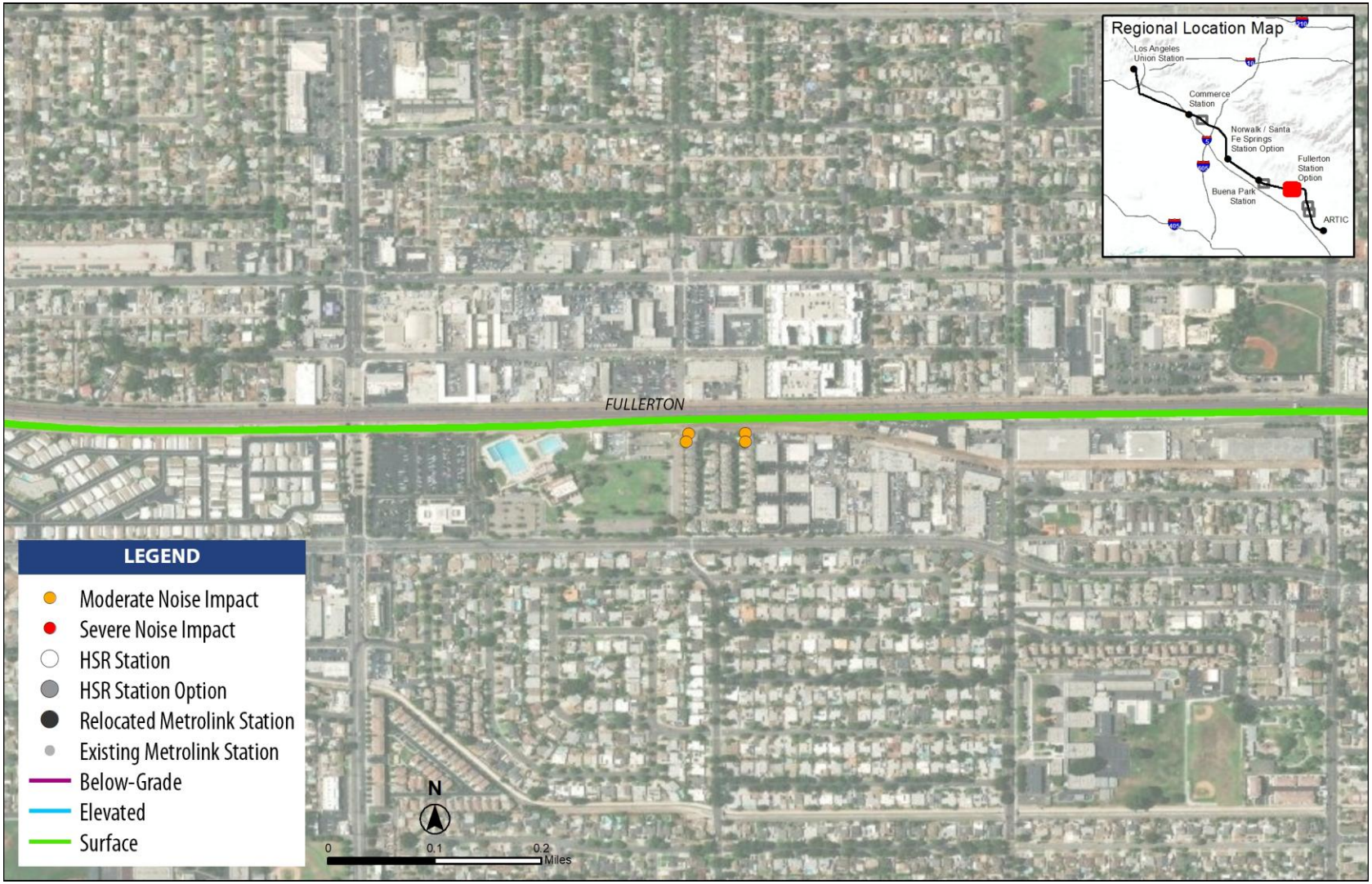


Figure 3.4-8 Locations of Noise Impacts Resulting from Operation, Sheet 3 of 5

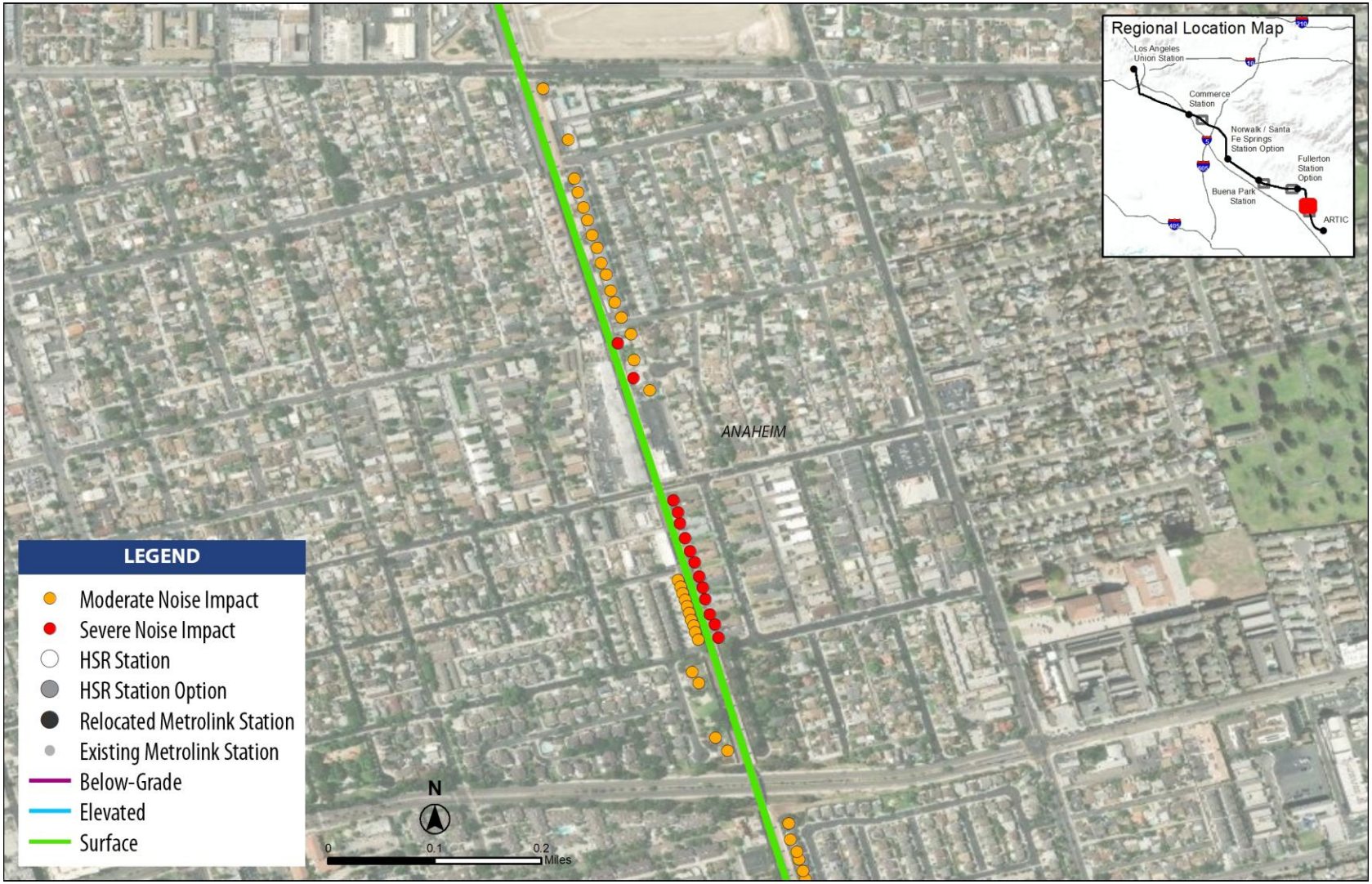


Figure 3.4-8 Locations of Noise Impacts Resulting from Operation, Sheet 4 of 5



Figure 3.4-8 Locations of Noise Impacts Resulting from Operation, Sheet 5 of 5

Draft EIR/EIS page 3.4-63, in Section 3.4.6.3, Project Impacts, Impact N&V-4: Permanent Exposure of Sensitive Receivers to Noise from Project Operation, Shared Passenger Track Alternative B, has been revised to clarify the number of benefited receivers and remaining residences with a severe noise impact.

With the LMF at 15th Street, permanent noise impacts at sensitive receivers during operation would be the same as those described for Shared Passenger Track Alternative A. The alternatives differ only in the LMF site and, because there are no noise-sensitive land uses within 1,000 feet of the 15th Street LMF site, the effects are expected to be the same for Shared Passenger Track Alternative B. Predicted operational noise levels would exceed severe impact criteria at 59 residences and moderate impact criteria at 443 residences. No impacts are predicted to occur at institutional land uses. Operational noise levels are predicted to exceed noise impact criteria at the same residential locations as described for Shared Passenger Track Alternative A. To reduce effects on sensitive receivers from operational noise, the Authority would implement **N&V-MM#3**, which requires the installation of an impervious sound barrier, which would provide effective noise mitigation for 36 of the 59 affected residences. Because a sound barrier would not meet the mitigation guidelines for the remaining 23 residences with severe noise impacts, these residences would have residual severe noise impacts. For these locations, other measures included in **N&V-MM#3** would be implemented, including noise abatement at receiver locations (for example, sound insulation of buildings) and easement acquisition.

Draft EIR/EIS page 3.4-63, in Section 3.4.6.3, Project Impacts, Impact N&V-4: Permanent Exposure of Sensitive Receivers to Noise from Project Operation, CEQA Conclusion, has been revised to clarify the number of benefited receivers and remaining residences with a severe noise impact.

As stated above, the sound barrier will provide effective noise mitigation for 36 of the 59 affected residences. The locations of noise impact caused by project operation (refer to Table 3.4-16) are depicted on Figure 3.4-8 (sheets 1 through 5). For the remaining 23 residences, a sound barrier would not be a feasible mitigation measure. For these locations, other approaches included in **N&V-MM#3** will be implemented, including noise abatement at receiver locations (for example, sound insulation of buildings) and easement acquisition. Although building sound insulation and noise easements may be considered as additional mitigation for HSR operational noise on a case-by-case basis, these measures do not reduce exterior noise levels, which is the metric used in the threshold for determining significance under CEQA. Vehicle noise specifications and special trackwork may reduce noise at the source, but operational noise impacts are still considered significant and unavoidable under CEQA at some locations.

Draft EIR/EIS pages 3.4-57, 3.4-67, and 3.4-69, in Section 3.4.6.3, Project Impacts, Table 3.4-17, Table 3.4-19, and Table 3.4-21 were revised in the Final EIR/EIS to include the 7th Street Studios as a sensitive receptor in the noise and vibration analysis. Only the revised rows of each table are provided below.

Table 3.4-17 Institutional Noise Impact Assessment for the Project Section

Location/City	Name	Side of Track	Closest Receiver(s) Distance to Near Track (feet)	Maximum Train Speed (mph)	Existing Noise Level (dBA)	Project Noise Level (dBA)	Noise Impact Criteria (dBA)		Number of Affected Receivers	
							Mod.	Sev.	Mod.	Sev.
Whittier Blvd to Redondo Jct, Los Angeles	7th Street Studios	NB	394	50	61	45	59	64	0	0

Source: Authority 2025
[1] Values in parentheses reflect the Fullerton High-Speed Rail Station Option.
ARTIC = Anaheim Regional Transportation Intermodal Center; dBA = A-weighted decibels; DTLA = Downtown Los Angeles; I- = Interstate; Mod. = moderate; mph = miles per hour; NB = northbound; SB = southbound; Sev. = severe

Table 3.4-19 Institutional Vibration Impact Assessment for the Project Section

Location/City	Name	Side of Track	Distance to Near Track (feet)	Train Speed (mph)	Vibration Levels (VdB)[1]		Number of Affected Receivers
					Project Levels	FRA Impact Criteria	
Whittier Blvd to Redondo Jct, Los Angeles	7th Street Studios	NB	394	50	62	65	0

Source: Authority 2025
[1] Maximum 1/3-octave band vibration velocity level over the frequency range between 8 Hertz and 80 Hertz.
[2] Values in parentheses reflect the Fullerton High-Speed Rail Station Option.
ARTIC = Anaheim Regional Transportation Intermodal Center; DTLA = Downtown Los Angeles; FRA = Federal Railroad Administration; mph = miles per hour; NB = northbound; SB = southbound; VdB = vibration decibels

Table 3.4-21 Institutional Ground-Borne Noise Impact Assessment for the Project Section

Location/City	Name	Side of Track	Distance to Near Track (feet)	Train Speed (mph)	Ground-Borne Noise Levels (dBA)		Number of Affected Receivers
					Project Levels	FRA Impact Criteria	
Whittier Blvd to Redondo Jct, Los Angeles	7th Street Studios	NB	394	50	1	25	0

Source: Authority 2025
[1] Values in parentheses reflect the Fullerton High-Speed Rail Station Option.
Anaheim Regional Transportation Intermodal Center; dBA = A-weighted decibels; DTLA = Downtown Los Angeles; FRA = Federal Railroad Administration; mph = miles per hour; NB = northbound; SB = southbound

Draft EIR/EIS page 3.4-64 in Section 3.4.6.3, Project Impacts, Impact N&V-5: Permanent Exposure of Sensitive Receivers and Buildings to Groundborne Noise and Vibration from Project Operation, Shared Passenger Track Alternative A, was revised to correct the number of sheets for Figure 3.4-9.

Shared Passenger Track Alternative A

The assessment of ground-borne vibration effects from HSR operations in the project section is summarized in Table 3.4-18 for residential land uses and in Table 3.4-19 for institutional land uses. In addition, the assessment of ground-borne noise effects is summarized in Table 3.4-20 for residential land uses and in Table 3.4-21 for institutional land uses. The results include a tabulation of location information for each sensitive receptor or receptor group, the projections of future ground-borne vibration or noise levels, the impact criteria, and whether impacts are projected. The locations of vibration impacts from HSR operations are depicted on Figure 3.4-9 (sheets 1 through 5). These impacts would be permanent.

Draft EIR/EIS pages 3.4-71 through 3.4-74, in Section 3.4.6.3, Project Impacts, Impact N&V-5: Permanent Exposure of Sensitive Receivers and Buildings to Groundborne Noise and Vibration from Project Operation, Figure 3.4-9, Locations of Vibration Impacts Resulting from Operation, have been revised to add an additional sheet to correct the number and location of vibration impacts to match the text.



Figure 3.4-9 Locations of Vibration Impacts Resulting from Operation, Sheet 1 of 5



Figure 3.4-9 Locations of Vibration Impacts Resulting from Operation, Sheet 2 of 5

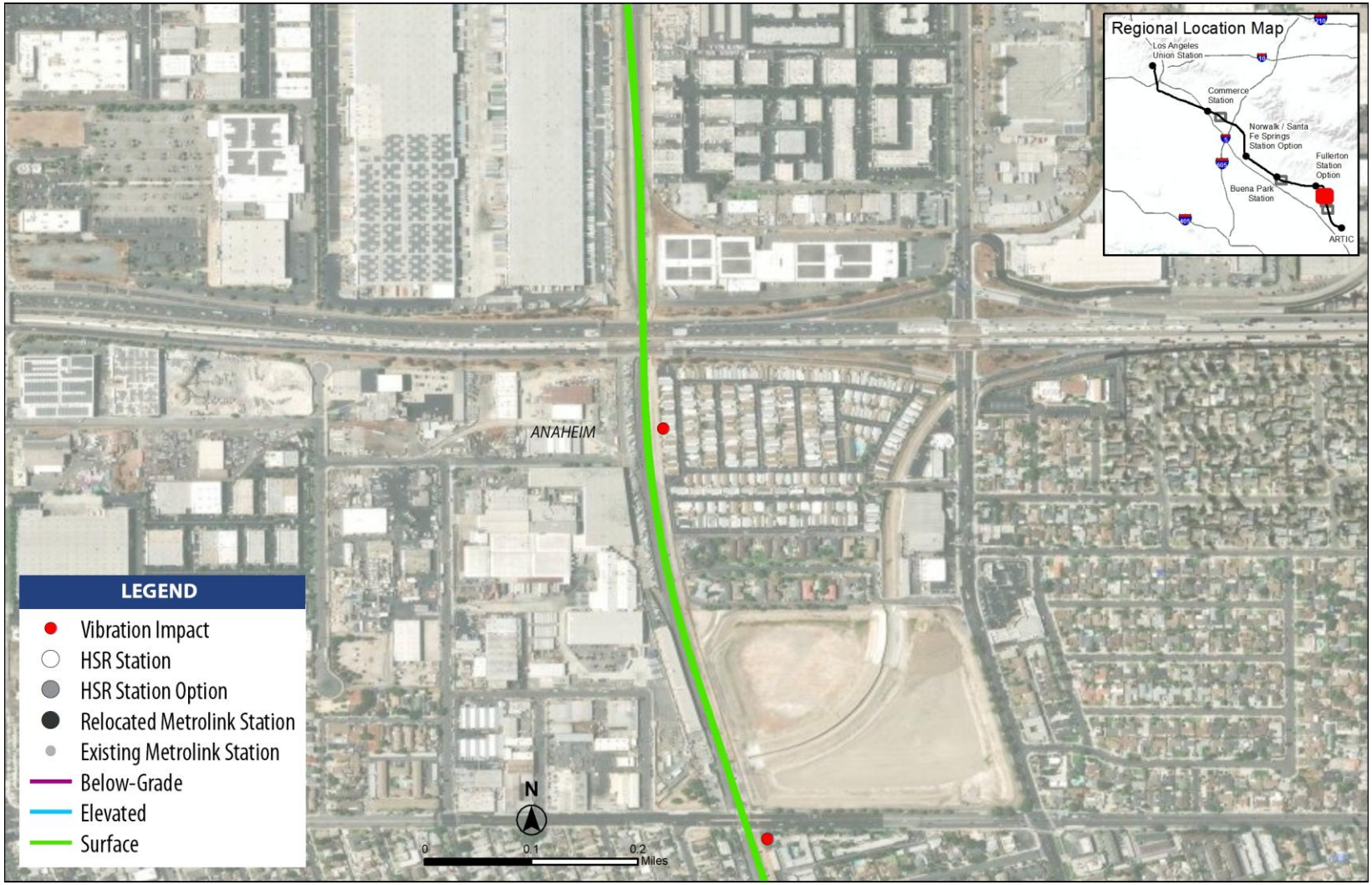


Figure 3.4-9 Locations of Vibration Impacts Resulting from Operation, Sheet 3 of 5

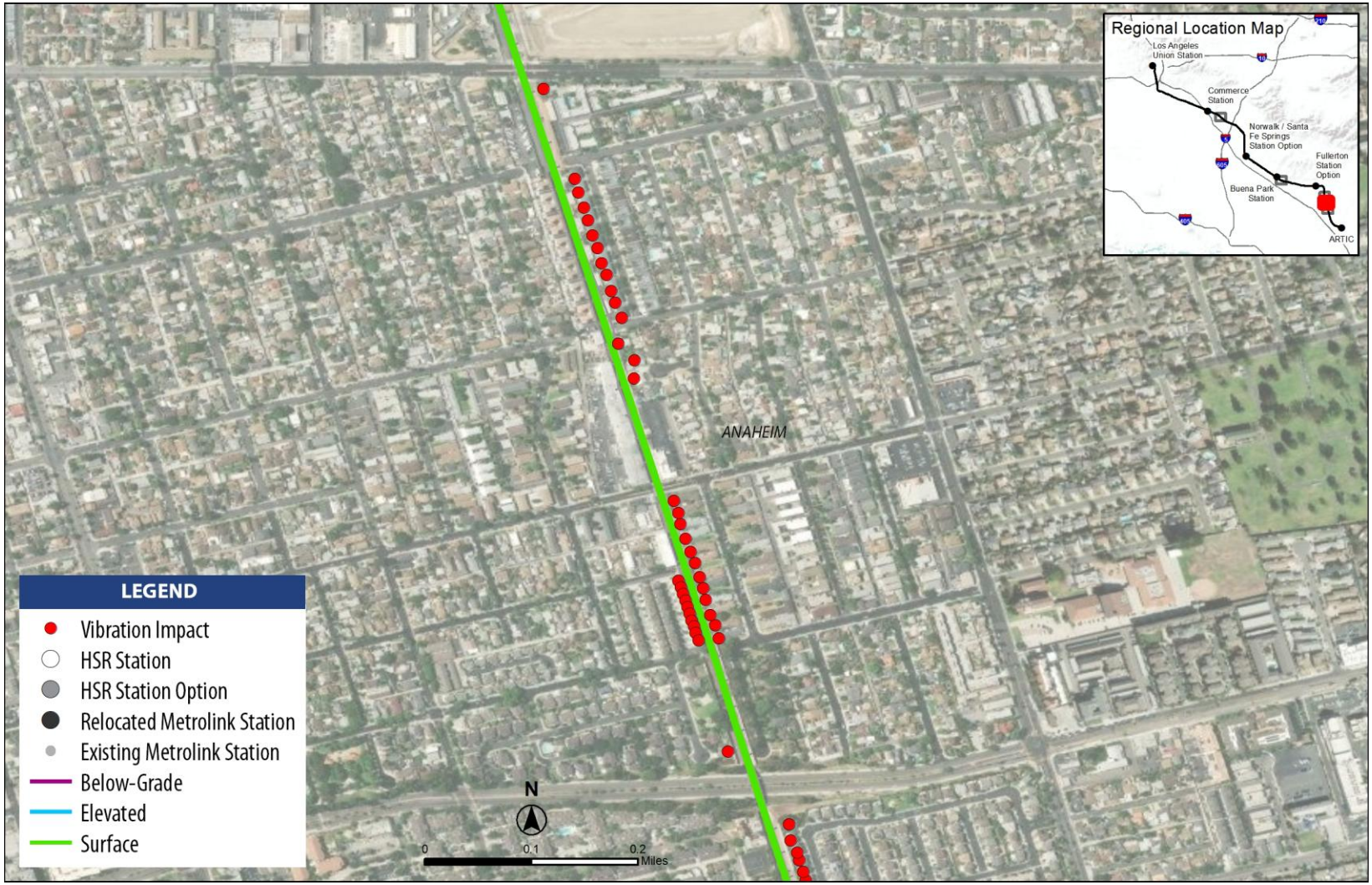


Figure 3.4-9 Locations of Vibration Impacts Resulting from Operation, Sheet 4 of 5



Figure 3.4-9 Locations of Vibration Impacts Resulting from Operation, Sheet 5 of 5

Draft EIR/EIS page 3.4-80, in Section 3.4.7.3, N&V-MM#3: Implement California High-Speed Rail Project Noise Mitigation Guidelines, was revised to reflect the correct number of benefited receivers and the cost per benefited receiver.

A sound barrier was determined to be feasible at one location because the barrier is capable of providing a noise level reduction of 5 dB or more to more than 10 affected sites with a barrier length greater than 800 feet. This sound barrier was also determined to be reasonable because the cost to build the barrier will be less than $95,000 (2018 dollars) per benefited receiver. Figure 3.4-10 depicts the proposed sound barrier location, and the reasonableness of this one feasible barrier is as follows:

- Location: 150 feet south of E Cyprus Street to E Sycamore Street, Anaheim
- Side of track: northbound
- Type of barrier: at grade
- Length: 875 feet
- Height: 8 feet
- Surface area: 7,000 square feet
- Total cost: $490,000
- Number of benefited receivers (5 dB or more reduction): 36
- Cost per benefited receiver: $13,611
- Cost in excess of $95,000 per benefited receiver: No
- Reasonable barrier: Yes

Draft EIR/EIS page 3.4-80, in Section 3.4.7.3, N&V-MM#3: Implement California High-Speed Rail Project Noise Mitigation Guidelines, Figure 3.4-10, Location of Proposed Sound Barrier, has been revised to overlay noise impacts on the map depicting the sound barrier location.



Source: Authority 2025

Figure 3.4-10 Location of Proposed Sound Barrier

Draft EIR/EIS page 3.4-85, in Section 3.4.8.2, Shared Passenger Track Alternatives, Table 3.4-23, Comparison of Project Alternatives Impacts on Noise and Vibration, was revised to clarify the number of benefited receivers. Only part of the revised row is presented below.

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B
Impact N&V-4: Permanent Exposure of Sensitive Receivers to Noise from Project Operation	Predicted operational noise levels would result in 59 permanent severe noise impacts (before mitigation); potential to reduce 36 of these impacts with mitigation.	Same as Shared Passenger Track Alternative A.

Draft EIR/EIS page 3.4-87, in Section 3.4.9, CEQA Significance Conclusions, Table 3.4-24, CEQA Significance Conclusions for Noise and Vibration, has been revised to clarify the number of significant and unavoidable noise impacts at residences. Only the revised row is presented below.

Table 3.4-24 CEQA Significance Conclusions for Noise and Vibration

Impact	Impact Description and CEQA Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Operation				
Impact N&V-4: Permanent Exposure of Sensitive Receivers to Noise from Project Operation	Potentially significant for both project alternatives. The new source of severe noise resulting from train operations would substantially degrade the user experience at 59 residences for both project alternatives.	N&V-MM#3	Significant and unavoidable at 23 residences	All alternatives

16.5.4.1 Citation/Reference-Related Revisions

Draft EIR/EIS page 3.4-22, in the sources for Table 3.4-3, has been revised as follows: “City of Commerce 2024” to “City of Commerce 2025”; “City of La Mirada 2024” to “City of La Mirada 2025”; “City of Montebello 2024b” to “City of Montebello 2025”; and “City of Vernon 2023, 2024” to “City of Vernon 2023, 2025.”

16.5.5 Section 3.5: Electromagnetic Fields and Electromagnetic Interference

Draft EIR/EIS pages 3.5-11, 3.5-12, and 3.5-13, in Section 3.5.2.3, Regional and Local, Table 3.5-7, Regional and Local Plans and Policies, were revised to correct the names and dates of certain municipal codes. Only revised table rows are presented below.

Table 3.5-7 Regional and Local Plans and Policies

Policy Title	Summary
City of Commerce	
Commerce Municipal Code (2025)	The Commerce Municipal Code includes the following relevant electromagnetic policy: ▪ Section 19.19.150: No activity shall be permitted if it causes electrical disturbance that affects the operation of equipment located beyond the property line. Radio, television, and microwave transmitters shall be suitably wired, shielded, and controlled so that they do not emit electrical waves or impulses that may affect other electronic devices or equipment.

Policy Title	Summary
City of Norwalk	
Norwalk Municipal Code (2025)	The Norwalk Municipal Code, updated in December 2024, includes the following relevant electromagnetic policies: ▪ Section 17.02.295.B.2.b: (Application requirements) An engineering certification demonstrating planned compliance with all existing federal radio frequency emissions standards, and providing technical data sufficient to justify the proposed height of the proposed wireless telecommunication facility. ▪ Section 17.02.295.D.1.a: (Peer Review) Compliance with applicable radio frequency emission standards.
City of Montebello	
Montebello Municipal Code (2025)	The Montebello Municipal Code current through Ordinance 2463, updated March 27, 2024, includes the following relevant electromagnetic policy: ▪ Section 17.32.180.B: Radio and television transmitters shall be operated at the regularly assigned wave lengths (or within the authorized tolerances therefor) as assigned thereto by the appropriate governmental agency. All electrical and electronic devices and equipment shall be suitably wired, shielded, and controlled so that in operation they shall not, beyond the lot lines, emit any electrical impulse or wave which will adversely affect the operation and control of any other electrical or electronic devices and equipment.
City of La Mirada	
La Mirada Code (2025)	The La Mirada Municipal Code is current through Ordinance 732, updated February 13, 2024, and includes the following relevant electromagnetic policies: ▪ Section 21.46.010.a: The purpose of the regulatory provisions set forth in this chapter is to establish development standards for the installation and maintenance of antennas and wireless antenna facilities within specified areas of the city. These standards are intended to ensure that the design and location of those antennas and facilities are consistent with previously adopted policies of the city, to promote the public health, safety, comfort, convenience, and general welfare of the city's residents, and to enhance the aesthetic quality and appearance of the city by maintaining architectural and structural integrity and by protecting views and vistas from obtrusive and unsightly accessory uses and facilities. ▪ Section 21.46.010.c: With regard to the regulatory requirements set forth herein, the city council expressly finds and determines that they are necessary, desirable, and in the best interests of the community to protect public safety. The city council further finds and determines that these regulatory requirements are applicable to the proposed installation of satellite earth station antennas or fixed wireless antenna facilities that are not permitted accessory uses and that, because of legitimate safety-related concerns, do not meet the criteria for exemption from local regulation established by the Federal Communications Commission (FCC) under the Telecommunications Act of 1996. ▪ Section 21.46.120.b.4: (Review requirement) Documentation that the electromagnetic fields (EMFs) from the proposed wireless facility, both individually and cumulatively, will be within the limits approved by the FCC. As a condition of approval of any permit or other entitlement, the approving authority may require the annual submission of a report prepared by a qualified person evidencing the fact that EMFs continue to be within approved FCC limits. ▪ Section 21.46.120.b.5: (Review requirement) A statement concerning the minimum distance from the proposed wireless antenna facility that is required to ensure that no person will be exposed to any harmful effects attributable to EMFs.

Policy Title	Summary
City of Buena Park	
Buena Park City Code (2025)	The Buena Park City Code, updated in 2025, includes the following relevant electromagnetic policies: ▪ Section 19.1220.010.C: (Applicability) These regulations prohibit: (3) Wireless telecommunications facilities not in compliance with the regulations of this chapter that do not have legal non-conforming status. ▪ Section 19.1220.040: Wireless telecommunications facilities are subject to approvals at federal, state, county and city levels. Applicants are responsible to obtain approvals at each level. ▪ Section 19.1220.060.B.6: The City shall be provided wireless telecommunications facility monitoring reports with conclusions and recommendations, prepared at the applicant's expense by a qualified engineer, that assess ongoing compliance with federal and state radiofrequency electromagnetic field emission requirements: (a) No sooner than the first 30 nor later than the first 60 days of operation; and (b) Thereafter, annually.

Sources: City of Anaheim 2025; City of Buena Park 2025; City of Commerce 2025; City of La Mirada 2025; City of Los Angeles 2025; City of Montebello 2025; City of Norwalk 2025; City of Pico Rivera 2025
EMF = electromagnetic field; ANSI = American National Standards Institute; RF = radio frequency

Draft EIR/EIS page 3.5-20, in Section 3.5.5.1, Local Conditions, was revised to clarify that the nearest residential site is 250 feet from the nearest facility.

Populations Near High-Voltage Transmission Lines

There are many occupied structures, including some residential uses, near the proposed locations for the TPSS facility, switching station, paralleling station facilities, and associated utility feeds. However, none of the facility locations would be within 100 feet of the nearest building, or within 250 feet of the nearest residential site. The analysis did not identify receptors with potentially sensitive equipment within 500 feet of the locations.

Draft EIR/EIS pages 3.5-24 and 3.5-25, in Section 3.5.5.1, Local Conditions, Table 3.5-12, List of Potentially Sensitive Receptors, was revised to add DNB Engineering as a sensitive receptor in response to a public comment on the Draft EIR/EIS. Only revised table rows are presented below.

Table 3.5-12 List of Potentially Sensitive Receptors

Receptor Site ID and Name	Location	Distance to nearest track (feet)	Distance to construction easement (feet)	Modeled 60 Hz field (mG)[1]	Site notes
15. DNB Engineering	1750 Raymer Ave, Fullerton	30	0	177	Environmental Testing Lab, including EMI and RF testing
16. Pacific Drive Elementary School	1501 Valencia Dr, Fullerton	339	288	1.1	Kindergarten–6 school, district administration offices
17. Independence Park	801 Valencia Dr, Fullerton	45	0	65.2	Community recreational facility and pools, 8.7 acres
18. Amerige Park	300 W Commonwealth Ave, Fullerton	195	75	3.3	Community park and athletic center, 4.2 acres
19. Fullerton Fire Department	312 E Commonwealth Ave, Fullerton	490	380	0.51	North of Metrolink station

Receptor Site ID and Name	Location	Distance to nearest track (feet)	Distance to construction easement (feet)	Modeled 60 Hz field (mG)[1]	Site notes
20. QPE Technical Institute	1557 N Gemini Pl, Anaheim	57	0	40.3	Technical school
21. Citrus Park	104 Atchison St, Anaheim	30	0	177	Community park, 1.3 acres

Draft EIR/EIS page 3.5-28, in Section 3.5.6.3, Project Impacts, Impact EMF/EMI-1: Temporary Impacts from Use of Heavy Construction Equipment, was revised to include DNB Engineering in the Shared Passenger Track Alternative A analysis and in the CEQA Conclusion section.

Medical and high-tech facilities commonly contain equipment that could be affected by EMI, including equipment sensitive to small variations in the surrounding magnetic field (e.g., medical MRI scanners, NMR spectrometers) and focused-beam devices (e.g., electron microscopes, ion-writing systems). The potential for interference with sensitive equipment in use at high-tech facilities will be addressed through the Authority's EMCPP and the design criteria of the project (**EMF/EMI-IAMF#2**). HSR-related EMI may still affect highly susceptible, unshielded sensitive RF equipment such as older MRI systems and other measuring devices common to medical and research laboratories. Most of the devices manufactured today have adequate shielding from potential EMI sources; however, the potential exists for older devices to be affected and require shielding. Two facilities were identified in the project section that are believed to be currently operating magnetically sensitive equipment, as presented in Table 3.5-12: Site 13 (NMR spectrometers) and Site 15 (DNB Engineering). There is uncertainty regarding the type and age of sensitive equipment used at these sensitive receptor sites, making it difficult to specifically identify equipment-specific impacts or feasible mitigation. Accordingly, any sensitive equipment-specific impacts will be reduced by implementing **EMF/EMI-MM#1, Protect Sensitive Equipment** (described in more detail in Section 3.5.7, Mitigation Measures). Under this mitigation measure, the Authority will contact the affected third parties and determine how best to protect sensitive equipment, either through relocation or shielding in place.

The types, numbers, and sizes of construction equipment in use would vary along the project section, depending on the type of construction involved, (e.g., aerial structures versus cut-and-cover construction). Unintended EMF from use of construction vehicles, heavy equipment, and electric motors would be minor, and radio communications systems used on construction sites would comply with FCC regulations. Therefore, construction of Shared Passenger Track Alternative A would not:

- Be a substantial source of EMI that could expose a person to a documented health risk
- Cause electric shocks
- Interfere with implanted medical devices
- Affect the operation of nearby railroads, airports, or other businesses

EMF/EMI-IAMF#2 will minimize potential interference through coordination with third-party owners of sensitive facilities to avoid or minimize any construction-related impacts. Substantial EMF fluctuations caused by construction vehicle movements would be limited to within 50 feet of the construction footprint, and radio communications systems would comply with FCC regulations designed to prevent EMI. Any equipment-specific impacts for those identified sensitive receptors included in Table 3.5-12 will be addressed with implementation of **EMF/EMI-MM#1**. The potential for impacts applies at receptor Site 13 (Nutrilite Health Institute) in Buena Park and Site 15 (DNB Engineering) in Fullerton.

…

CEQA Conclusion

The potential for interference with high-tech equipment because of use of heavy construction equipment during construction of the Shared Passenger Track Alternatives will be addressed through conformance with the Authority's ISEP and applicable design criteria (**EMF/EMI-IAMF#2**), which are

intended to prevent EMI with identified neighboring uses. Even with **EMF/EMI-IAMF#2**, the impact under CEQA related to interference with sensitive equipment during project construction would be potentially significant at two facilities identified in the RSA—Site 13, Nutrilite Health Institute (Buena Park) and Site 15, DNB Engineering (Fullerton)—because of the uncertainty regarding both the type and age of sensitive equipment used at this receptor site. The Authority will coordinate with the owners of the nearby sensitive equipment at Nutrilite Health Institute and DNB Engineering to identify appropriate shielding mitigation to avoid these effects, including performing tests to confirm equipment is free from impacts (**EMF/EMI-MM#1**). With implementation of **EMF/EMI-MM#1**, which requires relocating or shielding affected equipment, impacts related to interference with sensitive equipment would be reduced to less-than-significant levels.

Draft EIR/EIS page 3.5-31, in Section 3.5.6.3, Project Impacts, Impact EMF/EMI-3: Temporary Impacts from Operation of Electrical Equipment, was revised to include DNB Engineering in the Shared Passenger Track Alternative A analysis and in the CEQA Conclusion section.

The potential impact applies to Site 13 (Nutrilite Health Institute) in Buena Park and Site 15 (DNB Engineering) in Fullerton, because EMFs would exceed thresholds identified in Table 3.5-9. It is unlikely that the conditions described would occur during construction, and **EMF/EMI-IAMF#2** will minimize impacts. This is particularly true, given the temporary nature of the disruption. Given the uncertainty regarding the type and age of the sensitive equipment used at the receptor site, any remaining equipment-specific impacts will be addressed through **EMF/EMI-MM#1**, in which the Authority will contact the affected third parties and explore the possibility of either relocating or shielding the affected equipment.

…

CEQA Conclusion

The impact under CEQA from operation of electrical equipment during construction of the Shared Passenger Track Alternatives would be potentially significant before mitigation at two receptor locations Site 13 (Nutrilite Health Institute) and Site 15 (DNB Engineering) because EMFs would exceed thresholds identified in Table 3.5-9. **EMF/EMI-IAMF#2** will generally reduce temporary impacts from the operation of electrical equipment during construction in accordance with the ISEP and design practices to avoid EMI, and through compliance with applicable federal and state laws; however, the impact would still be significant given the uncertainty regarding the type and age of sensitive equipment housed within the receptor site. Therefore, the Authority would implement **EMF/EMI-MM#1**, which requires contacting affected third parties to explore the possibility of either relocating or shielding the affected equipment to eliminate interference. EMF exposure of the general public, including those with implanted medical devices, will not exceed the threshold for human exposure listed in Section 3.5.2. With implementation of **EMF/EMI-MM#1**, temporary equipment-specific impacts from the operation of electrical equipment during construction would be reduced to less-than-significant levels because actions such as relocating or shielding affected equipment would eliminate the potential for interference.

Draft EIR/EIS page 3.5-40, in Section 3.5.6.3, Project Impacts, Impact EMF/EMI-9: Permanent Interference with Sensitive Equipment, was revised to include DNB Engineering in the Shared Passenger Track Alternative A analysis and in the CEQA Conclusion section.

Two facilities were identified in the project section that are believed to be currently operating magnetically sensitive equipment, as presented in Table 3.5-12: Site 13 (Nutrilite Health Institute) is identified as a possible operator of NMR spectrometers and Site 15 (DNB Engineering) is a testing laboratory that may handle EMI/EMF sensitive equipment. There are also two fire stations and one airport that includes police and fire services within the RSA (Sites 2, 14, and 19 in Table 3.5-12), all of which operate police and fire radio services.

…

CEQA Conclusion

The potential for interference with high-tech equipment will be generally addressed through **EMF/EMI-IAMF#2**, which is intended to prevent EMI with identified neighboring uses. Even with **EMF/EMI-**

IAMF#2, the impact under CEQA related to interference with sensitive equipment used at high-tech facilities during project operation would be potentially significant at two facilities identified in the RSA for the section: Site 13 Nutrilite Health Institute (Buena Park) and Site 15 DNB Engineering (Fullerton). Interference with police and fire radio services would be avoided, and less than significant, because the project will use dedicated frequency blocks and procurement of communications equipment meeting FCC regulations. The Authority will coordinate with the owners of the nearby sensitive equipment at Nutrilite Health Institute and DNB Engineering and identify appropriate shielding mitigation to avoid these effects, including performing tests to confirm equipment is free from impacts (**EMF/EMI-MM#1**). With implementation of **EMF/EMI-MM#1**, which requires relocating or shielding affected equipment, impacts related to interference with sensitive equipment would be reduced to less-than-significant levels.

Draft EIR/EIS page 3.5-45, in Section 3.5.8.2, Shared Passenger Track Alternatives, was revised to include DNB Engineering.

Construction of the Shared Passenger Track Alternatives would result in the following impacts:

- **Impact EMF/EMI-1:** Even with **EMF/EMI-IAMF#2**, impacts related to interference with sensitive equipment during project construction could occur at two facilities identified in the RSA—Site 13, Nutrilite Health Institute (Buena Park) and Site 15, DNB Engineering (Fullerton)—because of uncertainty regarding both the type and age of sensitive equipment used at the receptor site. With implementation of **EMF/EMI-MM#1**, which requires relocating or shielding affected equipment, impacts related to interference with sensitive equipment would be reduced.

Draft EIR/EIS pages 3.5-47 and 3.5-49, in Section 3.5.8.2, Shared Passenger Track Alternatives, Table 3.5-15, Comparison of Project Alternative Impacts for EMF/EMI, was revised to include DNB Engineering in Impact EMF/EMI-1, Impact EMF/EMI-3, and Impact EMF/EMI-9. Only revised table rows are presented below.

Table 3.5-15 Comparison of Project Alternative Impacts for EMF/EMI

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact EMF/EMI-1: Temporary Impacts from Use of Heavy Construction Equipment	Substantial EMF fluctuations caused by construction vehicle movements would be limited to within 50 feet of the construction footprint, and radio communications systems would comply with FCC regulations designed to prevent EMI. EMF fluctuations caused by construction vehicle movements would be limited to within 50 feet of the construction easement. However, no receptors sensitive to this type of interference were identified and, with incorporation of project features and, when necessary for specific sensitive equipment, implementation of mitigation, for those identified sensitive receptors included in Table 3.5-12, effects will be addressed. The potential for impacts on sensitive equipment applies at receptor Site 13 (Nutrilite Health Institute) in Buena Park and Site 15 (DNB Engineering) in Fullerton.	Same as Shared Passenger Track Alternative A.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Adverse effect (all alternatives and HSR station options)	EMF/EMI-MM#1	No adverse effect	No adverse effect	No adverse effect	No adverse effect
Impact EMF/EMI-3: Temporary Impacts from Operation of Electrical Equipment	Potential, although unlikely, for a temporary impact applies at receptor location 13 (Nutrilite Health Institute) in Buena Park and 15 (DNB Engineering) in Fullerton. Project features that require compliance with international guidelines and federal and state regulations would address potential impacts. Any remaining impacts on specific sensitive equipment would be addressed through mitigation established by this Draft EIR/EIS.	Same as Shared Passenger Track Alternative A.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Adverse effect (all alternatives and HSR station options)	EMF/EMI-MM#1	No adverse effect	No adverse effect	No adverse effect	No adverse effect
Impact EMF/EMI-9: Permanent Interference with Sensitive Equipment	EMFs generated during project operation could interfere with sensitive equipment, including high-tech electronic devices and police and fire radio services. Site 13 (Nutrilite Health Institute) in Buena Park and Site 15 (DNB Engineering) were identified as having potential for impact. However, interference will be avoided with the use of dedicated frequency blocks and procurement of communications equipment meeting FCC regulations, as well as through coordination with adjacent railroads to prevent EMI/EMF interference prior to operations, and implementation of mitigation established by this Draft EIR/EIS.	Same as Shared Passenger Track Alternative A.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Adverse effect (all alternatives and HSR station options)	EMF/EMI-MM#1	No adverse effect	No adverse effect	No adverse effect	No adverse effect

Draft EIR/EIS pages 3.5-51 and 3.5-52, in Section 3.5.9, CEQA Significance Conclusions, Table 3.5-16, CEQA Significance Conclusions for EMF/EMI, were revised to include DNB Engineering in Impact EMF/EMI-3 and Impact EMF/EMI-9. Only revised table rows are presented below.

Table 3.5-16 CEQA Significance Conclusions for EMF/EMI

Impacts	Impact Description and CEQA Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Construction				
Impact EMF/EMI-3: Temporary Impacts from Operation of Electrical Equipment	Potentially significant for both project alternatives: EMFs would exceed thresholds identified in Table 3.5-9 at two receptor locations (Nutrilite Health Institute and DNB Engineering).	EMF/EMI-MM#1	Less than significant	All alternatives and options
Operation				
Impact EMF/EMI-9: Permanent Interference with Sensitive Equipment	Potentially significant for both project alternatives: Interference with sensitive equipment during project operation would be significant before mitigation at two facilities identified in the RSA: Site 13 Nutrilite Health Institute (Buena Park) and Site 15 DNB Engineering (Fullerton).	EMF/EMI-MM#1	Less than significant	All alternatives and options

16.5.5.1 Citation/Reference-Related Revisions

Draft EIR/EIS page 3.5-8, in Section 3.5.2, Laws, Regulations, and Orders, was revised from "(EEE 2006)" to (IEEE 2006)."

16.5.6 Section 3.6: Public Utilities and Energy

Draft EIR/EIS page 3.6-24, in Section 3.6.5.1, Public Utilities and Service Systems, Table 3.6-3, Summary of Utility and Energy Providers within the resource study area (RSA), was revised to list an additional wastewater district in the RSA, identified by a comment on the Draft EIR/EIS. Only revised table rows are presented below. No other change to the public utility analysis or conclusions was warranted.

Table 3.6-3 Summary of Utility and Energy Providers within the Resource Study Area

Utility Type	Provider	County or City
Sewer or wastewater	City of Los Angeles Public Works	City of Los Angeles
	Los Angeles County Sanitation Districts	County of Los Angeles
	Orange County Sanitation District	Orange County
	City of Anaheim Public Works	City of Anaheim

16.5.7 Section 3.7: Biological and Aquatic Resources

Draft EIR/EIS page 3.7-13, in Section 3.7.2.3, Regional and Local, Table 3.7-1, Regional and Local Plans and Policies, Los Angeles County, Los Angeles County 2035 General Plan, was revised to clarify information on its Significant Ecological Area (SEA) Program. Pages 3.7-13, 3.7-14, 3.7-15, 3.7-16, 3.7-21, 3.7-22, and 3.7-23 were revised to correct the names and dates of certain municipal codes. Only revised rows of the table are presented below.

Table 3.7-1 Regional and Local Plans and Policies

Policy Title	Summary
Los Angeles County	
Los Angeles County 2035 General Plan (2025)	Policies set forth by the county in the general plan are intended to protect significant agricultural resource areas, preserve SEAs, and protect the quality of the coastal environment. The general plan includes a Conservation and Natural Resources Element that addresses open space resources, biological resources, local water resources, agricultural resources, mineral and energy resources, scenic resources, and historic, cultural, and paleontological resources. The general plan also aims to protect watersheds, streams, and riparian vegetation and maintain natural watershed processes by regulating development in tributary watersheds. The SEA Program was established by the *Los Angeles County General Plan* in 1982. In 2015, the Board of Supervisors approved the Antelope Valley Area Plan and the General Plan 2035, which created the boundaries and categories for the currently designated SEAs. The SEA Program is intended to aid applicants and staff with implementation of the general plan goals and policies, zoning code regulations, and Los Angeles County Planning procedures. The general plan establishes the location of the SEAs, the description of SEAs (e.g., habitat types, unique resources), and program policies. The SEA Ordinance, a component of the County Zoning Code (Title 22), is the implementation tool of the SEA Program, which establishes the permitting standards and process for development within SEAs. The general plan has identified 21 SEAs and seven Coastal Resource Areas that represent a wide range of biotic communities and have stringent development standards. The Wildlife RSA does not occur in or adjacent to designated County SEAs, Coastal Resource Areas, or other open space–related resources.
Los Angeles County Code Chapter 22.174 Oak Tree Permits (2025)	The Los Angeles County Oak Tree Ordinance applies to all of the unincorporated areas of the county and its goal is to create favorable conditions for the preservation and propagation of healthy oak trees. Under the ordinance, a person shall not cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak tree genus (*Quercus*) that is 8 inches or more in diameter (measured at 4.5 feet above mean natural grade) or, in the case of oaks with multiple trunks, a combined diameter of 12 inches or more of the two largest trunks, without first obtaining a permit.

Policy Title	Summary
Los Angeles County Code Chapter 22.126 Tree Planting Requirements (2025)	The County of Los Angeles Tree Planting Requirements are a part of the Urban Greening Program to provide environmental benefits. Planted trees will reduce greenhouse gases by absorbing carbon dioxide, reduce water pollution, and reduce urban heat islands by shading impervious surfaces. This requirement applies to any project that includes a new principal-use building or additions to buildings where the addition adds a cumulative floor area of at least 50 percent of the total existing building floor area or new uncovered surface parking lots with a minimum of 15 parking spaces or existing uncovered surface parking lots expanded to have more than 15 or more parking spaces. For nonresidential or mixed-use projects, a minimum of three trees shall be planted for every 10,000 square feet of developed lot area. Any existing tree within the project site with a minimum trunk diameter of 0.75 inch measured 6 inches above the soil line may count toward meeting the requirement. For parking lots, a shade plan, meeting the specifications in the Tree Planting Guide, is required. The minimum shade coverage will be 50 percent of the uncovered parking area within 15 years of planting the required trees. Tree species will provide adequate shade, are not invasive, and are resistant to local pests and diseases, are adaptable to local climate, and are appropriate for the planting location. The required trees will be a minimum size of 15 gallons and shall have a trunk diameter of 0.75 to 1.5 inches measured 6 inches above the soil line at the time of planting.
Los Angeles County Code (2025)	The applicable ordinances of the Los Angeles County Code are: ▪ Chapter 12.28, Brush and Vegetation, Section 12.28.030: states that no person shall remove or destroy, or cause the removal or destruction of, natural vegetation on sloping terrain within the unincorporated territory of the County of Los Angeles without first obtaining written approval from the county engineer of the county to do so or in compliance with Section 12.28.040 – Exceptions to chapter applicability. – Section 17.04.340: States that a person shall not dig, remove, destroy, injure, mutilate, or cut any tree, plant, shrub, grass, fruit, or flower, or any portion thereof, growing in a park. Any removal of wood, turf, grass, soil, rock, sand, or gravel from any park is unlawful. – Section 17.04.470: States that a person shall not molest, hunt, disturb, injure, shoot at, take, net, poison, wound, harm, kill, or remove from any park or riding and hiking trail any kind of animal. ▪ Title 22, Planning and Zoning, Section 22.56.2060: States that no person shall cut, destroy, remove, relocate, inflict damage, or encroach into a protected zone of any tree in the oak genus that is 8 inches in diameter or greater measured at 4.5 feet above mean natural grade. ▪ Section 22.126 Tree Planting Requirements – applies to any project that includes new uncovered surface parking lots with a minimum of 15 parking spaces. For nonresidential or mixed-use projects, a minimum of three trees shall be planted for every 10,000 square feet of developed lot area. The number of trees required on that shade plan shall anticipate a minimum of 50 percent shade coverage of the uncovered parking area within 15 years of planting the required trees. Size, species, location, and maintenance will be as described in Section 22.126.030. ▪ The Los Angeles County Oak Tree Ordinance (Section 22.174.010) applies to all areas of the unincorporated areas of the county and its goal is to create favorable conditions for the preservation and propagation of healthy oak trees. A person will not cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak tree genus that is more than 8 inches in diameter at 4.5 feet above the mean natural grade (or a combined diameter of 12 inches or more for multiple trunks) without first obtaining a permit. If oak trees are present, an Oak Tree Report per Section 22.174.040 is required. Oak trees are to be protected as much as possible and if removal is needed, replacement will be required.

Policy Title	Summary
City of Montebello	
Montebello Municipal Code 12.08.090 (2025)	The Montebello Municipal Code is current through Ordinance 2475, passed March 27, 2024. Section 12.08.090 prohibits any person from removing, trimming, pruning, or cutting any tree planted or maintained by the city. No person shall injure or destroy any tree planted or maintained by the city, by any means.
City of La Mirada	
La Mirada Municipal Code (2025)	Ordinance 556, Section 2 of the La Mirada Municipal Code prohibits injuring or destroying any parkway tree by any means without a permit.
City of Buena Park	
Buena Park City Code (2025)	Section 12.20.010 of the Buena Park City Code prohibits any person other than a city employee in any public street, alley, parkway, thoroughfare, or place within the city other than a parkway abutting property owned or occupied by such person from planting, or cutting down, injuring, girdling, or removing any tree, shrub, bush or other vegetation; or installing, damaging, or destroying any ornament or improvement. Section 12.20.020 of the Buena Park Municipal Code prohibits any person other than a city employee in any public street, alley, parkway, thoroughfare, or place within the city in and from parkways abutting cutting down, injuring, girdling, destroying, or removing any standing or growing trees or shrubbery or any ornament or improvement in any public park or street of the city without first being issued a permit. The permit for the removal of any tree may require the replanting of another tree after the removal.
City of Fullerton	
Fullerton Municipal Code (2025)	According to Section 9.06.090 of the Fullerton Municipal Code, developers must submit a plot plan of proposed development to the city so the Director of Development Services can determine the tree requirements for site development. Any proposed change in the direction or width of a public street must incorporate a consideration of street trees within the right-of-way as part of the general plan of improvements.
Fullerton Municipal Code (2025)	Section 9.06.100 of the City of Fullerton Municipal Code states that it is also unlawful for any person to alter or remove any tree in Fullerton within a public area or right-of-way without a permit.

Sources: City of Anaheim 2004, 2025a, 2025b; City of Bell 2022; City of Buena Park 2025; City of Commerce 2008; City of Fullerton 2025a, 2025b; City of La Mirada 2003, 2025; City of Los Angeles 2016, 2024, 2025a, 2025b, 2025c, 2025d, 2025e; City of Montebello 2024, 2025; City of Orange 2025; City of Pico Rivera 2025; City of Santa Fe Springs 2022, 2025; City of Vernon 2023; County of Los Angeles 2025a, 2025b; County of Los Angeles and Los Angeles County Public Works 2022; County of Orange 2025; SCAG 2008, 2024; USACE and City of Los Angeles 2015

Draft EIR/EIS page 3.7-36, in Section 3.7.4.3, Methods for Impact Analysis, Special-Status Wildlife and Plant Species Protocol/Focused Surveys, was revised to add a clarification on plant surveys.

A habitat assessment for special-status plant species was conducted, but no other plant surveys (including protocol surveys) were conducted for the project. No suitable habitat for federally or state-listed species is present in the Botanical RSA.

The removal of a parcel from the project footprint resulted in revisions to the biological analysis. The parcel in question was the only parcel in the project footprint and in the Botanical RSA assumed to host any special-status plant species. Consequently, an impact and mitigation measure related to special-status plant species have been revised. Draft EIR/EIS, page 3.7-44, in Section 3.7.5.2, Special-Status Plant Species, was revised to clarify discussion of special-status plant species.

No federally or state-listed plant species are known or expected to occur in the Botanical RSA. It was determined that no habitat is present in the Botanical RSA for any of the special-status plant species; therefore, these species are considered to be absent and would not be affected by the project.

Additionally, Draft EIR/EIS pages 3.7-45 through 3.7-47, Table 3.7-4, Special-Status Plant Species with Low Potential to Occur in the Botanical Resource Study Area, was deleted.

Draft EIR/EIS page 3.7-70, in Section 3.7.5.1, Wildlife Movement Corridors, was revised with the scientific name for arroyo toad.

The connectivity provided by wildlife corridors is important for mammals, birds, herpetological species, fish, and seed dispersers and pollinators, with seed dispersers and pollinators aiding in the maintenance of the linkages for vegetation on which the wildlife rely. Flying species such as birds, bats, and insects use wildlife corridors (Penrod et al. 2001). Avian species identified in the South Coast Missing Linkages include Golden Eagle, Le Conte's Thrasher (*Toxostoma lecontei*), Least Bell's Vireo, Coastal California Gnatcatcher, Southwestern Willow Flycatcher, Snowy Plover (*Charadrius nivosus*), and California Least Tern. Fish include southern steelhead trout, three-spined stickleback (*Gasterosteus aculeatus*), and Santa Ana sucker. Reptiles and amphibians include southwestern pond turtle (*Actinemys pallida*), western spadefoot (*Spea hammondii*), and arroyo toad (*Anaxyrus californicus*). Invertebrates include quino checkerspot butterfly (*Euphydryas editha quino*).

Draft EIR/EIS page 3.7-73, in Section 3.7.5.2, Protected Trees, was revised with the scientific name for scrub oak.

Los Angeles County has an Oak Tree Ordinance, and the City of Los Angeles Municipal Code provides for the protection of oaks (*Quercus* spp.) (other than scrub oak [*Quercus berberidifolia*]), Southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*).

Draft EIR/EIS pages 3.7-73 and 3.7-74, in Section 3.7.5.2, Protected Trees, Table 3.7-10, Local Policies Regarding Protected Trees in the Shared Track Alternatives and Tree Protections, were revised to correct the names and dates of certain municipal codes. Only revised rows of the table are presented below.

Table 3.7-10 Local Policies Regarding Protected Trees in the Shared Track Alternatives and Tree Protections

Lead Agency	Policy	Tree Protections
County of Los Angeles (2025)	County of Los Angeles Code Chapter 12.28, Section 17.04.340	No removal of natural vegetation on sloping terrain in the unincorporated territory of the county.
	County of Los Angeles Code, Section 17.04.340	Protection of trees, plants, shrubs, grass, fruits, or flowers, or any portion thereof, growing in a park.
	County of Los Angeles Code, Chapter 22.126, Tree Planting Requirements	Projects with new uncovered parking lots with at least 15 parking spaces will plant at least 3 trees for every 10,000 square feet of developed lot area. The shade plan should result in a minimum of 50 percent shade coverage within 15 years of planting the trees.

Lead Agency	Policy	Tree Protections
City of Montebello (2025)	Montebello Municipal Code 12.08.090	Prohibits damage to street trees.
City of Buena Park (2025)	Section 12.20.020 of the Buena Park City Code	Prohibits damage to street trees.
City of Fullerton (2025)	Section 9.06.090 Fullerton Municipal Code	Permit required to damage any street tree.
City of Anaheim (2025)	Municipal Code Section 13.12.080	Permit required to damage any street tree.
	General Plan Green Element	Street trees to be preserved where practical.

Sources: City of Anaheim 2025a, 2025b; City of Buena Park 2025; City of Fullerton 2025; City of Los Angeles 2025d, 2025e; City of Montebello 2025; City of Pico Rivera 2024; City of Santa Fe Springs 2025; County of Los Angeles 2025b, 2025c, 2025d

Draft EIR/EIS page 3.7-80, in Section 3.7.6.3, Project Impacts, was revised to remove special-status plant species from the title and provisions of BIO-MM#79.

- **BIO-MM#79, Conduct Presence/Absence Preconstruction Surveys for Special-Status Natural Communities (Special-Status Natural Community Surveys)**, requires survey within the Botanical RSA in suitable habitat for Goodding's willow – red willow herbaceous alliance.

Draft EIR/EIS page 3.7-82, in Section 3.7.6.3, Project Impacts, was revised to clarify the title of BIO-MM#79.

- **BIO-MM#79, Special-Status Natural Community Species Surveys**, requires survey in the Botanical RSA in suitable habitat for Goodding's willow – red willow herbaceous alliance.

Draft EIR/EIS page 3.7-83, in Section 3.7.6.3, Project Impacts, was revised to clarify the title of BIO-MM#79.

Mitigation measures are required under CEQA to address impacts on riparian habitat and special-status natural communities, including **BIO-MM#6, RRP**; **BIO-MM#33, Aquatic Restoration – Temp**; **BIO-MM#34, Biological Monitor in Aquatic Resources**; **BIO-MM#47, Aquatic CMP**; **BIO-MM#50, Mitigation Site**; **BIO-MM#55, WCP**; **BIO-MM#56, Biomonitor – Ground Disturbance**; **BIO-MM#58, ESAs, WEFs**; **BIO-MM#60, Traffic**; **BIO-MM#62, Dewatering/Water Diversions**; and **BIO-MM#79, Special-Status Natural Community Surveys**. With implementation of these mitigation measures, impacts would be less than significant under CEQA.

Draft EIR/EIS page 3.7-83, in Section 3.7.6.3, Project Impacts, Impact BIO-2: Construction Impacts on Special-Status Plant Species, was revised to clarify that no special-status plants are expected to be present in the Botanical RSA, and to remove the impact discussion and recommended mitigation for special-status plant species.

Impact BIO-2: Construction Impacts on Special-Status Plant Species

Construction impacts on special-status plants are not anticipated because no special-status plants are expected to be present under Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, or the HSR station options. No impacts are therefore anticipated on special-status plants during construction, and they are therefore not addressed further.

Acreages in Table 3.7-12 on pages 3.7-87 and 3.7-88 of the Draft EIR/EIS were revised to reflect updated data on habitat.

Table 3.7-12 Estimated Potential Effects on Suitable Habitat for Special-Status Wildlife Species

Special-Status Wildlife Species	Federal Status[1]	State Status[2]	Direct Effects: Shared Passenger Track Alternative A			Direct Effects: Shared Passenger Track Alternative B			Difference Between Shared Passenger Track Alternative B and Shared Passenger Track Alternative A			Direct Effects: Norwalk/Santa Fe Springs HSR Station Option			Direct Effects: Fullerton HSR Station Option		
			Permanent (acres)	Temporary (acres)	Shading (acres)	Permanent (acres)	Temporary (acres)	Shading (acres)	Permanent (acres)	Temporary (acres)	Shading (acres)	Permanent (acres)	Temporary (acres)	Shading (acres)	Permanent (acres)	Temporary (acres)	Shading (acres)
Bald Eagle *Haliaeetus leucocephalus*	Delisted, BGEPA, BCC	SE, FP	5.10	3.87	0.08	5.10	3.87	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
California Least Tern *Sternula antillarum browni*	FE	SE, FP	None	None	None	None	None	None	N/A	N/A	N/A	None	None	None	None	None	None
Least Bell's Vireo *Vireo bellii pusillus*	FE	SE	None	None	None	None	None	None	N/A	N/A	N/A	None	None	None	None	None	None
Mountain Lion *Puma concolor*	—	SC	32.36	27.37	0.15	33.27	27.37	0.15	0.91	0	0	0.00	0.00	0.00	1.35	0.00	0.00
Long-Eared Owl *Asio otus*	BCC	SSC	0.88	0.86	0.10	0.88	0.86	0.10	0	0	0	None	None	None	None	None	None
Burrowing Owl *Athene cunicularia hypugaea*	BCC	SC	16.34	13.91	0.10	16.35	13.91	0.10	0.01	0	0	None	None	None	0.03	0.00	0.00
Mountain Plover *Charadrius montanus*	BCC	SSC	0.98	0.74	0.03	0.98	0.74	0.03	0	0	0	None	None	None	None	None	None
White-Tailed Kite *Elanus leucurus*	—	FP	19.71	15.82	0.08	20.61	15.82	0.08	0.90	0	0	None	None	None	1.32	0.00	0.00
Loggerhead Shrike *Lanius ludovicianus*	—	SSC	15.03	12.15	0.03	15.93	12.15	0.03	0.90	0	0	None	None	None	1.32	None	None
Yellow Warbler *Setophaga petechia*	—	SSC	15.64	13.53	0.08	16.54	13.53	0.08	0.90	0	0	None	None	None	1.32	0.00	0.00
Pallid bat *Antrozous pallidus*	—	SSC	6.93	4.79	0.08	6.93	4.79	0.08	0	0	0	None	None	None	0.00	0.00	0.00
Mexican long-tongued bat *Choeronycteris mexicana*	—	SSC	14.61	11.95	0.00	15.51	11.95	0.00	0.90	0	0	None	None	None	1.32	0.00	0.00
Townsend's big-eared bat *Corynorhinus townsendii*	—	SSC	10.65	1.36	0.04	10.65	1.36	0.04	0	0	0	None	None	None	0.07	0.00	0.00
Western mastiff bat *Eumops perotis californicus*	—	SSC	3.24	1.06	0.05	3.24	1.06	0.04	0	0	-0.01	None	None	None	0.07	None	None
Western red bat *Lasiurus frantzii*	—	SSC	16.22	12.77	0.05	17.12	12.77	0.04	0.90	0	-0.01	None	None	None	1.32	0.00	None
Western yellow bat *Lasiurus xanthinus*	—	SSC	16.22	12.77	0.05	17.12	12.77	0.04	0.90	0	-0.01	None	None	None	1.32	0.00	0.00
Pocketed free-tailed bat *Nyctinomops femorosaccus*	—	SSC	11.86	0.82	0.09	11.86	0.82	0.09	0	0	0	None	None	None	0.07	0.00	0.00
Big free-tailed bat *Nyctinomops macrotis*	—	SSC	11.86	0.82	0.09	11.86	0.82	0.09	0	0	0	None	None	None	0.07	0.00	0.00
Nesting birds	—	—	42.01	27.92	0.19	42.92	27.92	0.19	0.91	0	0	None	None	None	1.42	0.00	0.00

Draft EIR/EIS page 3.7-127, in Section 3.7.7.2, BIO-MM#14: Conduct Preconstruction Surveys and Delineate Active Nest Buffers Exclusion Areas for Breeding Birds, was revised to clarify the survey protocol for nesting birds.

3.7.7.2 BIO-MM#14: Conduct Preconstruction Surveys and Delineate Active Nest Buffers Exclusion Areas for Breeding Birds

Prior to ground-disturbing activity, including vegetation removal, scheduled to occur during the bird breeding season (February 1 to September 1), the Project Biologist will conduct visual preconstruction surveys in the work area for nesting birds and active nests (nests with eggs or young) of nonraptor species listed under the MBTA or California Fish and Game Code no more than 14 days before the start of the activities, and as close to the start of activities as possible, in areas where suitable habitat is present. Surveys will occur in the habitat areas within the project footprint and, where access is available, to within 75 feet of the boundary of the project footprint.

In the event that active bird nests are observed during the preconstruction survey, the Project Biologist will delineate no-work buffers. No-work buffers will be set at a distance of 75 feet unless a larger buffer is required pursuant to regulatory authorizations issued under the FESA or CESA. No-work buffers will be maintained until nestlings have fledged and are no longer reliant on the nest or parental care for survival or the Project Biologist determines that the nest has been abandoned. In circumstances where it is not feasible to maintain the standard no-work buffer, the no-work buffer may be reduced, provided that the Project Biologist monitors the active nest during the construction activity to ensure that the nesting birds do not become agitated. Larger buffers may be required if the Project Biologist determines that a larger buffer is required to prevent nest abandonment. Additional measures that may be used when no-work buffers are reduced include visual screens and sound barriers.

Draft EIR/EIS page 3.7-127, in Section 3.7.7.3, BIO-MM#15: Conduct Preconstruction Surveys and Monitoring for Raptors, was revised to clarify the survey protocol for raptors.

3.7.7.3 BIO-MM#15: Conduct Preconstruction Surveys and Monitoring for Raptors

If construction or other vegetation-removal activities are scheduled to occur during the breeding season for raptors (January 1 to September 1), the Project Biologist will conduct preconstruction surveys no more than 14 days before the start of the activities, and as close to the start of activities as possible, for nesting raptors in areas where suitable habitat is present. Specifically, such surveys will be conducted in habitat areas within the project footprint and, where access is available, within 500 feet of the boundary of the project footprint. If breeding raptors with active nests are found, the Project Biologist will delineate a 500-foot buffer (or as modified by regulatory authorizations for species listed under the FESA or CESA) around the nest to be maintained until the young have fledged from the nest and are no longer reliant on the nest or parental care for survival or until such time as the Project Biologist determines that the nest has been abandoned. Nest buffers may be adjusted if the Project Biologist determines that smaller buffers would be sufficient to avoid impacts on nesting raptors or if a larger buffer is required to prevent nest abandonment.

Draft EIR/EIS page 3.7-128, in Section 3.7.7.4, BIO-MM#20: Conduct Protocol Surveys for Burrowing Owls, was revised to clarify the surveys for Burrowing Owls.

3.7.7.4 BIO-MM#20: Conduct Take Avoidance (Preconstruction) Surveys for Burrowing Owls

Prior to ground-disturbing activity, the Project Biologist will conduct take avoidance (preconstruction) surveys for Burrowing Owl within suitable habitat in the work area and extending 500 feet from the boundary of the work area, where access is available. Surveys will be conducted in accordance with guidelines in CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFG 2012) or CDFW's most recent guidance. If no Burrowing Owls are observed and construction occurs within 14 days of the last survey, no further action is required for Burrowing Owls. However, if no Burrowing Owls are observed and construction is delayed more than 14 days after the last surveys, prior to ground-disturbing activities, within 14 days prior to construction, the Project Biologist will conduct preconstruction

clearance surveys for Burrowing Owl within suitable habitat in the work area and extending 500 feet from the boundary of the work area, where access is available. A final survey will be conducted within 24 hours prior to ground disturbance. If no Burrowing Owls are observed, ground disturbance may occur.

Draft EIR/EIS page 3.7-128, in Section 3.7.7.5, Measure BIO-MM#21: Implement Avoidance and Minimization Measures for Burrowing Owl, was revised to clarify the mitigation requirements if Burrowing Owl is not a candidate or listed species and where an Incidental Take Permit (ITP) would not be required.

3.7.7.5 BIO-MM#21: Implement Avoidance and Minimization Measures for Burrowing Owl

If Burrowing Owl is not a candidate or listed species, and occupied Burrowing Owl burrows are found within the work area outside of the nesting season (as documented under BIO-MM#20), the Burrowing Owls will be relocated in accordance with CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). The Project Biologist will establish no-work buffers around occupied Burrowing Owl burrows in the work area. Work will not resume in this area unless the Project Biologist determines the burrow is inactive. Reductions in the nest buffer distance may be appropriate depending on ambient levels of human activity, screening vegetation, or possibly other factors and will be determined by the Project Biologist based on project conditions.

Draft EIR/EIS page 3.7-128, in Section 3.7.7.6, BIO-MM#25: Conduct Preconstruction Surveys for Special-Status Bat Species, was revised to include *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions* (Johnston et al. 2021) as appropriate.

3.7.7.6 BIO-MM#25: Conduct Preconstruction Surveys for Special-Status Bat Species

Preconstruction surveys will be conducted per *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions* (Johnston et al. 2021), as appropriate. No earlier than 30 days prior to the start of ground-disturbing activities in a work area, the Project Biologist will conduct a visual and acoustic survey (over the course of one day and one evening at a minimum, but could include a few nights of acoustic data collection at the discretion of the Project Biologist) for roosting bats in the work area and extending 500 feet from the boundary of the work area, where access is available. If possible and where deemed to be necessary by the Project Biologist, these surveys will be conducted during multiple seasons to determine the use of the project site for different life-history needs. When necessary, such surveys will be conducted in suitable habitat for special-status bats, including those areas in which bridges, abandoned structures, or trees with large cavities or dense foliage are present within up to a half-mile of the boundary of the work area, dependent on potential project indirect effects on bat hibernacula or maternity colonies. The Project Biologist will determine if surveys extending past 500 feet are necessary.

The Project Biologist may determine that additional surveys prior to the preconstruction surveys (i.e., surveys conducted no more than 30 days prior to ground disturbance) may be required to develop effective mitigation strategies. Surveys to plan for effective mitigation may begin up to 2 years prior to construction to identify the bat species present and their locations. The requirement for and the planning of these surveys will be at the discretion of the Project Biologist.

Draft EIR/EIS page 3.7-128, in Section 3.7.7.7, BIO-MM#26: Implement Bat Avoidance and Relocation Measures, was revised to include *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions* (Johnston et al. 2021).

3.7.7.7 BIO-MM#26: Implement Bat Avoidance and Relocation Measures

Prior to ground-disturbing activity, tree removal, or bridge work, the Project Biologist will survey for active hibernacula or maternity roosts with guidance from *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions* (Johnston et al. 2021) (BIO-MM#25). Surveys will be conducted no earlier than 30 days prior to the start of ground-disturbing activities in a work area. The

Project Biologist will conduct a visual and acoustic survey (over the course of one day and one evening at a minimum, but could include a few nights of acoustic data collection at the discretion of the Project Biologist) for hibernacula or maternity colonies in the work area and extending 500 feet from the boundary of the work area, where access is available. If possible and where deemed to be necessary by the Project Biologist, these surveys will be conducted during multiple seasons to determine the use of the project site for different life-history needs.

If active hibernacula or maternity roosts are identified in the work area or within 500 feet extending from the work area during preconstruction surveys, they will be avoided to the extent feasible at the discretion of the Project Biologist depending on the type of impact and the likelihood of disturbance of the roosting bats with additional avoidance measures, as appropriate and as determined by the Project Biologist, from *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions* (Johnston et al. 2021) such as these avoidance measures for active day roosts:

- Implementing project activities when the colony is not present
- Avoiding clearing and grubbing of vegetation under and around roosts whenever possible
- Avoiding parking of equipment with internal combustion engines underneath or adjacent to bridge structures
- Not having construction personnel directly below roosts or present during the evening exodus

The Project Biologist will determine if noise monitoring is required to reduce buffer distances and the types of noise monitoring that would be conducted or if buffers will be based on bat species present and types of known noises and decibels and frequencies being generated.

If avoidance of a hibernaculum or maternity roosts is not feasible, the Project Biologist will prepare a relocation plan to remove the hibernaculum or maternity roosts and provide for construction of an alternative bat roost outside of the work area at the appropriate time of year. The maternity season begins April 15 through December 1 and the hibernation season begins September 1 through October 15. No removal will occur during the active maternity season or when bats are in torpor.

The Project Biologist will implement the relocation plan and new roost sites shall be in place with sufficient time to allow relocation before the commencement of ground-disturbing activities that would occur within the buffers as described in Table 7-1 of *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions* (Johnston et al. 2021) of the hibernaculum or the maternity roosts, where the qualified biologist deems removal to be more beneficial than avoidance. If avoidance is possible without disturbing the bats, then avoidance will be implemented. Data collected during preconstruction surveys will be used for the effective planning of the relocation plan. The Project Biologist will determine if post-construction monitoring and success criteria will be required as a part of the relocation plan.

Draft EIR/EIS page 3.7-129, in Section 3.7.7.8, BIO-MM#27: Implement Bat Exclusion and Deterrence Measures, was revised to include *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions* (Johnston et al. 2021) as appropriate and at the discretion of the Qualified Biologist.

3.7.7.8 BIO-MM#27: Implement Bat Exclusion and Deterrence Measures

If nonbreeding or nonhibernating individuals or groups of bats are found roosting in the work area, the Project Biologist will facilitate the eviction of the bats by methods such as either opening the roosting area to change the lighting and airflow conditions or installing one-way doors or other appropriate methods such as those described in *Caltrans Bat Mitigation: A Guide to Developing Feasible and Effective Solutions* (Johnston et al. 2021). Bat exclusion should occur when roosting habitat will be lost, not necessarily because of construction noise or light pollution.

When maternity roosting habitat will be lost, exclusion would occur during early fall (September 1 through October 15) when the bats have dispersed, or at other times of year as long as it is outside of the maternity season pursuant to the judgment of the Project Biologist.

To the extent feasible, the Authority will leave the roost undisturbed by project activities for a minimum of 1 week after implementing exclusion or eviction activities. Steps will not be taken to evict bats from active maternity roosts or hibernacula; instead, such features may be relocated pursuant to a relocation plan. The Project Biologist will determine if monitoring and adaptive management are necessary after bat exclusion.

Draft EIR/EIS page 3.7-130, in Section 3.7.7.13, BIO-MM#44: Provide Compensatory Mitigation for Loss of Active Burrowing Owl Burrows and Habitat, was revised to clarify that the Authority will submit an ITP application to the California Department of Fish and Wildlife (CDFW).

3.7.7.13 BIO-MM#44: Obtain an Incidental Take Permit under the California Endangered Species Act for Burrowing Owl

If Burrowing Owl is a candidate or listed species and take is anticipated of Burrowing Owls or active Burrowing Owl burrows during the nesting season, an Incidental Take Permit (ITP) from CDFW will be obtained. In the event the Authority does not acquire an ITP but will cause loss of Burrowing Owl habitat, the Authority will develop a Compensatory Mitigation Plan for Burrowing Owl requiring the concurrence of CDFW.

Draft EIR/EIS page 3.7-132, in Section 3.7.7.16, BIO-MM#54: Prepare and Implement an Annual Vegetation Control Plan, has been revised to include Assembly Bill 1788.

3.7.7.16 BIO-MM#54: Prepare and Implement an Annual Vegetation Control Plan

Prior to the O&M of the HSR, the Authority will prepare an annual VCP to address vegetation removal for the purpose of maintaining clear areas around facilities, reducing the risk of fire, and controlling invasive weeds during the operational phase. The Authority will generally follow the procedures established in Chapter C2 of the California Department of Transportation's *Maintenance Manual* to manage vegetation on Authority property (Caltrans 2014).

To comply with Assembly Bill 1788, the use of any second-generation anticoagulant rodenticide will be prohibited, because these rodenticides have a higher toxicity and are more dangerous to nontarget wildlife.

Vegetation will be controlled by chemical, thermal, biological, cultural, mechanical, structural, and manual methods. The VCP will be updated each winter and completed in time to be implemented no later than April 1 of each year. The annual update to the VCP will include a section addressing issues encountered during the prior year and changes to be incorporated into the VCP. The plan will describe site-specific vegetation control methods, as outlined below:

- Chemical vegetation control methods
- Mowing program consistent with section 1415 of the Fixing America's Surface Transportation Act
- Other non-chemical vegetation control
- Other chemical pest control methods (e.g., insects, snail, rodent), which will be consistent with Assembly Bill 1788 with all second-generation anticoagulant rodenticides being prohibited

The use of rodenticides will be prohibited to prevent the inadvertent poisoning of Burrowing Owl (CDFG 2012), raptors, and mountain lion.

Only California Department of Transportation–approved herbicides may be used in the vegetation control program. Pesticide application will be conducted in accordance with requirements of the California Department of Pesticide Regulation and County Agricultural Commissioners by certified pesticide applicators. Noxious or invasive weeds will be treated where requested by County Agricultural Commissioners. The Authority will cooperate in area-wide efforts to control noxious or invasive weeds if such programs have been established by local agencies.

Draft EIR/EIS page 3.7-133, in Section 3.7.7.18, BIO-MM#56: Conduct Monitoring of Construction Activities, has been modified to include reporting to the California Natural Diversity Database (CNDDB).

3.7.7.18 BIO-MM#56: Conduct Monitoring of Construction Activities

During initial ground-disturbing activity, the Project Biologist will be present in the work area to verify compliance with avoidance and minimization measures, establish ESAs, and install WEF and construction exclusion fencing.

Any observations of special-status wildlife or plant species or sensitive natural communities will be reported to the CNDDB.

Draft EIR/EIS page 3.7-134, in Section 3.7.7.25, BIO-MM#79: Conduct Presence/Absence Preconstruction Surveys for Special-Status Plant Species and Special-Status Natural Communities, was revised to remove surveys for special-status plant species.

3.7.7.25 BIO-MM#79: Conduct Presence/Absence Preconstruction Surveys for Special-Status Natural Communities

Prior to ground-disturbing activity, the Project Biologist will conduct presence or absence botanical surveys for special-status natural communities in potentially suitable habitats in a work area and the Botanical RSA. The Project Biologist will be provided locations of the special-status natural community (Goodding's willow – red willow) as previously mapped within the Botanical RSA. Because this community is found in a natural system that commonly experiences fluctuations from flooding, the location and extent of this community may vary from year to year. The Project Biologist will establish ESAs and record in GIS the locations of observed special status natural communities in the work area and the Botanical RSA.

The Project Biologist will flag and record in GIS the locations of observed special-status plant species and special-status natural communities.

On Draft EIR/EIS page 3.7-135, Section 3.7.7.26, BIO-MM#80, Prepare and Implement Plan for Salvage and Relocation of Special-Status Plant Species, was deleted.

Draft EIR/EIS page 3.7-137, in Section 3.7.7.31, Impacts from Implementing Mitigation Measures, was revised to remove BIO-MM#80.

Preconstruction Surveys

BIO-MM#14, BIO-MM#15, BIO-MM#20, BIO-MM#25, BIO-MM#26, BIO-MM#35, BIO-MM#50, BIO-MM#62, BIO-MM#68, BIO-MM#79, and BIO-MM#84 will require preconstruction surveys to determine the presence of special-status wildlife within the construction footprint. Survey methods depend on the specific target species but would entail low-impact visual inspections by trained biologists walking in and immediately adjacent to the construction footprint.

Draft EIR/EIS page 3.7-138, in Section 3.7.7.31, Impacts from Implementing Mitigation Measures, was revised to remove BIO-MM#80.

Rescue and Relocation

BIO-MM#6, BIO-MM#21, BIO-MM#26, BIO-MM#35, and BIO-MM#76 will include relocation of Burrowing Owls and bats, as well as relocation or replacement of protected trees. If the measures identified under "Resource Avoidance, Protection, and Restoration" (e.g., exclusion zones, barriers) fail or are not feasible, these special-status or protected species will be relocated into appropriate habitat outside of the construction area, and additional measures would be implemented to maximize likelihood for survival. Such efforts may include improving the biological quality of designated relocation zones, which will be identified in consultation with the appropriate resource agencies. However, relocation could affect resident individuals in the relocation areas through increased predation and competition of resources with relocated individuals. Therefore, relocation activities associated with the mitigation measures listed above could result in adverse indirect environmental effects. These impacts would be effectively minimized with preparation of removal/relocation plans, adherence to applicable regulations and guidelines, coordination with resource agencies, compliance

with regulatory permits, and implementation of standard BMPs and mitigation measures. Based on this information, the rescue and relocation measures would result in minimal to no adverse indirect environmental effects.

Draft EIR/EIS page 3.7-141, in Section 3.7.8.2, Shared Passenger Track Alternatives, was revised to clarify the title of BIO-MM#79.

- **Impact BIO-1:**
  - Temporary direct effects on riparian habitat and special-status natural communities would result in the temporary disturbance of the following vegetation communities and land cover types: hardstem and California bulrush marsh herbaceous alliance, duckweed blooms and relatives' provisional herbaceous alliance, and unvegetated channels. There would be no difference in impacts between Shared Passenger Track Alternatives A and B for this resource. There are no impacts anticipated on this biological resource associated with the Norwalk/Santa Fe Springs and Fullerton HSR Station Options. With incorporation of **BIO-IAMF#1, Biomonitors**; **BIO-IAMF#3, WEAP – Construction**; **BIO-IAMF#8, Demarcate**; **BIO-IAMF#9, Waste Storage**; **BIO-IAMF#10, Equipment Cleaning**; **BIO-IAMF#11**, **BMPs**; **AQ-IAMF#1, Dust**; and **HYD-IAMF#3, SWPPP**; and implementation of **BIO-MM#6, RRP**; **BIO-MM#55, WCP**; **BIO-MM#56, Biomonitor – Ground Disturbance**; **BIO-MM#58, ESAs, WEFs**; **BIO-MM#60, Traffic**; **BIO-MM#62, Dewatering/Water Diversions**; and **BIO-MM#79, Special-Status Natural Community Surveys**, temporary impacts on vegetation communities would be minimized.
  - Permanent direct losses of riparian habitat and special-status natural communities would result in the permanent disturbance of the following vegetation communities and land cover types: hardstem and California bulrush marsh herbaceous alliance, duckweed blooms and relatives' provisional herbaceous alliance, and unvegetated channels. There would be no difference in impacts between Shared Passenger Track Alternatives A and B for this resource. To reduce permanent direct and indirect effects on native plant communities, **BIO-MM#55, WCP**; **BIO-MM#56, Biomonitor – Ground Disturbance**; **BIO-MM#58, ESAs, WEFs**; **BIO-MM#60, Traffic**; and **BIO-MM#79, Special-Status Natural Community Surveys**, would be implemented, and permanent impacts on vegetation communities would be minimized.

Draft EIR/EIS page 3.7-142, in Section 3.7.8.2, Shared Passenger Track Alternatives, was revised to remove the impact on special-status plant species.

- Impact BIO-2:
  - Construction impacts on special-status plant species are not anticipated, because no areas with impacts on special-status plants are known. There would be no difference in impacts between Shared Passenger Track Alternatives A and B for this resource.

Draft EIR/EIS page 3.7-149, Table 3.7-16, Comparison of Project Alternative Impacts on Biological and Aquatic Resources, was revised to present no impact for Impact BIO-2. Only revised table rows are presented below.

Table 3.7-16 Comparison of Project Alternative Impacts on Biological and Aquatic Resources

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusions Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Options	
									Norwalk/Santa Fe Springs	Fullerton
Impact BIO-2: Construction Impacts on Special-Status Plant Species	No potential for temporary or permanent construction impacts on special-status plant species.	Same as Shared Passenger Track Alternative A.	Same as the Shared Passenger Track Alternatives. No impacts within the station area.	Same as the Shared Passenger Track Alternatives. No impacts within the station area.	No effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

Draft EIR/EIS page 3.7-155, in Section 3.7.9, CEQA Significance Conclusions, Table 3.7-17, CEQA Significance Conclusion for Biological and Aquatic Resources, was revised to present no impact for Impact BIO-2. Only revised table rows are presented below.

Table 3.7-17 CEQA Significance Conclusion for Biological and Aquatic Resources

Impact	Impact Description and CEQA Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Construction				
Impact BIO-2: Construction Impacts on Special-Status Plant Species	No temporary or permanent construction impacts are anticipated	No mitigation measures are required	Not applicable	All alternatives and HSR station options

16.5.8 Section 3.8: Hydrology and Water Resources

Draft EIR/EIS pages 3.8-8 through 3.8-17, in Section 3.8.2.3, Regional and Local, Table 3.8-1, Regional and Local Plans and Policies, were revised to correct the names and dates of certain municipal codes and to present grading codes as parts of the municipal codes instead of separately. Only revised rows of the table are presented below.

Table 3.8-1 Regional and Local Plans and Policies

Policy Title	Summary
Los Angeles County	
Los Angeles County Code (2025)	▪ Chapter 12.80, Stormwater and Runoff Pollution Control: This chapter protects the beneficial uses, marine habitats, and ecosystems of receiving waters within the county from pollutants carried by stormwater and non-stormwater discharges. ▪ Chapter 12.84, Low-Impact Development (LID) Standards: This chapter minimizes pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed, technically appropriate BMPs and other LID strategies. ▪ Chapter 21, Stormwater and Runoff Pollution Control: This chapter regulates the stormwater and non-stormwater discharges to the facilities of the Los Angeles County Flood Control District for the protection of those facilities, the water quality of the waters in and downstream of those facilities, and the quality of the water that is being stored in water-bearing zones underground.
City of Los Angeles	
Los Angeles Municipal Code (2025)	Chapter VI, Article 4.4, Section 64.72: Stormwater Pollution Control Measures for Development Planning and Construction Activities: Requires LID measures to be incorporated into the design plans of new development and redevelopment projects in order to mitigate stormwater quality impacts and is implemented through the city's plan review and approval process. Chapter IX, Article 1, Division 70: Grading, Excavation, and Fills: provides provisions for grading, excavation, and fills.

Policy Title	Summary
City of Los Angeles Green Streets & Green Alleys Design Guidelines Standards (2009)	Street improvements within transportation corridors should provide source control for stormwater, limit the transport of pollutant loads, restore predevelopment hydrology if possible, and incorporate LID strategies, including permanent BMPs.
City of Vernon	
The Code of the City of Vernon (2025)	Title 13.24: Storm Sewer System Ordinance: ▪ Section 13.24.200 Control of pollutants from other construction activities ▪ Section 13.24.210 Control of pollutants from new developments/ redevelopment projects Title 15: Building and Construction: ▪ Prior to any soil disturbance or construction, a City of Vernon building, grading, or encroachment permit would be obtained.
City of Bell	
Bell Municipal Code (2025)	Chapter 13.08: Stormwater and Urban Runoff Control ▪ Section 13.08.070 Stormwater pollution control measures ▪ Section 13.08.080 Urban runoff mitigation requirements for construction ▪ Section 13.08.085 Low impact development plan (LID)—Development projects Chapter 15.04: Building Laws. Prior to any soil disturbance or construction, a City of Bell grading permit would be obtained.
City of Commerce	
Commerce Municipal Code (2025)	Chapter 6.17: Stormwater and Runoff Pollution Control provides standards, guidelines, and criteria to comply with the Federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and the Municipal NPDES Permit. Chapter 19.24.070: Soil and Grading Requirements provides general provisions handling of soil including testing and grading requirements.
City of Montebello	
Montebello Municipal Code (2025)	The intent of Chapter 8.36: Stormwater and Urban Runoff Pollution Prevention is to enhance and protect the water quality of the receiving waters consistent with the Clean Water Act and the municipal NPDES permit. Chapter 15.48: Grading, includes provisions to safeguard health, safety, and public welfare by regulating and controlling the design, construction, quality of materials, and the location of work related to the grading and filling of land within the city.

Policy Title	Summary
City of Santa Fe Springs	
Code of Santa Fe Springs (2025)	Chapter 52: Stormwater Management and Discharge Control Section 52.11: Standard Urban Stormwater Mitigation Plan and Low-Impact Development Requirements for New Development and Redevelopment Projects. Title XV: Land Usage, Chapter 150, Building Regulations provides general provisions for the construction and operation of buildings and structures.
City of Norwalk	
Norwalk Municipal Code (2025)	Chapter 15.04: Building Code provides general provisions for the construction and operation of buildings and structures. Chapter 18.04: Stormwater Management and Discharge Control provides standards for reducing pollutants in stormwater discharges.
City of La Mirada	
La Mirada Municipal Code (2024)	Chapter 13.12: Urban Runoff, Section 13.12.110, SUSMP and LID requirements for new development and redevelopment projects. Chapter 17.04, Building Code provides general provisions for the construction and operation of buildings and structures.
Orange County	
Codified Ordinances of the County of Orange (2025)	Resources Element: Title 9, Water Quality, Division 1, Stormwater Management and Urban Runoff Title 7: Land Use and Building Design, Grading and Excavation ▪ Subarticle 5 Grading Permit Requirements ▪ Subarticle 11 Draining and Terracing ▪ Subarticle 13 Erosion and Sediment Control
City of Buena Park	
Buena Park City Code (2025)	Chapter 13.32.030 provides standards to control urban runoff. Chapter 15.86.010 provides grading and excavation requirements.
City of Fullerton	
Fullerton Municipal Code (2025)	Chapter 12.18 Water Quality Ordinance provides criteria and requirements related to water quality. Chapter 14.03 Building Code provides general provisions for the construction and operation of buildings and structures.

Policy Title	Summary
City of Anaheim	
Anaheim Municipal Code (2025)	Chapter 10.09: National Pollutant Discharge Elimination System contains guidance related to discharges and urban runoff. Chapter 17.04: Grading, Excavation, Fills, provides standards and requirements related to ground-disturbing activities, grading, and fill.

Sources: City of Anaheim 2025a, 2025b; City of Bell 2022, 2025; City of Buena Park 2022, 2025; City of Commerce 2008, 2025; City of Fullerton 2025a, 2025b; City of La Mirada 2003, 2025; City of Los Angeles 2007, 2009, 2024a, 2024b, 2025; City of Montebello 2024, 2025; City of Norwalk 2023, 2025; City of Pico Rivera 2014, 2025; City of Santa Fe Springs 2022, 2025; City of Vernon 2023, 2025; County of Los Angeles 2011, 2022, 2025a, 2025b; County of Los Angeles and Los Angeles County Public Works 2022; County of Orange 2019, 2025a, 2025b; Los Angeles RWQCB 2024a, 2024b; SCAG 2008, 2024; Santa Ana RWQCB 2019, 2020; USACE and City of Los Angeles 2015

Draft EIR/EIS page 3.8-29, in Section 3.8.5.3, Surface Water Hydrology, was revised with the total number of surface water crossings.

The Shared Passenger Track Alternatives would cross 12 water features, as depicted on Figure 3.8-4 through Figure 3.8-14.

Draft EIR/EIS page 3.8-29, in Section 3.8.5.3, Surface Water Hydrology, Table 3.8-4, Water Crossings: Drainage Features Information, was revised to update the applicable design flow rate for Fullerton Creek. The project includes two proposed Fullerton Creek crossings. The Kimberly Storm Channel contributes flow to Fullerton Creek immediately upstream of the north/south tracks crossing over Fullerton Creek. Only the revised and new rows are presented below. With the addition of the Fullerton Creek (at Atchison, Topeka and Santa Fe Railway) crossing, the Shared Passenger Track Alternatives would cross 12 surface water features.

Table 3.8-4 Water Crossings: Drainage Features Information

Waterbody	Length of Crossing (feet)	Structure Type	Bottom Material	Design Flow Rate (cfs)
Fullerton Creek (at Kimberly Storm Channel)	24	Existing box culvert	Concrete	4,400
Fullerton Creek (at Atchison, Topeka and Santa Fe Railway)	24	Existing box culvert	Concrete	3,550

Source: Authority 2025b, 2025c, 2024c; Orange County Environmental Management Agency 1996

Draft EIR/EIS page 3.8-36, Figure 3.8-10, Brea and Lakeside Drive Floodplain, was revised to remove a temporarily affected parcel in Buena Park.

Draft EIR/EIS page 3.8-37, Figure 3.8-11, Gilbert Street and Artesia Street Floodplain, was revised to depict the Lakeside Drive floodplain.

Draft EIR/EIS page 3.8-38, Figure 3.8-12, Balcom Avenue Storm Drain Floodplain, was revised to depict the two Fullerton Creek crossings.

Draft EIR/EIS page 3.8-40, Figure 3.8-14, Southeast Anaheim Channel Floodplain, was revised to depict the Santa Ana River floodplain.



Figure 3.8-10 Brea and Lakeside Drive Floodplain

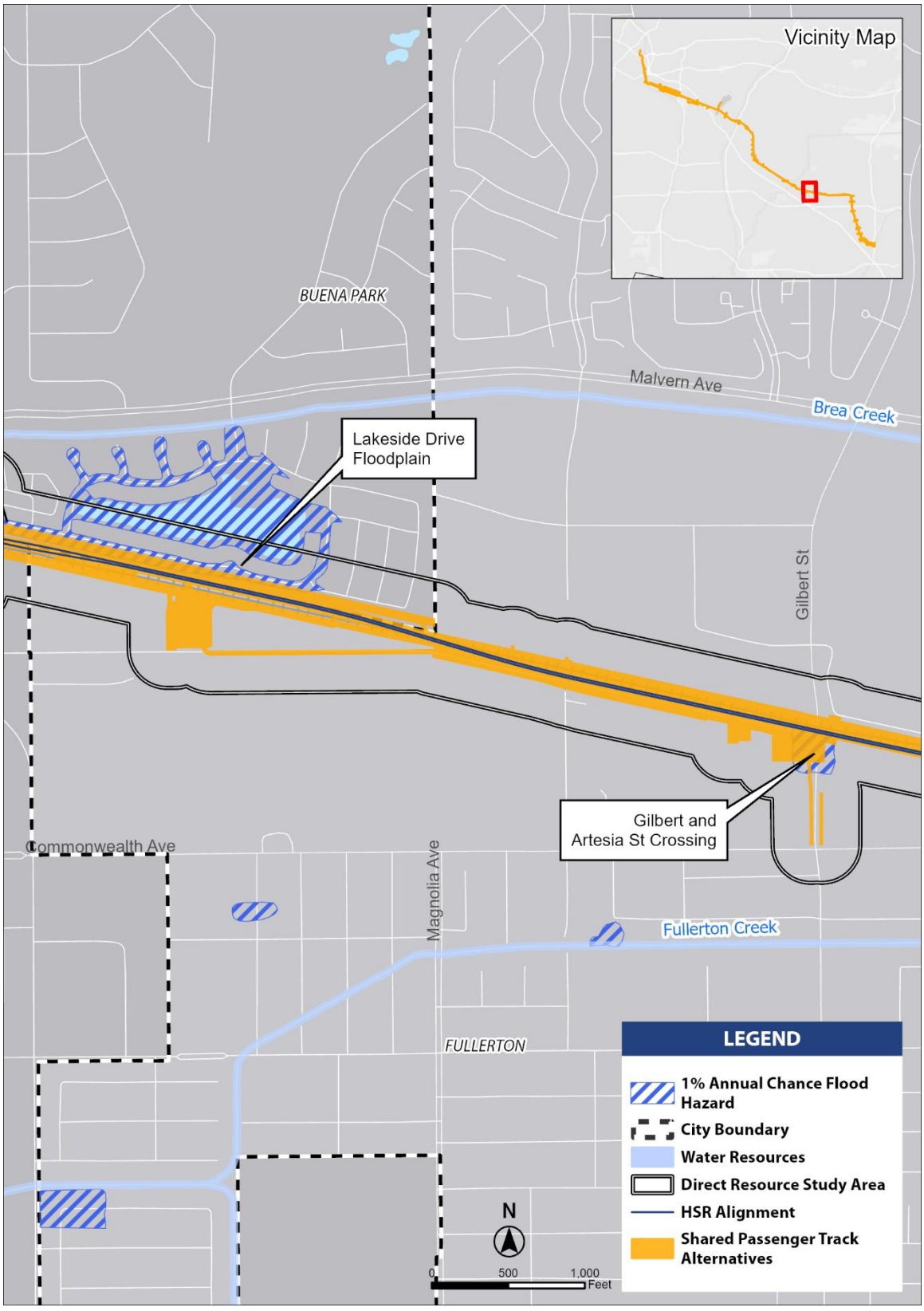


Figure 3.8-11 Gilbert Street and Artesia Street Floodplain



Figure 3.8-12 Balcom Avenue Storm Drain Floodplain

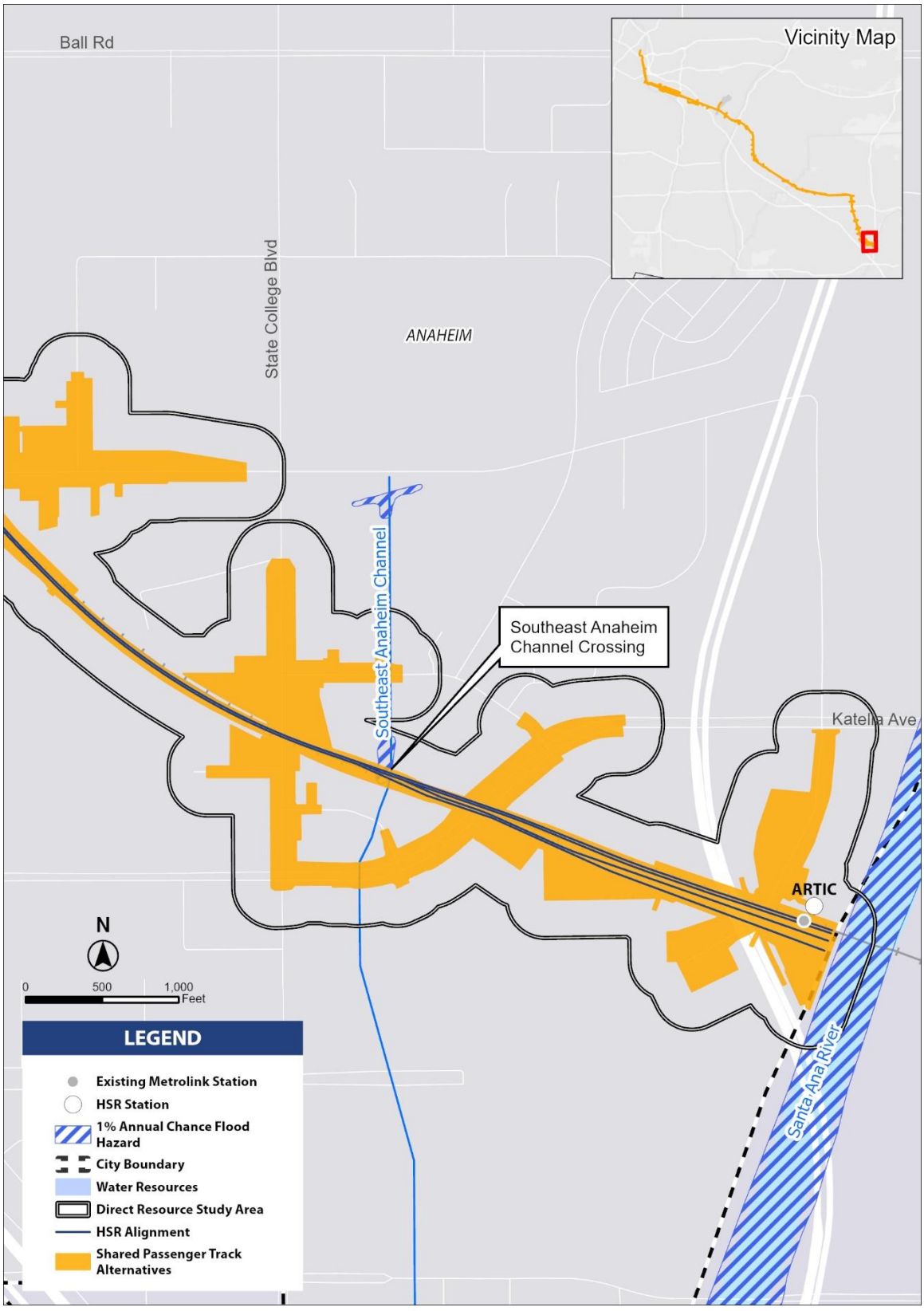


Figure 3.8-14 Southeast Anaheim Channel and Santa Ana River Floodplains

Draft EIR/EIS page 3.8-45, in Section 3.8.5.6, Groundwater, Table 3.8-7, Groundwater Basins in the Project Section, was revised to update the length and area of the groundwater basin crossed. Only the revised values are presented below.

Table 3.8-7 Groundwater Basins in the Project Section

Groundwater Basin	Total Groundwater Basin Area	Groundwater Storage (acre-feet)	Length of Groundwater Basin Crossed (miles)	Area of Groundwater Basin Crossed (acres)
Coastal Plain of Los Angeles, Central Subbasin	177,000	13,800,000	19.62	666.3
Coastal Plain of Orange County, Main Subbasin	224,000	66,000,000	10.67	272.7

Sources: Calculated using ESRI ArcGIS; DWR 2004a, 2004b, *2022; USGS 2012*

Draft EIR/EIS page 3.8-47, in Section 3.8.5.7, Floodplains, Table 3.8-8, Federal Emergency Management Agency Floodplains within the Resource Study Area, was revised to add the Santa Ana River. Only the new, added row and revised table notes are presented below. With the addition of the Santa Ana River floodplain, the Shared Passenger Track Alternatives would each cross 15 floodplains.

Table 3.8-8 Federal Emergency Management Agency Floodplains within the Resource Study Area

Floodplain Name or Floodplain Source	City	FEMA Flood Zone	FIRM	Existing Water Surface Elevation Range (feet)	Existing Bank Elevation Range (feet)	Approximate Length of Floodplain Crossing (feet)[1]	Approximate Area of Floodplain Crossed (acres)[2]
Santa Ana River	Orange	A	06059C0142J	N/A	N/A	1,074	4.48

Sources: FEMA 2023; Authority 2024a
[1] Crossing lengths estimated using GIS, based on FEMA FIRMs and the alignment centerline, which may be elevated and outside the floodplain. Shared Passenger Track Alternative A and Shared Passenger Track Alternative B have the same length of floodplain crossed.
[2] Area of floodplain crossed estimated using GIS, based on FEMA FIRMs and the temporary level of disturbance, resulting in temporary impacts. Shared Passenger Track Alternative A and Shared Passenger Track Alternative B have the same area of temporary floodplain impacts.
FEMA = Federal Emergency Management Agency; FIRM = Flood Insurance Rate Map; GIS = geographic information system; N/A = not available; RSA = resource study area

Draft EIR/EIS page 3.8-51, in Section 3.8.6.3, Project Impacts, Impact HWR-1: Temporary Impacts on Drainage Patterns, Stormwater Runoff, and Hydraulic Capacity (Surface Water Hydrology) During Construction, was revised with the names and number of surface water crossings (revised from 11 to 12) and the number of floodplain crossings (revised from 14 to 15). The disturbance area for Shared Passenger Track Alternative A was also revised (from 891 to 889 acres).

Shared Passenger Track Alternative A would cross 12 water features: Los Angeles River, Hobart Channel, Rio Hondo, San Gabriel River, North Fork Coyote Creek, La Mirada Creek, Coyote Creek, Brea Creek, Balcom Avenue Storm Drain, Fullerton Creek (at Kimberly Storm Channel), Fullerton Creek (at Atchison, Topeka and Santa Fe railroad), and Carbon Creek. Shared Passenger Track Alternative A would temporarily disturb up to approximately 889 acres of land. Disturbed soil areas and construction activities would be associated with the proposed track improvements, Commerce and Buena Park Metrolink Station relocations, modifications at the Norwalk/Santa Fe Springs Metrolink Station and Fullerton Metrolink/Amtrak Station, and Anaheim Regional Transportation Intermodal Center (ARTIC) station improvements; 15 floodplain crossings; five grade separations at

Pioneer Boulevard, Norwalk Boulevard, Los Nietos Road, Cerritos Avenue, and State College Boulevard; and the 26th Street LMF.

Draft EIR/EIS page 3.8-53, in Section 3.8.6.3, Project Impacts, Impact HWR-2: Permanent Construction Impacts on Drainage Patterns, Stormwater Runoff, and Hydraulic Capacity (Surface Water Hydrology), was revised to reflect updates to the number of surface water crossings (12 instead of 11) and floodplain crossings (15 instead of 14).

Construction of Shared Passenger Track Alternative A would result in alteration of the existing localized drainage patterns from development of the project elements, including the proposed track improvements, a new crossing of the Los Angeles River floodplain, the proposed LMF, roads, and communication and electrical infrastructure. However, overall on- and off-site drainage patterns including stormwater infrastructure would remain similar to existing conditions. The project would require 12 water feature crossings, including the alteration of engineered channels, rivers, and culverts. Crossings and the structure type are summarized in Table 3.8-4. Modifications include modifying existing bridges and building new bridges and box culvert extensions. The modifications could result in permanent effects on drainage patterns, hydraulic capacity, and stormwater runoff during construction. Because no modifications are anticipated at Fullerton Creek and Southeast Anaheim Channel is enclosed and buried within the right-of-way, no permanent effects on drainage patterns, hydraulic capacity, and stormwater runoff during construction are expected.

The project would replace or create new impervious surfaces that would require new or modified drainage systems to prevent flooding and standing water during and after storm events. Impervious surfaces would be associated with the proposed track improvements, new track, Metrolink station relocations, modifications at the Norwalk/Santa Fe Springs Metrolink Station and Fullerton Metrolink/Amtrak Station, proposed HSR station platform and facilities at ARTIC, the LMF, 15 floodplain crossings, and five grade separations.

Draft EIR/EIS page 3.8-54, in Section 3.8.6.3, Project Impacts, Impact HWR-2: Permanent Construction Impacts on Drainage Patterns, Stormwater Runoff, and Hydraulic Capacity (Surface Water Hydrology), was revised to clarify the combined basin size (45.65 acres instead of 57.18 acres).

The combined basin sizes would be 45.65 acres in the project section; this area would support permanent BMPs identified by **HYD-IAMF#1** to reduce effects from stormwater runoff from new impervious surfaces. The proposed basin design has the capacity to accommodate a 50-year flood event.

Draft EIR/EIS page 3.8-55, in Section 3.8.6.3, Project Impacts, Impact HWR-2: Permanent Construction Impacts on Drainage Patterns, Stormwater Runoff, and Hydraulic Capacity (Surface Water Hydrology), Table 3.8-10, Proposed Drainage Basins/Facilities in the Project Section, was revised regarding applicable drainage basins and the combined basin size. A detention basin at Fullerton is no longer proposed. Only the revised rows are presented below.

Table 3.8-10 Proposed Drainage Basins/Facilities in the Project Section

City Where Basin Occurs	Basin Size (acres)
Total	**45.65**

Source: Authority 2025d

Draft EIR/EIS page 3.8-57, in Section 3.8.6.3, Project Impacts, Impact HWR-3: Temporary Impacts on Surface Water Quality During Construction, was revised to reflect updates to the numbers of floodplain and surface water crossings. The disturbance area for Shared Passenger Track Alternative A was also updated.

Shared Passenger Track Alternative A would temporarily disturb up to approximately 889 acres of land. The project would result in 15 floodplain crossings and 12 surface water crossings.

Draft EIR/EIS page 3.8-67, in Section 3.8.6.3, Project Impacts, Impact HWR-7: Temporary Impacts on Flood Hazard, Tsunami, or Seiche Zones Resulting in the Risk of Release of Pollutants During Construction, was revised to reflect updates to the number of floodplain crossings.

The project alignment would cross or encroach on 15 floodplain areas. Construction would temporarily disturb the floodplains summarized in Table 3.8-8.

Draft EIR/EIS page 3.8-68, in Section 3.8.6.3, Project Impacts, Impact HWR-7: Temporary Impacts on Flood Hazard, Tsunami, or Seiche Zones Resulting in the Risk of Release of Pollutants During Construction, was revised to reflect updates to the number of floodplain crossings. The disturbance area for Shared Passenger Track Alternative A was also updated.

Shared Passenger Track Alternative B would cross 15 floodplain areas (Table 3.8-8), the same crossings as Shared Passenger Track Alternative A. Temporary impacts resulting in risk of release of pollutants because of inundation during construction for Shared Passenger Track Alternative B would result in the same type of temporary impacts as Shared Passenger Track Alternative A because it would have the same types of construction activities within floodplains. However, Shared Passenger Track Alternative B would disturb 939 acres, resulting in a greater area of temporary disturbance (48 acres) within the same floodplains as Shared Passenger Track Alternative A (889 acres).

Draft EIR/EIS page 3.8-69, in Section 3.8.6.3, Project Impacts, Impact HWR-8: Permanent Impacts on Flood Hazard, Tsunami, or Seiche Zones Resulting in the Risk of Release of Pollutants During Construction, was revised to include the name of one additional floodplain crossing.

Construction would disturb the following floodplains: Rio Hondo, San Gabriel River, Lakeland Road Storm Drain, North Fork Coyote Creek, Brea Creek, Lakeside Drive Storm Drain, Fullerton Creek, Gilbert Street and Artesia Avenue, Lawrence Avenue, Yale Avenue, Balcom Avenue Storm Drain, Carbon Creek, and the Santa Ana River and raise the WSE of several floodplains.

Draft EIR/EIS page 3.8-78, in Section 3.8.6.3, Project Impacts, Impact HWR-12: Impact on Floodplains During Operations, was revised to include the name of one additional floodplain crossing.

Effects on flooding could occur during in-water bridge maintenance activities, such as those requiring temporary coffer dams or other activities conducted in or near waters or drainages. Maintenance activities may temporarily disturb the following floodplains: Los Angeles River, Rio Hondo, San Gabriel River, Lakeland Road Storm Drain, North Fork Coyote Creek, Brea Creek, Lakeside Drive Storm Drain, Fullerton Creek, Gilbert Street and Artesia Avenue Storm Drain, Lawrence Avenue, Yale Avenue, Balcom Avenue Storm Drain, Carbon Creek, Southeast Anaheim Channel, and the Santa Ana River.

Draft EIR/EIS page 3.8-85, in Section 3.8.8.2, Shared Passenger Track Alternatives, Table 3.8-12, Comparison of Project Alternatives Impacts on Hydrology and Water Resources, was revised to reflect updates to the number of surface water crossings and the area of disturbance for Shared Passenger Track Alternative A. Only the revised rows are presented below.

Table 3.8-12 Comparison of Project Alternatives Impacts on Hydrology and Water Resources

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact HWR-1: Temporary Impacts on Drainage Patterns, Stormwater Runoff, and Hydraulic Capacity (Surface Water Hydrology) During Construction	Shared Passenger Track Alternative A would cross 12 water features. For water crossings with flowing water during construction, construction could alter existing drainage patterns and stormwater runoff. Up to approximately 889 acres of land would be disturbed. Construction activities could redirect and increase the volume and rate of shallow overland flows, increasing the potential for erosion and siltation in areas of exposed soils and along channel banks. Drainage patterns would be maintained to the extent feasible, and a SWPPP as prepared as part of compliance with the CGP and adherence with regulatory permits would minimize potential impacts on surface water hydrology.	Similar to Shared Passenger Track Alternative A. Up to approximately 939 acres of land would be disturbed, representing a larger footprint of similar types of impacts compared to Shared Passenger Track Alternative A. The increase in disturbed area is associated with the proposed 15th Street LMF, which would be on a larger area (63.1 acres) than the 26th Street LMF (54 acres). In addition, the 15th Street LMF would require deeper excavation depths than the 26th Street LMF. Greater excavation depths would result in increased soil disturbance. However, construction activities would be subject to a SWPPP as part of compliance with the CGP and would adhere to regulatory permits to minimize potential impacts on surface water hydrology.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Similar impacts to the Shared Passenger Alternatives within the station area. Construction of the Fullerton HSR Station Option platform, facilities, and parking would occur within a larger area than the area that would be disturbed as part of the Shared Passenger Track Alternatives. The additional area of temporary disturbance with inclusion of the Fullerton HSR Station Option would be up to 10 more acres.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact HWR-3: Temporary Impacts on Surface Water Quality During Construction	Grading, excavation, work in waterbodies and other activities that would disturb, destabilize, and stockpile soil would result in temporary impacts on surface water quality. Runoff from 889 acres of disturbed soil would be controlled to prevent elevated turbidity and sedimentation in receiving waterbodies. Construction activities would occur in waterbodies, which may be temporarily diverted and dewatered and physically disturb waterbodies. Applying construction site BMPs in accordance with a SWPPP and the CGP and adhering to regulatory permit conditions would reduce temporary water quality impacts.	Similar to Shared Passenger Track Alternative A. Construction activities associated with Shared Passenger Track Alternative B would disturb a larger area of soil (939 acres) than Shared Passenger Track Alternative A. However, Shared Passenger Track Alternative B would similarly apply construction BMPs in accordance with the SWPPP and CGP and adhere to regulatory permit conditions.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Similar impacts to the Shared Passenger Alternatives within the station area. Construction of the Fullerton HSR Station Option platform, facilities, and parking would occur within a larger area than the area necessary as part of the Shared Passenger Track Alternatives. The additional area of temporary disturbance with inclusion of the Fullerton HSR Station Option would be up to 10 more acres, but the types of temporary impacts would be similar in nature and no waterbodies would be crossed as part of construction of the station option.	Adverse effect (all alternatives and HSR station options)	BIO-MM#62	No adverse effect	No adverse effect	No adverse effect	No adverse effect
Impact HWR-7: Temporary Impacts on Flood Hazard, Tsunami, or Seiche Zones Resulting in the Risk of Release of Pollutants During Construction	Shared Passenger Track Alternative A would disturb 889 acres. Construction would occur in 100-year floodplains. Temporary impacts would be minimized by implementation of a SWPPP under the CGP and an Environmental Management System and hazardous materials monitoring plans to prevent release of pollutants because of inundation. No tsunami or seiche hazards are anticipated because of the location of the project corridor.	Similar to Shared Passenger Track Alternative A. Shared Passenger Track Alternative B would disturb 939 acres, resulting in a greater area of temporary disturbance (48 acres) within the same floodplains as Shared Passenger Track Alternative A.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

16.5.8.1 Citation/Reference-Related Revisions

The in-text citation for "Los Angeles RWQCB 2024" was revised to "Los Angeles RWQCB 2024a, 2024b" on Draft EIR/EIS page 3.8-41 (in the Surface Water Beneficial Uses section).

Surface Water Beneficial Uses

The water quality of surface water features in the project section is regulated under the Los Angeles and Santa Ana Basin Plans (Los Angeles RWQCB 2024a, 2024b; Santa Ana RWQCB 2019).

The in-text citation for "Los Angeles RWQCB 2024" was revised to "Los Angeles RWQCB 2024a, 2024b" on Draft EIR/EIS page 3.8-42 (in source for Table 3.8-5, Beneficial Uses of Potentially Affected Waterbodies in the Project Section).

Source: Los Angeles RWQCB 2024a, 2024b

Draft EIR/EIS page 3.8-27, in Section 3.8.5.1, Climate, Precipitation, and Topography, has been revised to update the in-text citations for "WRCC 2016a," "WRCC 2016b," and "WRCC 2016c" to "WRCC 2021a," "WRCC 2021b," and "WRCC 2021c," respectively.

Adiabatic cooling (i.e., cooling caused by change in air pressure) causes warm, moisture-laden air masses to be generated over the Pacific Ocean, which condense and cool as they are pushed upward and over the San Gabriel and San Fernando Mountains, resulting in moderate to heavy precipitation on the southwestern slopes. The resulting snowpack is highly variable but averages from 5 to 70 inches as elevation increases from the lower foothills to the mountain peaks. Similar to snowpack, mean annual precipitation for the downtown Los Angeles (University of Southern California Campus) meteorological station is highly variable, ranging from 3.85 inches in 1953 to 34.04 inches in 1983, and averaging 14.77 inches per year (WRCC 2021a). Mean annual temperature records for the same station site indicate an average high temperature of 74 degrees Fahrenheit and an annual average low temperature of 56 degrees Fahrenheit (WRCC 2021a). Key climatic factors influencing this high variability in intra-seasonal and inter-annual precipitation include the Madden-Julian Oscillation (NOAA 2024a) and the El Niño Southern Oscillation (NOAA 2024b), respectively.

Table 3.8-3 presents annual precipitation data for four stations in the surface waters indirect RSA. Average annual precipitation ranges from 12.01 inches at Brea Dam to 20.24 inches in Pasadena (WRCC 2021b, 2021c).

Draft EIR/EIS page 3.8-28, in Section 3.8.5.1, Climate, Precipitation, and Topography, Table 3.8-3, Historical Annual Precipitation, has been revised to update the in-text citations for WRCC 2016a, 2016b, 2016c, and 2016d in the table sources.

Table 3.8-3 Historical Annual Precipitation

Station	Location Relative to RSA	Elevation (msl)	Data Range	Mean Annual Rainfall (inches)
Pasadena (046719)	North	820 feet	1893–2015	20.24
Brea Dam (041057)	East	300 feet	1948–2013	12.01
Los Angeles Downtown USC Campus (045115)	West	175 feet	1877–2016	14.77
Santa Ana Fire Station (047888)	South	110 feet	1906–2016	13.69

Source: WRCC 2021a, 2021b, 2021c, 2021d
msl = mean sea level; RSA = resource study area; USC = University of Southern California

Draft EIR/EIS page 3.8-44, in Section 3.8.5.5, Soils and Erosions, has been revised to change the in-text citation "(Authority 2025c)" to "(Authority 2025f)."

Soils along the project section in Los Angeles County have formed on Pleistocene to Holocene sedimentary deposits, including alluvial fans, fan remnants, alluvial plains, floodplains, and coastal plains. Soil textures along the project section include fine sand, fine sandy loam, loamy sand, loam, silt loam, and clay loam. The soils along the project section in Orange County have formed on Pleistocene to Holocene sedimentary deposits associated with alluvial processes. The typical soil associations include fine sandy loam, loamy sand, silt loam, sandy clay loam, and silty, clay loam. In addition, stratified coarse sand to sandy loam has been identified in river channel areas (Authority 2025f).

Erosion and sediment are major contributing factors to water quality degradation associated with construction activities that result in soil disturbance. Generally, sediment is transported by water, with finer particles such as silt more easily suspended by water while larger erodible particles such as sand are often transported as a bedload and the substrate moves slowly downslope. A combination of erosive soil types and steep slopes influence susceptibility to erosion. Certain soil types demonstrate a higher potential for erosion by rainfall and runoff, expressed as "K," the soil erodibility factor. K is defined as a function of texture, organic matter content and cover, structure size class, and subsoil-saturated hydraulic conductivity. Soils with low erodibility (low K values) include fine-textured soils high in clay, which have a strong adherence between individual particles, as well as coarse-textured soils, which rapidly allow water to infiltrate and reduce surface runoff rates. Medium-textured soils such as silt loams have a moderate potential for erosion because they are susceptible to detachment and produce moderate runoff. Most of the direct RSA in both Los Angeles and Orange Counties is in areas with moderate susceptibility to erosion, with a few areas of low susceptibility. Additional information regarding geology, soil type, and erosion can be found in the *Los Angeles to Anaheim Project Section Geology, Soils, and Seismicity Technical Report* (Authority 2025f).

16.5.9 Section 3.9: Geology, Soils, Seismicity, and Paleontological Resources

Draft EIR/EIS pages 3.9-8 through 3.9.11, in Section 3.9.2.3, Regional and Local, Table 3.9-1, Regional and Local Plans and Policies: Geology, Soils, and Seismicity, were revised to correct the names and dates of certain municipal codes. Only revised rows of the table are presented below.

Table 3.9-1 Regional and Local Plans and Policies: Geology, Soils, and Seismicity

Policy Title	Summary
Los Angeles County	
Los Angeles County Code (2025)	The Los Angeles County Code is codified through Ordinance 205-0029. ▪ Title 26 – Building Code, Appendix J - Grading. Adopted as amended. ▪ Section 119.1: California Building Code: Adopted as amended. ▪ Section 1803.5.11: Requires a soils investigation to assess the potential consequences of any liquefaction and soil strength loss.
City of Vernon	
The Code of the City of Vernon, California (2025)	The Code of the City of Vernon, California is codified through Ordinance No. 1303, adopted August 6, 2024. ▪ Chapter 15.08.010 California Building Code. Adopted as amended.
City of Montebello	
Montebello Municipal Code (2025)	The Montebello Municipal Code is codified through Ordinance No. 2475, passed March 27, 2024. ▪ Chapter 15.04.010 California Building Code. Adopted as amended.

Policy Title	Summary
City of Norwalk	
Norwalk Municipal Code (2025)	The Norwalk Municipal Code is codified through Ordinance No. 23-1746-12, passed August 18, 2016, and last updated December 5, 2024. ▪ Chapter 15.06.010 California Building Code. Adopted as amended.
City of La Mirada	
La Mirada Municipal Code (2025)	The La Mirada Municipal Code is codified through Ordinance No. 675, passed November 8, 2015, and updated in 2024. ▪ Title 17.04.010 California Building Code. Adopted as amended.
Orange County	
Codified Ordinances of the County of Orange (2025)	The Codified Ordinances of the County of Orange are codified through Ordinance No. 23-005-002, passed March 15, 2016. and last updated in 2024. ▪ Section 7-1-12, California Building Code. Adopted as amended.
City of Buena Park	
Buena Park City Code (2025)	The Buena Park City Code is codified through Ordinance No. 1730, passed in 1991 and last updated in 2025. ▪ Title 15 Building and Construction Safety. Adopted as amended.

Sources: City of Anaheim 2025a, 2025b; City of Buena Park 2022, 2025; City of La Mirada 2003, 2025; City of Los Angeles 2024, 2025; City of Montebello 2024, 2025; City of Norwalk 2025; City of Pico Rivera 2014, 2025; City of Santa Fe Springs 2025; City of Vernon 2023, 2025; County of Los Angeles 2025a, 2025b; County of Orange 2017, 2025a, 2025b
Caltrans = California Department of Transportation; HMA = Hillside Management Area; LAMC = Los Angeles Municipal Code; VHFHSZ = very high fire hazard severity zone

Draft EIR/EIS pages 3.9-12 through 3.9.14, in Section 3.9.2.3, Regional and Local, Table 3.9-2, Regional and Local Plans and Policies: Paleontological Resources, were revised to correct the names and dates of certain municipal codes. Only revised rows of the table are presented below.

Table 3.9-2 Regional and Local Plans and Policies: Paleontological Resources

Policy Title	Summary
Los Angeles County	
Los Angeles County Code (2025)	The County of Los Angeles Code is codified through Ordinance 2025-0029. ▪ Title 26 – Building Code, Appendix J - Grading. Adopted as amended.
City of Vernon	
The Code of the City of Vernon, California (2025)	The Code of the City of Vernon, California is codified through Ordinance No. 1300, adopted May 7, 2024. ▪ Chapter 15.08.010 California Building Code. Adopted as amended.
City of Montebello	
Montebello Municipal Code (2025)	The Montebello Municipal Code is codified through Ordinance No. 2475, passed March 27, 2024. ▪ Chapter 15.04.010 California Building Code. Adopted as amended.

Policy Title	Summary
City of Norwalk	
Norwalk Municipal Code (2025)	The Norwalk Municipal Code is codified through Ordinance No. 23-1746-12, passed August 18, 2016, and last updated December 5, 2024. ▪ Chapter 15.06.010 California Building Code. Adopted as amended.
City of La Mirada	
La Mirada Municipal Code (2025)	Chapter 17.04.010: California Building Code
Orange County	
Codified Ordinances of the County of Orange (2025)	Section 7-1-12: California Building Code
City of Buena Park	
Buena Park City Code (2025)	The Buena Park City Code is codified through Ordinance No. 1730, last updated in 2025. ▪ Title 15 Building and Construction Safety. Adopted as amended.

Sources: City of Anaheim 2025b; City of Buena Park 2022, 2025; City of La Mirada 2025; City of Los Angeles 2024, 2025; City of Montebello 2025; City of Norwalk 2025; City of Pico Rivera 2014, 2025; City of Santa Fe Springs 2025; City of Vernon 2025; County of Los Angeles 2025a, 2025b; County of Orange 2017, 2025a, 2025b

Draft EIR/EIS pages 3.9-86 and 3.9-87, in Section 3.9.6.3, Project Impacts, Impact GSSPR-13: Increased Exposure of People or Structures to Potential Loss of Life, Injuries, or Destruction Due to Liquefaction and Other Types of Seismically Induced Ground Failure During Operation, to include GEO-IAMF#6.

Shared Passenger Track Alternative A

Secondary seismic hazards include liquefaction and seismically induced ground failures. **GEO-IAMF#1** requires the contractor to address geological constraints prior to and during construction. Therefore, the design of the project will account for the effects of seismically induced ground failure during operation.

The project alignment crosses several liquefaction zones (CDMG 1998a–f, 1999a–d). Project design will require the Authority to document how the most recently updated Caltrans seismic design criteria (Caltrans 2019) were used in the design of HSR structures supported in or on the ground (**GEO-IAMF#7**) as well as the HSR design criteria manual to address the risk from secondary seismic hazards. Specifications include that site-specific geotechnical investigations will be carried out as the design work progresses to determine whether the type and density of the soil could result in conditions that would be susceptible to liquefaction and in need of stabilization. Accordingly, site-specific evaluation will be required along portions of the alignment that are within liquefaction zones, including the Buena Park Metrolink Station relocation site. Detailed slope stability evaluations will also be conducted, and engineering measures such as ground improvement, use of retaining walls, or regrading of slopes will be carried out, as appropriate, to reduce the potential for seismically induced slope failures; localized instabilities that may occur will be handled as a maintenance issue. Under **GEO-IAMF#2**, during operation, slope monitoring will be performed at sites identified in the CMP where a potential for long-term ground instability exists from gravity or seismic loading. These measures incorporate professional standards using site-specific geotechnical data to reduce the risk of ground movement at project structures as a result of seismic activity. Additionally, the contractor will conform to guidelines specified by relevant transportation and building agencies and codes (**GEO-IAMF#10**), requiring the Authority to account for geotechnical properties during project design and construction and thus address risk factors associated with seismically induced ground shaking.

Furthermore, the contractor will document how the project design incorporates installation of early warning systems triggered by strong ground motion associated with ground rupture (**GEO-IAMF#6**).

In the event of an earthquake, HSR operational procedures will address potential hazards from ground failure. To protect personal safety, property, and HSR integrity in case of an earthquake during HSR operations, the contractor will install a control system to shut down HSR operations temporarily during or after a potentially damaging earthquake to reduce risks (**GEO-IAMF#8**). A network of instruments will be installed to provide ground-motion data, which will be used in conjunction with the HSR instrumentation and controls system. Train operation will cease in the event of dam inundation that would endanger train safety through the project site. Shutting down operations temporarily during or after a potentially damaging earthquake will address the risk of personal injury or property damage from liquefaction and ground failure.

Seismically induced ground shaking and secondary seismic hazards could occur in the seismicity RSA. However, the above-mentioned IAMFs address potential effects on HSR operations from seismically induced ground shaking and secondary seismic hazards, including shear forces, displacements, and liquefaction; therefore, project operation will not exacerbate risks from these hazards. The above-mentioned IAMFs include effective practices to implement current Caltrans seismic design criteria in the design of HSR structures supported in or on the ground and install a network of instruments to monitor ground motion and shut down HSR operations in case of earthquake. Therefore, project operation would avoid a permanent increase in risks associated with liquefaction and ground failure.

Shared Passenger Track Alternative B

With the LMF at 15th Street, impacts related to secondary seismic hazards during operation would be similar to those described for Shared Passenger Track Alternative A. A portion of the 15th Street LMF site is within a CGS-delineated liquefaction zone. A site-specific study would be needed to determine the extent of liquefiable soils. Detailed slope stability evaluations will also be conducted, and engineering measures such as ground improvement, use of retaining walls, or regrading of slopes will be carried out, as appropriate, to reduce the potential for seismically induced slope failures; localized instabilities that may occur will be handled as a maintenance issue.

The same IAMFs as for Shared Passenger Track Alternative A (**GEO-IAMF#1**, **GEO-IAMF#2**, **GEO-IAMF#6**, **GEO-IAMF#7**, **GEO-IAMF#8**, and **GEO-IAMF#10**) address potential effects on HSR operations from seismically induced ground shaking and secondary seismic hazards, including shear forces, displacements, and liquefaction; therefore, project operation will not exacerbate risks from these hazards.

GEO-IAMF#1 includes employing various methods to mitigate for the risk of ground failure from unstable soils. Under **GEO-IAMF#2**, during operation, slope monitoring will be performed at sites identified in the CMP where a potential for long-term instability exists from gravity or seismic loading. **GEO-IAMF#6** requires the contractor to document how the project design incorporates installation of early warning systems triggered by strong ground motion associated with ground rupture. Structures will be designed consistent with Caltrans seismic design criteria (Caltrans 2019) or equivalent standards; therefore, there is a low potential for liquefaction-induced risks to affect structures within the project footprint (**GEO-IAMF#7**). These measures incorporate professional standards using site-specific geotechnical data to reduce risk of ground movement at project structures as a result of seismic activity. **GEO-IAMF#8** requires that the contractor install a control system to shut down HSR operations temporarily during or after a potentially damaging earthquake to reduce risks. Furthermore, the Authority will conform to guidelines specified by relevant transportation and building agencies and codes (**GEO-IAMF#10**), requiring the Authority to account for geotechnical properties during project design and construction.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those described for Shared Passenger Track Alternative A. Operation of the HSR station option would occur in a larger area than what would be modified under Shared Passenger Track Alternative

A, but the HSR station option site is not within a mapped liquefaction zone. Therefore, operation of this HSR station option would not result in additional or different impacts at the station site. **GEO-IAMF#1**, **GEO-IAMF#2**, **GEO-IAMF#6**, **GEO-IAMF#7**, **GEO-IAMF#8**, and **GEO-IAMF#10** address potential effects on HSR operations from seismically induced ground shaking and secondary seismic hazards, including shear forces, displacements, and liquefaction; therefore, project operation will not exacerbate risks from these hazards.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be the same as those described for Shared Passenger Track Alternative A. Operation of the HSR station option would occur in a larger area than what would be modified under Shared Passenger Track Alternative A, but the site is within the same CGS-delineated liquefaction zone and has the same potential effects from liquefaction. Therefore, operation of this HSR station option would not result in additional or different impacts at the station site. **GEO-IAMF#1**, **GEO-IAMF#2**, **GEO-IAMF#6**, **GEO-IAMF#7**, **GEO-IAMF#8**, and **GEO-IAMF#10** address potential effects on HSR operations from seismically induced ground shaking and secondary seismic hazards, including shear forces, displacements, and liquefaction; therefore, project operation will not exacerbate risks from these hazards.

CEQA Conclusion

The impact under CEQA related to liquefaction and seismically induced ground failure during project operation would be less than significant. **GEO-IAMF#1**, **GEO-IAMF#2**, **GEO-IAMF#6**, **GEO-IAMF#7**, **GEO-IAMF#8**, and **GEO-IAMF#10** will effectively address risks associated with these secondary seismic hazards. Furthermore, project operation would not cause the risk of loss, injury, or death beyond what people are currently exposed to in the RSA from secondary seismic hazards. Therefore, CEQA does not require mitigation.

Draft EIR/EIS page 3.9-92, in Section 3.9.8.2, Shared Passenger Track Alternatives, was revised to include GEO-IAMF#6 in Impact GSSPR-13.

- **Impact GSSPR-13:** During operation, secondary seismic hazards include liquefaction, seismically induced slope failures, and seismically induced ground failure. **GEO-IAMF#1**, **GEO-IAMF-2**, **GEO-IAMF#6**, **GEO-IAMF#7**, **GEO-IAMF-8**, and **GEO-IAMF#10** will reduce the effect from secondary hazards such as liquefaction and slope failure.

16.5.9.1 Citation/Reference-Related Revisions

The in-text citation “Authority 2025c” was added to and “Rail Data Provided on November 14, 2023” was deleted from figure sources for the following figures: Figure 3.9-2, Geology of the Resource Study Area, Northern Portion, Sheet 1 of 3 (page 3.9-27); Figure 3.9-2, Geology of the Resource Study Area, Central Portion, Sheet 2 of 3 (page 3.9-28); Figure 3.9-2, Geology of the Resource Study Area, Southern Portion, Sheet 3 of 3 (page 3.9-29); Figure 3.9-3, Soils Map, Los Angeles County (Northern Portion), Sheet 1 of 3 (page 3.9-33); Figure 3.9-3, Soils Map, Los Angeles County (Central Portion), Sheet 2 of 3 (page 3.9-34); Figure 3.9-3, Soils Map, Orange County (Southern Portion), Sheet 3 of 3 (page 3.9-35); Figure 3.9-4, Regional Fault and Seismicity in the Resource Study Area (page 3.9-42); Figure 3.9-5, Seismic Hazards in the Resource Study Area, Sheet 1 of 3 (page 3.9-48); Figure 3.9-5, Seismic Hazards in the Resource Study Area, Sheet 2 of 3 (page 3.9-49); Figure 3.9-5, Seismic Hazards in the Resource Study Area, Sheet 3 of 3 (page 3.9-50); Figure 3.9-6, Dams in the Resource Study Area (page 3.9-52); and Figure 3.9-7, Oil Fields and Wells in the Resource Study Area (page 3.9-57).

The in-text citation “NRCS 2016” has been replaced with “NRCS 2017” in the following locations: Draft EIR/EIS page 3.9-30, in the Soils section, and on pages 3.9-34 and 3.9-35 in the figure sources for Figure 3.9-3, Soils Map, Los Angeles County (Central Portion), Sheet 2 of 3; and Figure 3.9-3 Soils Map, Orange County (Southern Portion), Sheet 3 of 3.

16.5.10 Section 3.10: Hazardous Materials and Wastes

Draft EIR/EIS pages 3.10-9, 3.10-10, 3.10-12, and 3.10-13, in Section 3.10.2.3, Regional and Local, Table 3.10-1, Regional and Local Codes, Plans, and Policies, were revised to add The Fullerton Plan's Master Element C: The Fullerton Community (2012) and to correct the names and dates of certain municipal codes. Only the revised table rows are included below.

Table 3.10-1 Regional and Local Codes, Plans, and Policies

Policy Title	Summary
City of Vernon	
The Code of the City of Vernon, California (2025)	Section 13.59: Establishes the responsibility for proper storage, handling, treatment, and disposal of hazardous materials.
City of Commerce	
Commerce Municipal Code (2025)	Section 19.19.120: Sets forth the regulations and monitoring requirements for the use, storage, manufacture, and disposal of hazardous materials.
City of Bell	
Bell Municipal Code (2025)	Section 13.08.110 (4, 6, and 9): Regulates the discharge of hazardous materials into the municipal storm drain system.
City of Montebello	
Montebello Municipal Code (2025)	Sections 15.32.310 and 17.08.580: Regulate leaks and spills of combustible liquids and proper disposal of demolition debris
City of Norwalk	
Norwalk Municipal Code (2025)	Sections 17.02.120 and 18.04.170 (4, 10): Requires that land use decisions be consistent with the County of Los Angeles hazardous waste program, and regulates nonstormwater discharges to the storm drain system
City of La Mirada	
La Mirada Municipal Code (2025)	Sections 13.12.070 (4, 10) and 21.70.030 (b, c): Regulates nonstormwater discharges to the storm drain system, and accidental or intentional release or use of hazardous materials.
Orange County	
Codified Ordinances of the County of Orange (2025)	Section 3-13-4 (9): Regulates the disposal of hazardous materials
City of Buena Park	
Buena Park City Code (2025)	Section 8.32.070: Outlines the requirements for handling of hazardous materials
City of Fullerton	
The Fullerton Plan, Master Element C: The Fullerton Community (2012)	Master Element C discusses elements of the City that contribute to a safe, healthful, and enriching quality of life for residents and visitors. Master Element C contains City policies associated with public safety and public health.

Sources: City of Anaheim 2022, 2025a, 2025b; City of Bell 2022, 2025; City of Buena Park 2022a, 2022b, 2025; City of Commerce 2008, 2025; City of Fullerton 2012, 2020, 2025a, 2025b; City of La Mirada 2003, 2004, 2025; City of Los Angeles 2024, 2025; City of Montebello 2017, 2024, 2025; City of

Norwalk 2023, 2025; City of Pico Rivera 2014, 2025a, 2025b; City of Santa Fe Springs 2004, 2022, 2025; City of Vernon 2023a, 2023b, 2025; County of Los Angeles 2020, 2023, 2025; County of Orange 2025a, 2025b; County of Orange and Orange County Fire Authority 2021
[1] This plan is currently undergoing an update as of January 2025.

Draft EIR/EIS page 3.10-27, in Section 3.10.6.3, Project Impacts, has been revised to reflect updates from Orange County Water District pertaining to the Orange County North Basin Superfund site.

The Orange County North Basin is a Superfund site (listed in September 2020) that features a contaminated groundwater plume originating from multiple sources in Orange County, California. The North Basin groundwater is contaminated with volatile organic compounds and other chemicals originating from industrial activities in the area. The plume extends to mixed residential, commercial, and industrial areas in Anaheim, Fullerton, and Buena Park. In the past the plume was also partially beneath part of Placentia, but the plume has since moved southwest. The plume has affected the Orange County Groundwater Basin. In 2016, USEPA entered into an administrative agreement (Docket Number 2016-03) with the Orange County Water District in which the water district agreed to conduct a remedial investigation and feasibility study to further characterize areas with elevated contaminant concentrations and develop and evaluate alternatives for an interim remedy for parts of the plume that contain the highest volatile organic compound concentrations to hydraulically contain contaminated groundwater originating from the majority of known or suspected sources in the Orange County North Basin study area. The location of the Orange County North Basin's project area within the Superfund site (OCWD 2025) is depicted on Figure 3.10-3, and is beneath some of the project alignment and the Fullerton HSR Station Option footprint (OCWD 2025). A limited number of groundwater monitoring wells have been installed by the Orange County Water District to characterize groundwater in the project area, but are not intended to characterize groundwater contamination throughout the full extent of the Superfund site. The Orange County Water District completed a remedial investigation report for its project area and a feasibility study report is currently in review with USEPA. Following completion of the feasibility study report, USEPA will prepare a proposed remedial action plan for an interim remedy and host a public meeting to inform the public of the proposed plan. For the overall Superfund site, USEPA completed the first phase of the comprehensive site-wide remedial investigation and feasibility study, which involved installation of additional monitoring wells to further characterize the entire site. A report on the sampling was completed November 6, 2024. DTSC and the Santa Ana Regional Water Quality Control Board continue to actively initiate and oversee facility-led investigation and cleanup of surface contamination (soil and shallow groundwater) at several of the facilities identified as possible contributors to the plume. Among the multiple industrial sites within the North Basin area that appear to have contributed to the groundwater contamination are two PEC sites listed in Appendix 3.10-A as map ID 155 (Autonetics/Raytheon at 311 S Highland; USEPA ID CAN000900354) and map ID 166 (Fullerton Manufacturing/Raytheon at 310 E Walnut; USEPA ID CAN000900337). Past releases at these locations are likely to have contributed to the Orange County North Basin's groundwater contamination as a result of migration of contaminants from soil at these sites to groundwater and the operators of these sites are defined as "potentially responsible parties" in the National Priorities List support documentation. Orange County Water District issued a groundwater cleanup update in June 2026 (OCWD 2026) indicating that USEPA's Proposed Plan was released for public review in January 2026, which includes its preferred alternative of installing approximately 17 extraction wells and approximately 17 injection wells, building a centralized treatment plant to treat extracted groundwater, conducting groundwater monitoring, and restricting groundwater use in the most contaminated areas. Two proposed groundwater extraction wells (EW-10 and EW-11) are approximately 18 and 220 feet from the maximum limit of disturbance for the Shared Passenger Track Alternatives. Proposed conveyance piping is also within the hazards and hazardous materials RSA and potentially within the limits of disturbance for the Shared Passenger Track Alternatives. One existing extraction well (OCWD-EW-2) is approximately 107 feet from the maximum limits of disturbance. USEPA solicited public comments on the plan through March 23, 2026 (USEPA 2026). USEPA considered public comments on the Proposed Plan before making a final decision on the Interim Remedy, which will be documented in a record of decision, anticipated in fall 2026. Following issuance of the record of decision, USEPA will pursue implementation of the Interim Remedy. Because of the extensive nature of potential impacts associated with the Orange County North Basin

site, and because groundwater monitoring activities are ongoing, a timeline for implementation of remediation activities associated with the Interim Remedy is currently unknown.

Draft EIR/EIS pages 3.10-50 and 3.10-51, in Section 3.10.6.3, Project Impacts, Impact HMW-6, Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School, were updated in response to a comment on the Draft EIR/EIS to reflect that the Fullerton HSR Station Option would involve more demolition compared to the Norwalk/Santa Fe Springs HSR Station Option. The analysis now indicates impacts between the two HSR station options would be similar. The revisions also include implementation of HMW-MM#2 in relation to schools in proximity to the Orange County North Basin Superfund site footprint. Only the new paragraph under Impact HMW-6 is presented below. The revisions below do not affect impact conclusions and impacts under Impact HMW-6 will remain less than significant.

Impact HMW-6: Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School

As discussed under Impact HMW#4, **HMW-MM#2** requires the Authority to coordinate with the regulatory oversight agencies and the responsible parties on the design of the Shared Passenger Track Alternatives and the HSR station options to ensure that the project design and construction methods address known and suspected contamination at these sites in a manner protective of human health and the environment. **HMW-MM#2** also requires the Authority to engage with public interested parties at specific design milestones. As such, potential controls intended for the protection of human health and the environment in proximity to schools and compliance with applicable cleanup requirements would be implemented. Implementation of **HMW-MM#2** would address potential impacts associated with construction activities occurring in the area of the Orange County North Basin Superfund site (as discussed under Impact HMW-4), including within 0.25 mile of a school. No schools are presently within 0.25 mile of the Exide site. Given this, implementation of **HMW-MM#2** under Impact HMW-6 would only apply to area of the Orange County North Basin Superfund site.

Shared Passenger Track Alternative B

Impacts for Shared Passenger Track Alternative B would be similar to those of Shared Passenger Track Alternative A. Although the 26th Street LMF would not be built, the buildings in that area would still be demolished under Shared Passenger Track Alternative B to build other project elements. Additional buildings would be demolished to build the 15th Street LMF; therefore, the amount of demolition waste would be greater for Shared Passenger Track Alternative B, which would possibly increase the volume of hazardous materials, substances, or waste, such as LBPs, PCBs, and ACM, being handled within 0.25 mile of a school. The same 40 educational facilities are within the schools RSA (the RSA for educational facilities is the project footprint plus a 0.25-mile buffer) for both Shared Passenger Track Alternatives. Construction of Shared Passenger Track Alternative B would require the handling of hazardous materials, including extremely hazardous materials, within 0.25 mile of schools that could pose a health or safety hazard to students in the event of a release of hazardous materials. However, Shared Passenger Track Alternative B will incorporate the same IAMFs and mitigation measures used for Shared Passenger Track Alternative A (**HMW-IAMF#4**, **HMW-IAMF#5**, **HMW-IAMF#6**, **HMW-IAMF#7**, **HMW-IAMF#8**, **HMW-MM#1**, and **HMW-MM#2**), which will minimize impacts from handling hazardous materials, substances, or waste within 0.25 mile of a school.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be in the same area that would be modified under the Shared Passenger Track Alternatives, which is within 0.25 mile of John Glenn High School. The HSR station option will incorporate the same IAMFs and would implement the same mitigation measures used for the Shared Passenger Track Alternatives (**HMW-IAMF#4**, **HMW-IAMF#5**, **HMW IAMF#6**, **HMW IAMF#7**, **HMW-IAMF#8**, **HMW-MM#1**, and **HMW-MM#2**), which will minimize impacts on schools near the station.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be similar to those of the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be in a larger area than would be modified under the Shared Passenger Track Alternatives, which would possibly increase the volume of hazardous materials, substances, or waste, such as LBPs, PCBs, and ACM, being handled within 0.25 mile of a school. However, the HSR station option will incorporate the same IAMFs and would implement the same mitigation measures used for Shared Passenger Track Alternative A (**HMW-IAMF#4**, **HMW-IAMF#5**, **HMW-IAMF#6**, **HMW-IAMF#7**, **HMW-IAMF#8**, **HMW-MM#1**, and **HMW-MM#2**), which will minimize impacts on schools near the station.

CEQA Conclusion

HMW-IAMF#4, **HMW-IAMF#5**, **HMW-IAMF#6, HMW-IAMF#7**, and **HMW-IAMF#8** are included as part of the project design. The impact under CEQA would still be potentially significant because construction activities would require the handling of hazardous materials, including extremely hazardous materials, within 0.25 mile of schools. Improper handling of such materials in storage or during use and transport could pose a health or safety hazard to students in the event of an inadvertent release of hazardous materials. The construction contractor would develop and implement a spill prevention and response plan to reduce the risk of inadvertent releases and to ensure appropriate response measures are identified and readily deployable in the event of an accidental release. The Shared Passenger Track Alternatives would not completely avoid the potential to generate emissions during handling of hazardous materials and inadvertent release (i.e., spill) near educational facilities. Therefore, CEQA requires mitigation. The Authority would implement **HMW-MM#1**, which will limit the use of extremely hazardous materials near schools during construction, and **HMW-MM#2**, which requires the Authority to coordinate with regulatory oversight agencies and responsible parties and engage public interested parties at specific design milestones regarding construction within the Orange County North Basin Superfund site footprint and within 0.25 mile of a school.

With implementation of **HMW-MM#1** and **HMW-MM#2**, the impact under CEQA would be less than significant because the construction contractor will be required to monitor and limit the handling of extremely hazardous materials, develop a spill prevention and response plan, and avoid the handling (i.e., storage, transport, and use) of such substances or a mixture containing these substances in a quantity equal to or greater than the state threshold specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code within 0.25 mile of schools, to avoid a health or safety hazard to students, and would require coordination of project design at the Orange County North Basin Superfund site with regulatory oversight agencies at specific design milestones.

Draft EIR/EIS page 3.10-54, in Section 3.10.6.3, Project Impacts, Impact HMW-8: Operations and Maintenance Transport, Use, Storage, and Disposal of Hazardous Materials and Hazardous Wastes, has been revised to remove the comparison of operational impacts to construction impacts.

Operational Impacts

Impact HMW-8: Operations and Maintenance Transport, Use, Storage, and Disposal of Hazardous Materials and Hazardous Wastes

Shared Passenger Track Alternative A

Operations would involve the use of small amounts of hazardous materials like solvents, paints, and cleaners for and generation of wastes from O&M of the LMF, tracks, stations, and railroad right-of-way as well as other systems required for HSR operations such as power systems, train control, signalizing, and communications. Operating trains would generate brake dust. However, dust would be primarily limited to track ballast areas. Additionally, **HYD-IAMF#1** will help minimize the potential impacts associated with the release of hazardous brake dust. Pervious areas, biofiltration devices, infiltration devices, and media filters as part of **HYD-IAMF#1** are capable of removing both particulate and dissolved metals from runoff. Brake dust that flows through these stormwater treatment measures would be filtered out. Therefore, the use of hazardous materials and generation of hazardous waste would be limited mostly to the maintenance and repair of trains. Effects associated

with O&M would largely be a function of the size of the facility, location, and usage (frequency and type of activity). The use of hazardous materials along the trackway (for example for weed control or to lubricate switching equipment) would be intermittent, as would the routine transport, storage, use, and disposal of small amounts of hazardous materials at stations and the LMF. Compared to existing conditions, the routine transport, storage, use, or disposal of hazardous materials could result in accidental releases of hazardous materials from improper handling. Risks related to routine transport, storage, use, or disposal of hazardous materials during project operation would be intermittent.

Draft EIR/EIS pages 3.10-56 through 3.10-58, in Section 3.10.6.3, Project Impacts, Impact HMW-10: Operations and Maintenance Near Sites of Potential Environmental Concern (Including Cortese List Sites), and Impact HMW-11: Operations and Maintenance Handling of Hazardous Materials or Waste within 0.25 Mile of a School, were revised to clarify IAMF applicability.

Impact HMW-10: Operations and Maintenance Near Sites of Potential Environmental Concern (Including Cortese List Sites)

Shared Passenger Track Alternative A

PEC sites, including those on the Cortese List within the project footprint, are presented in Table 3.10-4. O&M activities related to Shared Passenger Track Alternative A would occur near sites of known or unknown contamination. Preconstruction investigation, remedial treatment (e.g., excavation of contaminated media), or other corrective measures such as vapor barriers and ventilation infrastructure implemented during construction or as part of the design targeted at reducing risk associated with existing contamination would minimize risk associated with PEC sites prior to and during the operational period. Phase I ESAs and soil testing would occur during the right-of-way acquisition phase, pursuant to **HMW-IAMF#1**, rendering the potential disruption or exacerbation of a known or unknown site of contamination during operation to minor levels. Parcels that require a Phase II ESA (e.g., soil, groundwater, soil vapor subsurface investigations) will be identified using information and data obtained from the Phase I ESAs. Phase I ESAs would be conducted within the timelines per ASTM's Phase I ESA standard and 40 CFR Part 312; therefore, new contamination (from existing contamination migrating or new releases occurring after this evaluation and prior to property acquisition) would be identified and addressed per **HMW-IAMF#1**. Preconstruction site characterization would inform the selection of appropriate building materials and engineering controls to be implemented during construction to isolate or remove hazards. Contamination discovered during construction would be managed per the CMP. Clear protocols for managing residual contamination and for O&M of engineering controls would further reduce risks of operation of the HSR on PEC sites over the life of the project. When hazards are mapped and recorded, appropriate procedures and management plans can be developed for routine maintenance, substantial renovations, and emergency response and to protect human health and the environment.

In addition, O&M would have limited potential for ground disturbance and risks would be correspondingly reduced when compared to construction. As a result, operation of Shared Passenger Track Alternative A near PEC sites, including those on the Cortese List, would not result in the disturbance or release of hazardous materials that could create a significant hazard to public health or the environment.

Shared Passenger Track Alternative B

Impacts for Shared Passenger Alternative B would be the same as those of Shared Passenger Track Alternative A. Instead of the development of an LMF at 26th Street (associated with Shared Passenger Track Alternative A), there would be an LMF at 15th Street under Shared Passenger Track Alternative B, which would involve the same type of O&M activities. O&M at the 15th Street LMF would be near additional PEC sites, but would have limited potential for ground disturbance that could potentially result in encounters with and exposure to hazardous materials. Shared Passenger Track Alternative B will incorporate the same IAMF used for Shared Passenger Track Alternative A (**HMW-IAMF#1**), which will minimize impacts.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives in the station area. O&M of the HSR station elements would not involve ground disturbance that could potentially result in encounters with and exposure to hazardous materials. The HSR station option will incorporate the same IAMF used for Shared Passenger Track Alternative A (**HMW-IAMF#1**), which will minimize impacts.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts would be the same as those of the Shared Passenger Track Alternatives within the station area. O&M of the HSR station elements would not involve ground disturbance that could potentially result in encounters with and exposure to hazardous materials. The HSR station option will incorporate the same IAMF used for Shared Passenger Track Alternative A (**HMW-IAMF#1**), which will minimize impacts.

CEQA Conclusion

Preconstruction investigation, remedial treatment, or other corrective measures implemented during construction or as part of the design targeted at reducing risk associated with existing contamination would minimize risk associated with PEC sites prior to and during the operational period. Adherence to **HMW-IAMF#1** would ensure compliance with applicable regulatory requirements and preparation of preconstruction Phase I ESAs, and establish clear protocols for managing residual contamination to reduce risks of operation of the HSR on PEC sites over the life of the project. Therefore, the impact under CEQA would be less than significant because operation of the project near PEC sites or Cortese List sites would not result in the release of hazardous materials that could create a significant hazard to the public or the environment. Therefore, CEQA does not require mitigation.

Draft EIR/EIS page 3.10-61, in Section 3.10.7.4, Early Action Projects, Table 3.10-7, Mitigation Measures Required for Early Action Projects, has been revised to include a reference to Impact HMW-4 and HMW-MM#2 for the Fullerton Metrolink (i.e., Interlocker) Station early action project. Only the revised table row is included below.

Table 3.10-7 Mitigation Measures Required for Early Action Projects

Early Action Project	Impacts	Mitigation Measures
Fullerton Metrolink Station (Appendix 3.10-A, Figures 19 and 20)	Impact HMW-4: Construction within or Near Sites of Potential Environmental Concern or Cortese List Sites ▪ Location within Orange County North Basin Superfund Site HMW-6: Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a during Construction ▪ Temporary use, transport, and storage of hazardous materials during construction within 0.25 mile of the Pioneer High School	HMW-MM#1 HMW-MM#2

Draft EIR/EIS page 3.10-63, in Section 3.10.8.2, Shared Passenger Track Alternatives, has been updated to reflect implementation of HMW-MM#2 in relation to schools in proximity to the Orange County North Basin Superfund site. The revisions below do not affect impact conclusions and impacts under Impact HMW-6 will remain less than significant.

- **Impact HMW-6:** Construction would involve the transport, storage, and use of hazardous materials or mixtures within 0.25 mile of schools, a health or safety hazard to students or employees in the event of a release of hazardous materials. Incorporation of **HMW-IAMF#4**, **HMW-IAMF#5**, **HMW-IAMF#6**, **HMW-IAMF#7**, and **HMW-IAMF#8** will address effects.

HMW-MM#1 and **HMW-MM#2** will limit the use of extremely hazardous materials within 0.25 mile of a school and require coordination with regulatory agencies, responsible parties, and engagement with interested public parties at specific design milestones.

Draft EIR/EIS pages 3.10-67 and 3.10-69, in Section 3.10.8.2, Shared Passenger Track Alternatives, Table 3.10-8, Comparison of Project Alternative Impacts on Hazardous Materials and Waste, was revised to reflect updates to Impact HMW-6. Only the revised table row is presented below.

Table 3.10-8 Comparison of Project Alternative Impacts on Hazardous Materials and Waste

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact HMW-6: Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School	Forty educational facilities are within the RSA. Hazardous materials would be used or stored within 0.25 mile of a school. Hazardous wastes such as ACM and LBP could also be generated during demolition of existing structures, roadways, or track modifications. Project features would include measures to address effects from asbestos and lead exposure through the development of a demolition plan with specific asbestos and lead abatement procedures prior to construction activities; procedures for the safe transport, containment, storage, and disposal of hazardous materials; and preparation of Phase I and II ESAs and a CMP.	Same as Shared Passenger Track Alternative A.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Adverse effect (all alternatives and HSR station options)	HMW-MM#1 and HMW-MM#2	No adverse effect	No adverse effect	No adverse effect	No adverse effect

Draft EIR/EIS pages 3.10-72 and 3.10-73, in Section 3.10.9, CEQA Significance Conclusions, Table 3.10-9, CEQA Significance Conclusions for Hazardous Materials and Wastes, was revised to reflect updates to Impact HMW-6. The following revisions did not change significance conclusions. Only revised table rows are presented below.

Table 3.10-9 CEQA Significance Conclusions for Hazardous Materials and Wastes

Impact	Impact Description and Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation	Source of Impact
Construction				
Impact HMW-6: Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School	Potentially significant for both project alternatives. Construction activities would require the handling of hazardous materials, including extremely hazardous materials, within 0.25 mile of schools. Improper handling of such materials could pose a health or safety hazard to students or employees in the event of an inadvertent release of hazardous materials.	HMW-MM#1, HMW-MM#2	Less than significant	All alternatives and options

16.5.11 Section 3.11: Safety and Security

Draft EIR/EIS pages 3.11-13 and 3.11-14, in Section 3.11.2.3, Regional and Local, Table 3.11-1, Regional and Local Plans and Policies, has been revised to correct the name of the Los Angeles County Code, clarify relevant dates of elements of the City of Los Angeles General Plan, and add a summary and the goals of the City of Los Angeles Vision Zero document. Only the revised rows of the table are provided below.

Table 3.11-1 Regional and Local Plans and Policies

Policy Title	Summary
Los Angeles County Code (2025)	The declared purposes of Chapter 2.68: Emergency Services of the *Los Angeles County Code of Ordinances* are to provide for the preparation and execution of plans for the protection of life and property within Los Angeles County in the event of an emergency; the establishment, coordination, and direction of the Los Angeles County OA and emergency organization; the establishment, coordination, and direction of the Los Angeles County Emergency Management Council; the establishment, coordination, and direction of the Los Angeles County Office of Emergency Management; and the coordination of the preparatory and emergency functions of the county with those of all other public agencies, organizations, and individuals.

Policy Title	Summary
City of Los Angeles General Plan (2024), Safety Element (2021), Mobility Element (2016)	The City of Los Angeles approved the *City of Los Angeles General Plan* in 2001 and last updated it in 2024. The Mobility Element was updated in September 2016, and the Safety Element was updated in November 2021. The general plan includes the following goals and policies applicable to safety and security: ▪ Safety Goal 1: A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to fire, water related hazard, seismic event, geologic conditions or release of hazardous materials disasters is minimized. ▪ Safety Goal 2: A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs. ▪ Safety Policy 3.1.1 Coordination. Coordinate with each other, with other jurisdictions and with appropriate private and public entities prior to a disaster and to the greatest extent feasible within the resources available, to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster. ▪ Mobility Policy 1.5: Reduce conflicts and improve safety at railroad crossings through design, planning, and operation.
City of Los Angeles Vision Zero (2015)	The City of Los Angeles prepared the *Vision Zero* document in August 2015. *Vision Zero* is an initiative that establishes the city's goal of eliminating traffic deaths in Los Angeles by 2025 and includes the following goals: ▪ Goal 1: Reduce citywide traffic deaths by 20 percent by 2017, prioritizing pedestrian deaths involving older adults and children. ▪ Goal 2: Eliminate traffic deaths citywide by 2025.

Sources: City of Anaheim 2022, 2025a; City of Bell 2022; City of Buena Park 2022; City of Commerce 2008; City of Fullerton 2020a, 2025; City of La Mirada 2003; City of Los Angeles 2015, 2018, 2024a, 2024b; City of Montebello 2024a; City of Norwalk 2023; City of Orange 2025; City of Pico Rivera 2014; City of Santa Fe Springs 2004, 2022a; City of Vernon 2023a, 2023b; County of Los Angeles 2003, 2020, 2023, 2025a, 2025b; County of Orange 2014, 2019, 2021, 2025; LOSSAN Rail Corridor Agency 2024; Orange County Airport Land Use Commission 2019; SCAG 2008, 2024

Draft EIR/EIS page 3.11-37, in Section 3.11.4.3, Methods for Impact Analysis, Table 3.11-3, Source and Description of Potential Safety and Security Impacts, has been revised to clarify the type of rail collisions that could occur from project operation. Only the revised row of the table is provided below.

Table 3.11-3 Source and Description of Potential Safety and Security Impacts

Source of Impacts	Description of Impacts
Operational impacts resulting from ongoing rail service and maintenance activities of the HSR system	▪ Train-to-train collisions ▪ Collisions with other trains operating within the shared corridor ▪ Train derailment ▪ Motor vehicle, pedestrian, and bicycle accidents associated with HSR operations, including at stations, parking structures and maintenance facilities ▪ HSR accidents associated with extreme weather conditions such as flooding and high winds ▪ HSR accidents associated with seismic events ▪ Onboard fire ▪ Tunnel fires ▪ Accident risks to airports, private airstrips, and heliports ▪ Hazards to the HSR from nearby facilities (e.g., nearby industrial facilities) ▪ Safety impacts on residences and schools ▪ Criminal or terrorist activity aboard trains, at stations, along the right-of-way and at facilities ▪ Increased/decreased response times for fire, rescue, and emergency services associated with the HSR alignment and road modifications/closures ▪ Emergency capabilities for response to mass casualty events or to HSR alignment types such as elevated and trench structures or tunnels ▪ Safety and security setback requirements from the HSR alignment and adjacent facilities and underneath elevated structures

Draft EIR/EIS page 3.11-38, in Section 3.11.4.3, Methods for Impact Analysis, has been revised to describe the Authority's methodology for assessing impacts on emergency response times.

Emergency Vehicle Response Time Evaluation Methodology

The Authority reviewed general plans, emergency plans, and other relevant local municipality planning documents. The locations of police stations and fire departments and their emergency response times in the RSA were compiled and reviewed to provide a baseline for evaluating impacts resulting from implementation of the Shared Passenger Track Alternatives.

Draft EIR/EIS page 3.11-82, in Section 3.11.6.3, Project Impacts, Impact SS-1: Increased Response Times for Fire, Rescue, and Emergency Services from Temporary Road Closures, Shared Passenger Track Alternative A, has been revised to correct a reference to a table.

Construction activities associated with Shared Passenger Track Alternative A would require temporary construction easements, which may require the temporary closure of parking areas and roadway travel lanes, construction adjacent to major roadways, and changes in traffic routes along closures. Temporary road closures could affect roadways in Los Angeles County and Orange County where there is moderate to high population density, potentially increasing law enforcement and emergency vehicle response times. Temporary construction roadway closures are identified in Table 3.2-20 in Section 3.2.

Temporary impacts from project construction are also described in the *Los Angeles to Anaheim Project Section Transportation Technical Report*, Section 6.7.1.2, Temporary Conditions (Existing Year 2015 Plus Construction) (Authority 2025a).

Project construction would entail improvements to existing overcrossing and undercrossing structures on the corridor, as well as construction of new aerial structures. Construction would also include

relocating or modifying passenger rail stations and the relocation/protection of utilities. Many of these activities would require short- or long-term roadway closures. Depending on closure duration and timing, delays may exceed 30 minutes per vehicle. However, as described in Table 3.2-20, detours would be provided onto parallel routes.

Draft EIR/EIS page 3.11-84, in Section 3.11.6.3, Project Impacts, Impact SS-1: Increased Response Times for Fire, Rescue, and Emergency Services from Temporary Road Closures, Shared Passenger Track Alternative B, has been revised to correct a reference to a table.

Shared Passenger Track Alternative B

With the LMF at 15th Street, increased response times for fire, rescue, and emergency services from temporary road closures would be similar to those described for Shared Passenger Track Alternative A. Shared Passenger Track Alternative B would have an additional roadway modification at the 15th Street LMF site, where a small portion of 16th Street would be closed permanently. All other roadway closures and detours described in Table 3.2-20 in Section 3.2 would apply to Shared Passenger Track Alternative B. The same IAMFs listed for Shared Passenger Track Alternative A, including **SS-IAMF#1**, **TR-IAMF#2**, **TR-IAMF#6**, and **TR-IAMF#8**, would apply to Shared Passenger Track Alternative B.

Draft EIR/EIS page 3.11-85, in Section 3.11.6.3, Project Impacts, Impact SS-2: Increased Response Times for Fire, Rescue, and Emergency Services from Permanent Road Closures and Permanent Roadway Changes, has been revised to clarify the effects of permanent roadway modifications, with additional detail added for the relocated Metrolink stations and the realignment of 26th Street in Vernon.

Impact SS-2: Increased Response Times for Fire, Rescue, and Emergency Services from Permanent Road Closures and Permanent Roadway Changes

Shared Passenger Track Alternative A

Project construction would permanently close some roads, as well as introduce new grade separations and other permanent roadway changes. Table 2-14 lists all permanent roadway modifications.

Five existing at-grade crossings would become new grade-separated crossings (Pioneer Boulevard, Norwalk Boulevard, Los Nietos Road, Cerritos Avenue, and State College Boulevard). Grade-separated crossings would reduce emergency vehicle travel times at intersections by eliminating existing delays resulting from at-grade crossing closures and would improve emergency response times.

In addition, several existing grade separations would be modified and portions of some roadways would be realigned. Modifications to existing grade separations would consist of changes in the vertical profile or addition of new piers and abutments in the roadway. The majority of proposed roadway realignments would consist of shifting segments of some roadways to avoid HSR project elements. These permanent modifications would maintain the existing roadway network and lane configurations, and would not affect emergency response times in these jurisdictions.

Some roads near Hobart Yard and a portion of a roadway near Commerce Yard would be permanently closed, because of the modifications to the yards. These affected roads are minor streets that currently provide access to the BNSF yards and adjacent businesses, but, after construction, these roads and parcels would become part of the modified yard areas; therefore, emergency response times would not be affected by these closures.

Two existing Metrolink stations would be relocated, as described in Section 2.6.3.5, Freight or Passenger Railroad Modifications. The relocated Buena Park Metrolink Station would add a new signalized intersection at Stage Road for the new access road to the station, but otherwise, the two relocated stations would not modify any existing roadways. Both relocated stations would be located along major arterials, which would allow for adequate emergency access and no impairment to response times at the relocated locations.

Response Times in Vernon

The existing 26th Street crosses under Interstate 710 to connect to Pennington Way, which is the eastern limit of Vernon. Under the HSR project, 26th Street would be realigned to end at a right turn onto Ayers Avenue. This would result in Bandini Boulevard being the only roadway in Vernon that crosses under Interstate 710, and access to the eastern limits of the city would only be via Bandini Boulevard. For existing trips where Bandini Boulevard is used as the route to access the eastern portion of Vernon, there would not be a change in travel times during project operation with implementation of the traffic mitigation measures identified in Section 3.2. Section 3.2 describes the level-of-service effects that would occur after the 26th Street realignment. The segment of Bandini Boulevard between Downey Road and Atlantic Boulevard and the intersections of Bandini Boulevard with Indiana Street and Atlantic Boulevard/Interstate 710 northbound ramps would experience adverse traffic effects. With implementation of mitigation measures **TRAN-MM#2, Restripe Intersections**; **TRAN-MM#3, Add Signal to Intersection to Improve Level of Service/Operation**; **TRAN-MM#4**, **Add Exclusive Turn Lanes to Intersections**; and **TRAN-MM#5, Add New Lanes to Roadway**, the traffic delays along the Bandini Boulevard segment and intersections would be reduced to below the impact thresholds for level-of-service effects.

For existing trips where 26th Street is used as the route to access the eastern portion of Vernon, there would a potential for increased travel times when the project is implemented and the route is switched to Bandini Boulevard. Although 26th Street would still be available as a route to access parcels west of Ayers Avenue, vehicles would need to use Bandini Boulevard to travel east of Ayers Avenue. Approximately 0.08 square mile of the city falls east of Ayers Avenue. The Authority qualitatively assessed (without the application of the specific mitigation measures above) if this roadway realignment would impair the delivery of emergency services or impair emergency access routes in a manner that compromises public safety.

For fire protection services, the 26th Street realignment would not affect vehicle circulation or response times. Fire services in Vernon are provided by the Los Angeles County Fire Department, and multiple Los Angeles County fire stations are in Vernon or close to the city. Specifically, the eastern portion of Vernon falls within the service boundaries of the fire station at Eastern Avenue/ Bandini Boulevard in Commerce. Another fire station is along Atlantic Avenue/Gage Avenue in Bell. Both of these stations could continue to serve the eastern side of Vernon without any changes in routing, as they are east and south of Vernon and would be unaffected by the realignment.

For police services, the 26th Street realignment would change vehicle circulation, but would not impair response times. Typically, police departments assign calls to units that are already in the field and are close to the incident, as opposed to dispatching units from a fixed point, such as a station. Because of infinite potential origin points, the potential increase in response time cannot be quantitatively assessed. However, the Authority considered a scenario that represented the longest path a police vehicle would need to take to serve the eastern portion of the city, starting from the Vernon police department (at the western limit of the city). In this scenario, there would be an approximately 2-minute increase in travel time from using Bandini Boulevard (12 minutes) compared to using 26th Street (10 minutes). Note that this scenario represents the maximum change in travel time that could occur for an ordinary motorist traveling from the western end of the city to the eastern end, but it does not necessarily mean that police response times would increase by 2 minutes throughout the city. As described in Table 3.11-5, Vernon's average response time is about 4 minutes, indicating that it assigns calls to units in the field, not from the police station. With the 26th Street realignment, the city would need to adjust the typical routes used to serve the eastern portion of the city; however, given the short distance that would need to be rerouted (the affected area is approximately 0.08 square mile), changes in response time would be minimal.

Draft EIR/EIS page 3.11-90, in Section 3.11.6.3, Project Impacts, Impact SS-5: Accidents Associated with Construction-Related Detours and Traffic Hazards, Shared Passenger Track Alternative A, was revised to correct a reference to a table.

Temporary road closures for project construction including the 26th Street LMF are provided in Table 3.2-20 and are also discussed under Impact SS-1.

Draft EIR/EIS page 3.11-99, in Section 3.11.6.3, Project Impacts, Impact SS-11: Permanent Interference with Emergency Response Access from Operational Activities, Shared Passenger Track Alternative A, has been revised to add clarifying text regarding the Authority's plans to coordinate with other agencies regarding safety and security plans.

In addition, Shared Passenger Track Alternative A includes safety and security IAMFs as design features to avoid or reduce risk of permanent interference with emergency response access and evacuations in the event of an emergency during operations. These include emergency operating procedures, an SSP plan, a SEPP, and a fire and life-safety program (**SS-IAMF#2**). The Authority will coordinate with local emergency service providers in developing and applying the System Safety Plan and SEPP to establish an efficient and coordinated response protocol, systems, and procedures across the multiple agencies that may be involved in responding to an emergency incident. Collectively, these efforts will avoid impacts on emergency access by providing coordinated procedures for emergency responder access to the HSR access-controlled right-of-way, elevated track, and below-grade track. The Authority would also coordinate with rail operators and right-of-way owners to ensure that HSR construction and operations are consistent with the Authority's safety and security plans.

Draft EIR/EIS pages 3.11-112 and 3.11-113, in Section 3.11.6.3, Project Impacts, Impact SS-16: Potential for Criminal and Terrorist Activity, have been revised to correct a typographical error, clarifying that a threat and vulnerability assessment would be performed as part of SS-IAMF#3 (not SS-IAMF#2). Clarifying text has also been added regarding the Authority's plans to coordinate with other agencies regarding safety and security plans.

Impact SS-16: Potential for Criminal and Terrorist Activity

Shared Passenger Track Alternative A

During operation, trains and stations could be potential targets for criminal activity, such as theft and violence. In addition, terrorists could target HSR tracks, trains, or stations with the intent to inflict mass casualties and disrupt transportation infrastructure. During final project design, the Authority will perform threat and vulnerability assessments to establish provisions for the deterrence and detection of, and protocols for the response to, criminal or terrorist acts involving HSR facilities and system operations.

The Authority will apply the recommendations from the threat and vulnerability assessment during operations. Therefore, the threat and vulnerability assessment would minimize the potential for criminal and terrorist activity (**SS-IAMF#3**). System security plans and an SEPP will be developed prior to operations (**SS-IAMF#2**). These plans address design features and standards and guidelines to maintain security at the station, LMF, within the track right-of-way, and on trains. The SEPP will address TSA and Department of Homeland Security requirements for operation of railroads, including those intended to prevent or minimize potential terrorist threats. The Authority will designate a primary and an alternate security coordinator and will provide TSA with names and contact information for 24-hour/7-days-per-week availability. The security coordinator will have a direct reporting relationship to the Authority chief executive officer regarding matters of rail operations security. The Authority would also coordinate with rail operators and right-of-way owners to ensure that HSR construction and operations are consistent with the Authority's safety and security plans.

The Authority has established a liaison with the TSA Mass Transit and Rail Department who reports directly to the project operations manager. This liaison has been established to meet all Department of Homeland Security and TSA requirements once the project is complete and to provide coordinated transfer of information concerning security concerns, threats, best practices, and security regulations that may affect rail security during development and implementation of the HSR system and during project operations (Authority 2013b).

Construction design standards and HSR operating systems and procedures include provisions to reduce the potential for and the impacts of terrorism incidents and criminal activity. Project design standards and guidelines require emergency walkways on both sides of the tracks for both elevated and at-grade sections. Adequate space would be present along at-grade sections of the alignment to allow emergency response access and evacuation in the event of a criminal or terrorist act. Ground

access would be available for elevated tracks where access to ground equipment is required. Additional ground access would be considered, consistent with fire and rescue procedures. Nonpublic areas of HSR facilities and stations would be access controlled, with only authorized persons permitted access to the HSR facilities. Individually and collectively, these systems would facilitate efficient evacuation of train passengers and employees in the event of a terrorism incident. They would also help deter criminal activity and prevent suicide attempts by deterring and increasing the difficulty for unauthorized persons entering nonpublic areas.

Shared Passenger Track Alternative B

With the LMF at 15th Street, impacts for Shared Passenger Track Alternative B would be the same as those described for Shared Passenger Track Alternative A in terms of criminal and terrorist activity. The routes, stations, and train operations would be the same for both Shared Passenger Track Alternatives, so the potential for exposure to criminal and terrorist activity during station and train operations would also be the same. The LMF locations would differ for the two Shared Passenger Track Alternatives. The threat and vulnerability assessment conducted under **SS-IAMF#3** for the project will include an assessment of the LMF location and LMF design with respect to criminal and terrorist activity threats. Differences in the location of the LMF would not lead to heightened exposure to criminal or terrorist activity for either alternative because the same design standards and operational standards applied for the LMF under Shared Passenger Track Alternative A would be applied for the LMF under Shared Passenger Track Alternative B. The same IAMF listed for Shared Passenger Track Alternative A (**SS-IAMF#2**) applies to Shared Passenger Track Alternative B.

High-Speed Rail Station Options

High-Speed Rail Station Option: Norwalk/Santa Fe Springs

With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, impacts related to criminal activities and terrorism would be similar to those described for the Shared Passenger Track Alternatives within the station area. Although there is already the potential for criminal and terrorist activity to occur at this site, because it is (and will continue to be) a passenger rail station, adding in HSR service would result in additional people accessing and passing through the station site. The greater numbers of people would increase the potential targets for criminal activity. The same IAMFs listed for Shared Passenger Track Alternative A (**SS-IAMF#2** and **SS-IAMF#3**) apply to the Norwalk/Santa Fe Springs HSR Station Option.

High-Speed Rail Station Option: Fullerton

With inclusion of the Fullerton HSR Station Option, impacts related to criminal activities and terrorism would be similar to those described for the Shared Passenger Track Alternatives within the station area. Although there is already the potential for criminal and terrorist activity to occur at this site, because it is (and will continue to be) a passenger rail station, adding in HSR service would result in additional people accessing and passing through the station site. The greater numbers of people would increase the potential targets for criminal activity. The same IAMFs listed for Shared Passenger Track Alternative A (**SS-IAMF#2** and **SS-IAMF#3**) apply to the Fullerton HSR Station Option.

CEQA Conclusion

The impact under CEQA on community safety related to potential criminal and terrorist activity during project operation would be less than significant. Pursuant to **SS-IAMF#3**, the Authority will perform threat and vulnerability assessments that will establish provisions for the deterrence and detection of, and protocols for the response to, criminal or terrorist acts involving HSR facilities and system operations. The contractor will apply control measures to reduce the potential risk for criminal and terrorist activity. In addition, system security plans and a SEPP will be developed prior to operations (**SS-IAMF#2**). The impact related to potential criminal and terrorist activity during operation would be less than significant under CEQA and therefore does not require mitigation.

Draft EIR/EIS page 3.11-120, in Section 3.11.8.2, Shared Passenger Track Alternatives, was revised to add information regarding the realignment of 26th Street to the summary of National Environmental Policy Act (NEPA) impacts.

- **Impact SS-2:** Project construction would not impair the implementation of or physically interfere with emergency response times from permanent road closures and modifications for the Shared Passenger Track Alternatives. Emergency access is expected to improve and result in a benefit because of five new full grade separations and one new partial grade separation. Overall, permanent modifications would maintain the existing roadway network throughout most of the corridor and would not affect emergency response times. The realignment of 26th Street would change access routes to a small portion of Vernon, but would not impair emergency services.

16.5.11.1 Citation/Reference-Related Revisions

The in-text citation "FRA 2024" has been replaced with "FRA 2026" in the following locations: Draft EIR/EIS page 3.11-39, in the Community Safety section; page 3.11-67 in the Railroad Accidents and Incidents section; page 3.11-68 in the source for Table 3.11-9, Number of Roadway-Railroad Crossing Incidents by City in the Project Section, 2018–2023; and page 3.11-70 in the source for Table 3.11-10, Number of At-Grade Crossing Incidents with Casualties or Property Damage by City in the Project Section, 2018–2023.

16.5.12 Section 3.12: Socioeconomics and Communities

Draft EIR/EIS pages 3.12-9, 3.12-10, 3.12-11, 3.12-13, 3.12-14, 3.12-16, 3.12-17, 3.12-20, and 3.12-21 in Section 3.12.2.3, Regional and Local, Table 3.12-1, Regional and Local Plans and Policies, were revised to remove a footnote referring to a possible update of the Boyle Heights Community Plan. Additionally, a policy from this plan was added. The table was also revised to correct the names and dates of certain municipal codes. Only the revised rows of the table are provided below.

Table 3.12-1 Regional and Local Plans and Policies

Policy Title	Summary
Los Angeles County	
Los Angeles County Code (2025)	Title 22, Planning and Zoning, of the Los Angeles County Code contains articles that pertain to construction and zoning within Los Angeles County.
City of Los Angeles	
Boyle Heights Community Plan (2024)	Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The plan supports transportation improvements identified through the Mobility Plan 2035. The proposed plan seeks to enhance access to all modes in the local circulation system, improving access on transit, roadways, bicycle, and pedestrian facilities. This is accomplished through applying new land use and zoning regulations to encourage mixing and scales of use as well as site design supportive of all modes. The proposed plan also implements Mobility Plan 2035 with a refined lens on the Boyle Heights CPA and is consistent with the objectives of the SCAG 2016–2040 RTP/SCS and SCAG 2020–2045 RTP/SCS. The plan includes the following relevant policy: ▪ LU 13.4 Ensure that continued investment in infrastructure and amenities along the Los Angeles River results in sustainable economic development with equitable outcomes for current residents of Boyle Heights.
City of Vernon	
The Code of the City of Vernon (2025)	The following titles within the Code of the City of Vernon, California contain articles relevant to socioeconomics and communities: Chapter 21, Storm Sewer System Ordinance; Chapter 22, Streets and Sidewalks; Chapter 24, Building and Construction; Chapter 26, Zoning; and Chapter 27, Community Development.

Policy Title	Summary
City of Commerce	
Commerce Municipal Code (2025)	The following titles of the Commerce Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles, Traffic, and Parking; Title 12, Streets and Sidewalks; Title 13, Public Utilities; Title 15, Buildings and Construction; and Title 19, Zoning.
City of Montebello	
Montebello Municipal Code (2025)	The following titles of the Montebello Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets and Sidewalks; Title 13, Public Utilities; Title 15, Buildings and Construction; and Title 17, Zoning.
City of Norwalk	
Norwalk Municipal Code (2025)	The following titles of the Norwalk Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets and Sidewalks; Title 13, Public Services; Title 15, Buildings and Construction; and Title 17, Zoning.
City of La Mirada	
La Mirada Municipal Code of Ordinances (2025)	The following titles of the La Mirada Municipal Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets and Sidewalks; Title 13, Water and Sewage; Title 14, Utilities; and Title 17, Buildings and Construction.
Orange County	
Codified Ordinances of the County of Orange (2025)	The following titles of the Codified Ordinances of the County of Orange contain articles relevant to socioeconomics and communities: Title 2, Public Facilities; Title 6, Highways, Bridges, Rights-of-Way, Vehicles; and Title 7, Land Use and Building Regulations.
City of Buena Park	
Buena Park City Code (2025)	The following titles of the Buena Park City Code contain articles relevant to socioeconomics and communities: Title 10, Vehicles and Traffic; Title 12, Streets, Sidewalks, and Public Property; Title 13, Utilities; Title 15, Buildings and Construction Safety; and Title 19, Zoning.

Policy Title	Summary
City of Anaheim	
Platinum Triangle Master Land Use Plan (2025)	The Platinum Triangle Master Land Use Plan establishes the following planning principles related to the project: ▪ 2.1.2 Stimulate Market-Driven Development: The Master Land Use Plan is intended to encourage and facilitate and encourage new development within the Platinum Triangle. The PTMU Overlay Zone is designed to guide, not inhibit, current market forces. Development that will lead to strong economic return is encouraged. The growth of housing in the Platinum Triangle will also stimulate high quality office development since few locations within the region allow for office development adjacent to housing and local services. ▪ 2.1.5 Reinforce Transit Oriented Development Opportunities: the Master Land Use Plan and PTMU Overlay Zone provide opportunities for Transit Oriented Development in close proximity to existing and future rail and bus transportation facilities. ▪ 2.1.6 Maintain and Enhance Connectivity: The linkage between The Anaheim Resort and the Platinum Triangle will be enhanced, connecting key activity centers including Angel Stadium of Anaheim, The Grove of Anaheim, the Honda Center, the Anaheim Convention Center and The Disneyland Resort. On a more local level, emerging neighborhoods will be connected by a newly expanded functional and convenient street network and pedestrian walkways. The system will allow high capacity event-based networks to work in conjunction with an everyday, pedestrian-friendly local circulation system.
City of Orange	
Orange Municipal Code (2025)	The following titles of the Orange Municipal Code contains articles relevant to socioeconomics and communities: Title 3, Revenue and Finance; Title 7, Environment; Title 10, Vehicles and Traffic; and Title 17, Zoning.

Sources: City of Anaheim 2025a, 2025b, 2025c; City of Bell 2022, 2024; City of Buena Park 2022, 2025; City of Commerce 2008, 2025; City of Fullerton 2004, 2015, 2025a, 2025b; City of La Mirada 2003, 2025; City of Los Angeles 2024a, 2024b, 2024c, 2025; City of Montebello 2024a, 2025; City of Norwalk 2023, 2025; City of Orange 2025a, 2025b; City of Pico Rivera 2014, 2025; City of Santa Fe Springs 2022, 2025; City of Vernon 2023, 2025; County of Los Angeles 2025a, 2025b; County of Orange 2025a, 2025b; SCAG 2024

Draft EIR/EIS page 3.12-45, in Section 3.12.5.1, Population Characteristics, Table 3.12-11, Number of Community Facilities by Facility Type, was revised to rectify a typographical error concerning the number of parks and recreational resources stated in this section. On review of Table 3.12-11 against Section 3.15, Parks, Recreation, and Open Space, the Authority noted that Table 3.12-11 understated the number of parks and recreational resources relative to the analysis in Section 3.15. To rectify this, the Authority revised the parks and recreational resources column and the table title, and added a table note. Meadow Park (planned) and River Park (planned) were also added in the parks and recreational resources count for Anaheim. Dates for the table sources have also been updated. No new analysis is necessary and no impact conclusions have changed.

Table 3.12-11 Number of Community Facilities by Facility Type

City	Police and Fire	Education[1]	Parks and Recreational Resources[2]	Museums and Libraries	Medical and Social Services	Place of Worship	Other Facilities[3]	Total
Los Angeles	9	26	4	6	10	13	19	90
Vernon	1	-	-	-	-	-	-	1
Commerce	1	4	1	1	3	3	3	17

City	Police and Fire	Education[1]	Parks and Recreational Resources[2]	Museums and Libraries	Medical and Social Services	Place of Worship	Other Facilities[3]	Total
Bell	-	-	-	-	-	-	-	0
Montebello	-	2	-	-	-	3	-	5
Pico Rivera	2	8	4	1	1	6	-	19
West Whittier–Los Nietos CDP	-	7	-	1	-	1	1	10
Santa Fe Springs	2	4	1	-	2	3	1	13
Norwalk	1	3	3	2	1	2	1	12
La Mirada	-	8	2	-	-	3	-	14
South Whittier CDP	-	-	-	-	-	2	-	4
Buena Park	1	8	3	-	3	6	-	19
Fullerton	4	17	18	1	3	20	4	59
Anaheim	1	11	7	1	1	10	2	32
Orange	-	-	-	-	1	2	2	5

Sources: ESRI 2018; City of Los Angeles 2024d; City of Vernon 2024; City of Commerce 2024; City of Montebello 2024b; City of Pico Rivera 2024; City of Norwalk 2024; City of Santa Fe Springs 2024; City of La Mirada 2024; City of Whittier 2024; City of Buena Park 2024; City of Fullerton 2024; City of Anaheim 2024; City of Orange 2024; County of Orange 2024; County of Los Angeles 2024

[1] Includes adult education facilities, charter schools, colleges, early childhood education facilities, private schools, and public schools

[2] Includes facilities in the parks and recreational resources RSA presented in Section 3.15. Some facilities may span multiple jurisdictions, but they are listed only once to avoid duplicative resource counts.

[3] Includes bus terminals, court houses, city halls, and post offices.

CDP = census-designated place; RSA = resource study area

Draft EIR/EIS page 3.12-80, in Section 3.12.6.3, Project Impacts, Impact SO-5: Job Creation During Construction, Shared Passenger Track Alternative A, was revised to update the number of induced jobs. The estimated number of jobs created during construction changed in association with the Authority's updates to the project section's estimated capital costs (reflecting the 2026 Business Plan).

Shared Passenger Track Alternative A

Construction of Shared Passenger Track Alternative A has the potential to stimulate short-term employment, and would create 56,900[5] additional direct, indirect, and induced job-years in Los Angeles and Orange Counties.[6] Of the total created annual job-years, 29,020 would be direct and 27,880 would be indirect or induced. Table 3.12-33 presents the employment effects for each year of construction. Given the number of unemployed workers in the RSA, as discussed in Section 3.12.5.3, Local Economy, there would be an ample supply of local residents to fill many of the new jobs, which would reduce the number of jobs needing to be filled by new residents and the resulting population, housing, and public service effects.

Table 3.12-33 Employment Impacts During Construction[1] (in Annual Job-Years[2]) of the Shared Passenger Track Alternatives

Employment[3]	2031	2032	2033	2034	2035	2036	2037	Total
Direct	760	920	4,510	4,510	6,160	6,160	6,000	29,020
Indirect and induced	730	880	4,340	4,340	5,910	5,910	5,770	27,880
Total	**1,490**	**1,800**	**8,850**	**8,850**	**12,070**	**12,070**	**11,770**	**56,900**

Source: BEA 2026
[1] Regional Input-Output Modeling System II multipliers for the two-county resource study area were used in the analysis of employment gains.
[2] In the Regional Input-Output Modeling System II model, one annual job-year is equivalent to one job held by one person over 1 year's duration. This metric can account for both full-time and part-time jobs.
[3] Employment effects are rounded up to the nearest 10 jobs, and totals may not add because of rounding. Job estimates were scaled to reflect an estimate for savings that could be reasonably accrued from standard value engineering review. The savings estimate is based on actual California High-Speed Rail Authority engineering design review of the Los Angeles to Anaheim Project Section. More detail on the type of refinements considered as value engineering is found in the Preliminary Engineering for Project Definition General Notes.

Draft EIR/EIS pages 3.12-94 and 3.12-95, in Section 3.12.6.3, Project Impacts, Impact SO-11: Job Creation During Operations, Shared Passenger Track Alternative A, was revised to update the number of induced jobs. The number of jobs anticipated to be created during project operations changed in association with the Authority's updates to the project section's estimated operating costs (reflecting the 2026 Business Plan).

Shared Passenger Track Alternative A

Ongoing project operation and maintenance would result in employment growth and add direct jobs, which would benefit Los Angeles and Orange Counties. In addition, indirect and induced jobs associated with improvements to accessibility provided by the project can result in long-term dynamic economic impacts, such as enhanced labor market accessibility, increased business travel and transactions, direct transport cost savings, improved business and worker productivity, and the support of tourism and other important service sectors requiring patron accessibility.

As discussed in more detail in Section 3.18, long-term employment is predicted to increase as a result of ongoing HSR operations and maintenance. When considered on an annual basis, 410 jobs would be added to the region by 2040. These estimated increases in jobs account for both the direct jobs resulting from HSR operations and maintenance as well as indirect and induced jobs. Table 3.12-39 presents the direct, indirect, and induced jobs that would be created by 2040 from HSR operations and maintenance.

Table 3.12-39 Direct, Indirect, and Induced Jobs in the Region by 2040[1,2]

County	Direct	Indirect and Induced	Total[3]
Los Angeles and Orange Counties	180	230	**410**

Source: BEA 2026
[1] Regional Input-Output Modeling System II (BEA 2017) multipliers for the two-county resource study area in this subsection were used in the analysis of employment gains.
[2] In the Regional Input-Output Modeling System II model, one annual job-year is equivalent to one job held by one person over 1 year's duration. This metric can account for both full-time and part-time jobs.
[3] Employment impacts are rounded up to the nearest 10 jobs. Totals may not sum because of rounding.
For further clarification please refer to Table 3.18-14 in Section 3.18.

The majority of jobs resulting from HSR operations and maintenance would be in the transit and ground passenger transportation sector, which includes jobs related to train operations, dispatching, maintenance of equipment, and maintenance of infrastructure.

In the long term, the HSR system would result in job creation from improvements in accessibility in areas surrounding stations. For example, improvements in accessibility can result in long-term economic effects, such as enhanced labor market accessibility, increased business travel and transactions, direct transport cost savings, improved business and worker productivity, and stimulate

economic growth via support of tourism and other important service sectors requiring patron accessibility. As the region moves toward building communities that are more compact and transit oriented, projects like Shared Passenger Track Alternative A that provide new transit infrastructure could spur investments into more housing stock in the vicinity of the corridor, although these decisions would be made at the discretion of the local governing jurisdiction (SCAG 2024).

The analysis of job creation from increased accessibility considered a future time horizon of 2040 in an attempt to fully capture employment increases that could be attributed to improved accessibility. Employment growth caused by increased accessibility is forecast to add 4,900 jobs in the region by 2040.

Projected employment growth and the creation of an estimated 410 direct, indirect, and induced annual job-years in Los Angeles and Orange Counties by 2040, and an additional 4,900 job-years in Los Angeles County as a result of increased accessibility by 2040, would provide benefits for the local economy. Given that the increase in jobs is small relative to the total employment in the two-county region, it is assumed that these jobs can be absorbed by local workers and would not cause impacts related to permanent population increases or the need for increased housing or services.

Draft EIR/EIS page 3.12-98, in Section 3.12.6.3, Project Impacts, Impact SO-13: Unplanned Growth, Shared Passenger Track Alternative A, was revised to update the discussion of employment growth. The estimated number of jobs created during operation changed in association with the Authority's updates to the project section's estimated capital costs (reflecting the 2026 Business Plan).

As discussed in Section 3.18, project operation would result in a 0.15 percent (direct and indirect) employment growth effect compared to the forecasted growth under the No Project Alternative. Unplanned population growth may also occur. There is also a possibility that the project could induce population growth in exurban counties by offering a faster and more efficient means for commuters to travel from exurban communities to jobs in urban centers in Los Angeles and Orange Counties.

Draft EIR/EIS page 3.12-104, in Section 3.12.8.2, Shared Passenger Track Alternatives, was revised to update the discussion of induced jobs. The Authority updated the project section's costs (both capital and operations/maintenance) to reflect the 2026 Business Plan. These cost updates require the following revisions.

- **Impact SO-5:** Short-term employment during construction and creation of an estimated 56,900 additional direct, indirect, and induced annual job-years in Los Angeles and Orange Counties. With inclusion of the Norwalk/Santa Fe Springs HSR Station Option, construction would create an estimated 840 additional direct, indirect, and induced annual job-years. With inclusion of the Fullerton HSR Station Option, construction would create an estimated 1,740 additional direct, indirect, and induced annual job-years.
- **Impact SO-11:** Ongoing operation and maintenance of the Shared Passenger Track Alternatives would add roughly 410 jobs to Los Angeles and Orange Counties by 2040. Over 4,900 additional jobs could be added by 2040 as a result of long-term economic effects associated with increased accessibility in areas surrounding HSR stations.

Draft EIR/EIS page 3.12-108, in Section 3.12.8.2, Shared Passenger Track Alternatives, Table 3.12-41, Comparison of Project Alternatives Impacts on Socioeconomics and Communities, was revised to update the discussion of induced jobs. The Authority updated the project section's costs (both capital and operations/maintenance) to reflect the 2026 Business Plan. These cost updates require the following revisions. Only affected rows and columns of the table area presented below.

Table 3.12-41 Comparison of Project Alternatives Impacts on Socioeconomics and Communities

Impacts	Shared Passenger Track Alternative A
Impact SO-5: Job Creation	Project construction would lead to a temporary increase in employment for construction and jobs that support construction activities and workers. Construction would create 56,900 total annual job-years, with 29,020 direct and 27,880 indirect/induced annual job-years. Given the number of unemployed

Impacts	Shared Passenger Track Alternative A
During Construction	workers in the RSA, there would be an ample supply of local residents to fill many of the new jobs, which would reduce the number of jobs needing to be filled by new residents and the resulting population, housing, and public service effects.
Impact SO-11: Job Creation During Operations	Project operations and maintenance have the potential to result in an increase in employment for the upkeep and repair of tracks, stations, and light maintenance facilities and for materials needed for operations and maintenance. In the long term, the HSR system would result in job creation from improvements in accessibility in areas surrounding stations. When considered on an annual basis, 410 jobs would be added to the region by 2040. Employment growth constitutes a minor increase to projected growth.

16.5.13 Section 3.13: Station Planning, Land Use, and Development

Draft EIR/EIS pages 3.13-6, 3.13-8 through 3.13-11, 3.13-16 through 3.13-20, and 3.13-22, in Section 3.13.2.3, Regional and Local, Table 3.13-1, Regional and Local Plans and Policies, has been revised to update two policies. The footnote reference to a possible update of the Boyle Heights Community Plan (2024) was removed. Boyle Heights Community Plan Policy LU 13.4 was added. Additionally, the publication date for the Platinum Triangle Master Land Use Plan was updated to reflect the currently published version, and the names and dates of certain municipal codes were corrected. Only the revised rows of the table are provided below.

Table 3.13-1 Regional and Local Plans and Policies

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Los Angeles County		
Los Angeles County Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 22 of the Los Angeles County Code pertains to zoning issues; its purposes are to implement the goals, objectives, and policies of the county general plan; assure compatibility between land uses; and encourage development that protects and promotes the public health, safety, and general welfare of the unincorporated areas of the county.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
City of Los Angeles		
Boyle Heights Community Plan (2024)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Boyle Heights is a neighborhood within the city of Los Angeles. The community plan includes the following goals and policies relevant to station planning, land use, and development: ▪ LU 6.1 Promote developments around transit stations that add value to the community by providing a mix of multi-unit housing, neighborhood-serving commercial uses, and community amenities. ▪ LU 6.3 Maximize the benefits of transit by concentrating higher residential and employment densities within several blocks of each of the community's major transit stations. ▪ LU 13.4 Ensure that continued investment in infrastructure and amenities along the Los Angeles River results in sustainable economic development with equitable outcomes for current residents of Boyle Heights ▪ MC 1.4 Enhance connectivity around major transit stations and intersections by pursuing opportunities to provide efficient and intuitive pathways through large blocks that follow desired pedestrian routes. ▪ PO 3.4 Provide convenient and visually interesting paths of travel for pedestrians from nearby neighborhoods and transit stations to destinations along the River. Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The plan supports transportation improvements identified through the Mobility Plan 2035. The proposed plan seeks to enhance access to all modes in the local circulation system, improving access on transit, roadways, bicycle, and pedestrian facilities. This is accomplished through applying new land use and zoning regulations to encourage mixing and scales of use as well as site design supportive of all modes. The proposed plan also implements Mobility Plan 2035 with a refined lens on the Boyle Heights Community Plan and is consistent with the objectives of the SCAG 2016–2040 RTP/SCS and SCAG 2020–2045 RTP/SCS.
City of Vernon		
The Code of the City of Vernon, California (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Chapter 26 Zoning Ordinance: to designate, regulate, and restrict the use, location, and size of buildings, ancillary structures, and land for industrial uses and other permitted purposes and establish performance and development standards in order to protect the public health, safety, and welfare.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
City of Commerce		
Commerce Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 19 of the City of Commerce Municipal Code pertains to zoning, for the purpose of protecting public health, safety, comfort, and welfare and to ensure that the growth and development of the city is orderly and provides maximum benefit to its residents by establishing land use districts and regulations which prevent the misuse or abuse of the land. Title 19 is further intended to protect individuals from the adverse impacts of neighboring incompatible land uses. Title 19 specifies the areas where specific land uses may be located and sets standards for their development to ensure the safe and efficient functioning of all uses.
City of Montebello		
Montebello Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 17 of the City of Montebello Municipal Code pertains to zoning. The purpose of the regulations contained in this title that classify, designate, regulate and restrict the use of buildings, land and structures, is to permit the most compatible use of land within the city, consistent with the needs of residential, commercial and industrial developments, and the promotion of the public health, safety, welfare and general prosperity of the city and its residents.
City of Norwalk		
Norwalk Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B HSR station option: Norwalk/Santa Fe Springs	Title 17 of the Norwalk Municipal Code pertains to zoning. This code consists of all the regulatory and penal ordinances and certain of the administrative ordinances of the city.
City of La Mirada		
La Mirada Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 21: ▪ To guide, control, and regulate the future growth of the city by encouraging orderly and beneficial new development and protecting the character and economic stability of existing development; ▪ To assure the provision of adequate light, air, privacy and convenience of access to property, and to secure the safety of persons and property against fire, flood, erosion and other dangers; ▪ To regulate the location of buildings, and the uses of buildings and land, so as to prevent undue interference with existing or prospective traffic movements on public thoroughfares.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
Orange County		
Codified Ordinances of the County of Orange (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 7, Division 9, Article 2, Subarticle 1, Sec. 7-9-19.2 ▪ A) To enhance and implement the General Plan and Local Coastal Program. ▪ E) To establish conditions which shall allow all of these land uses to exist in harmony within the community. ▪ G) To lessen congestion on streets and to promote a safe, efficient traffic circulation system. ▪ K) To promote the stability of existing land uses and to protect them from incompatible and harmful intrusion.
City of Buena Park		
Buena Park City Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 19 of the Buena Park City Code pertains to zoning. The purpose of Title 19 is to implement the General Plan of the City of Buena Park and to ensure that the growth and development of the City is attractive, efficient and humane; and that the health, safety, prosperity, enjoyment, and general welfare of those who reside, work, or visit in the City is served to the optimum degree.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
City of Fullerton		
The Fullerton Plan, Built Environment Element, Economy Element (2020)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B, HSR station option: Fullerton	The City of Fullerton adopted *The Fullerton Plan* in 2012 and updated it in 2025. The general plan includes the following goals and policies relevant to station planning, land use, and development: ▪ P1.1 Regional Coordination Support regional and subregional efforts to create a strong sense of place and support the efficient use of land. ▪ P1.7 Development that Supports Mobility Support projects, programs, policies and regulations to promote a development pattern that encourages a network of multi-modal transportation options. ▪ P1.11: Support programs, policies and regulations to consider the immediate and surrounding contexts of projects to promote positive design relationships and use compatibility with adjacent built environments and land uses, including the public realm. ▪ P.5.1: Support regional and subregional efforts to implement programs that coordinate the multimodal transportation needs and requirements across jurisdictions, including but not limited to the Master Plan of Arterial Highways, the Commuter Bikeways Strategic Plan, the Signal Synchronization Master Plan, the Orange County Congestion Management Plan, and the Growth Management Plan. ▪ P5.2: Support regional and subregional efforts to increase alternatives to and infrastructure supporting reduction of single occupant vehicle trips. ▪ P5.5 Fullerton Transportation Center Support projects, programs, policies and regulations to advance the Fullerton Transportation Center as an important economic asset that provides efficient regional travel and mode choice options for business, commerce and the general public. ▪ P5.8: Support programs, policies and regulations to plan for and implement an efficient transportation network that maximizes capacity for person-trips, not just vehicle-trips. ▪ P5.11 Integrated Land Use and Transportation Support projects, programs, policies and regulations to integrate land use and transportation planning and implementation. ▪ P5.13 Development-Oriented Transit Support projects, programs, policies and regulations to encourage transit improvements that incentivize investment and link neighborhoods, while fitting the scale and traffic patterns of the surrounding area. ▪ P9.1: Support projects, programs and policies with regional organizations involved in economic development to strengthen strategic alliances, ensure the efficient use of City resources and to encourage mutually supportive efforts.
Fullerton Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 15 of the *Fullerton Municipal Code* pertains to zoning. The purpose is to adopt an official land use plan for the city of Fullerton and to serve the public health, safety and general welfare and to provide the economic and social advantages resulting from any orderly planned use of land resources.

Policy Title	Applicable Alternative(s) and Station Option(s)	Summary
City of Anaheim		
Platinum Triangle Master Land Use Plan (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	The PTMU provides planning principles for the 820-acre Platinum Triangle, which is surrounded by Angel Stadium of Anaheim, the Grove of Anaheim, and the Honda Center. The following goal is applicable to station planning, land use, and development: ▪ Planning Principle 2.1.5: Reinforce Transit Oriented Development Opportunities. The Master Land Use Plan and PTMU Overlay Zone provide opportunities for Transit Oriented Development in close proximity to existing and future rail and bus transportation facilities.
City of Orange		
Orange Municipal Code (2025)	Shared Passenger Track Alternative A, Shared Passenger Track Alternative B	Title 17 Zoning: the city of Orange is divided into land use districts, or zones, pursuant to the Planning Act of the State of California. The districts are established to serve the public health, safety, and general welfare; to provide the social and economic advantages that result from an orderly, planned use of land resources; and to guide, control, and regulate the future growth and development of the city.

Sources: City of Anaheim 2025a, 2025b, 2025c; City of Bell 2022, 2024; City of Buena Park 2022, 2025; City of Commerce 2008, 2025; City of Fullerton 2004, 2013, 2014, 2015, 2016, 2020, 2025a, 2025b; City of La Mirada 2003, 2025; City of Los Angeles 1996, 2024a, 2024b, 2024c, 2025; City of Montebello 2024, 2025; City of Norwalk 2023, 2025; City of Orange 2025a, 2025b; City of Pico Rivera 2014, 2025; City of Santa Fe Springs 2022, 2025; City of Vernon 2023, 2025; County of Los Angeles 2022, 2025a, 2025b; County of Orange 2025a, 2025b; Orange County Airport Land Use Commission 2019; SCAG 2024c

Draft EIR/EIS page 3.13-25, in Section 3.13.4.1, Definition of Resource Study Areas, Figure 3.13-1, Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 1 of 7, was revised where the roadway configuration around the radio site has changed.

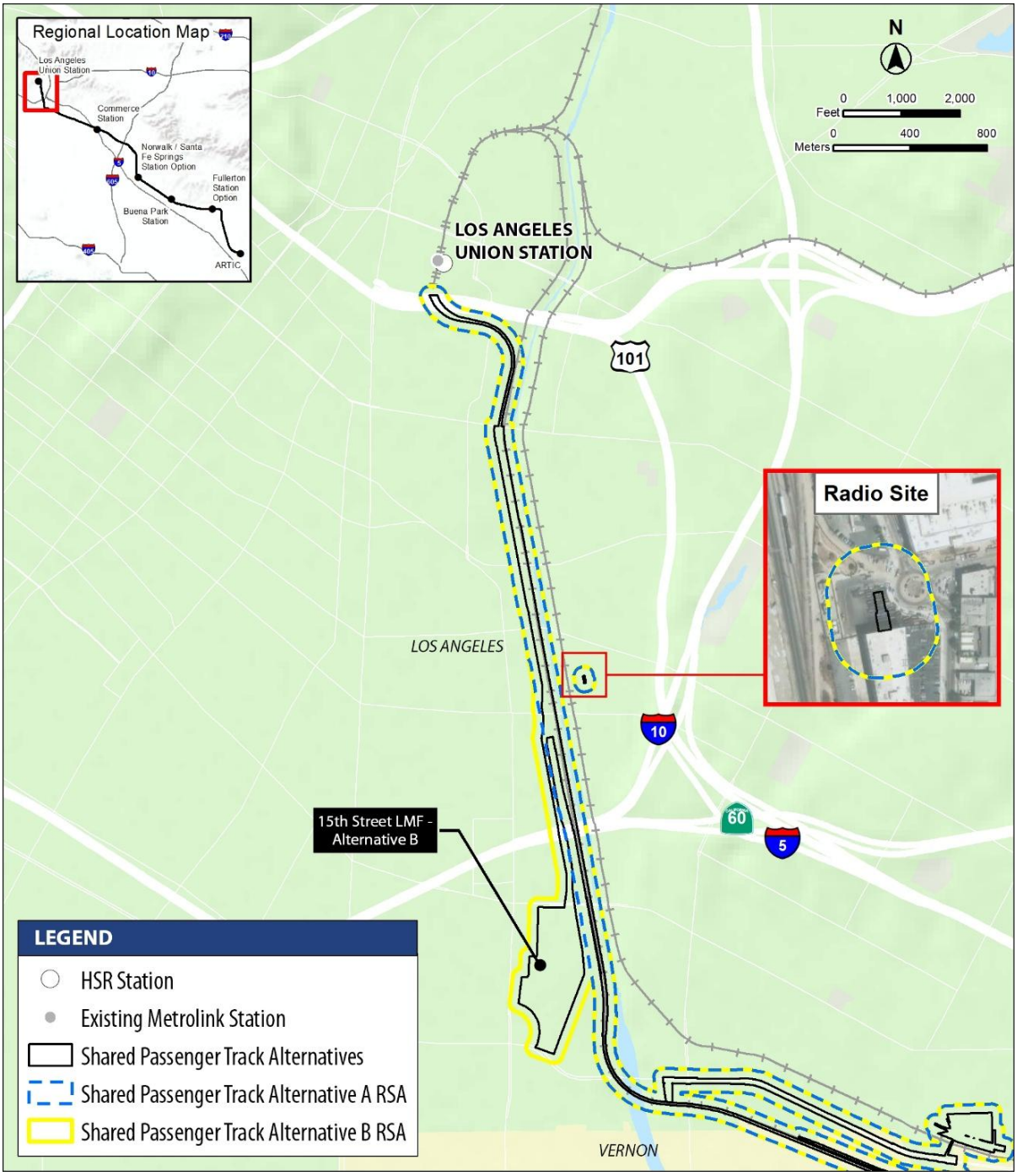


Figure 3.13-1 Station Planning, Land Use, and Development Resource Study Area for Direct Impacts, Sheet 1 of 7

Draft EIR/EIS page 3.13-32, in Section 3.13.4.2, Impact Avoidance and Minimization Features, was revised to clarify the applicability of LU-IAMF#1 and LU-IAMF#2 to both HSR stations and modified/relocated passenger stations.

- **LU-IAMF#1, Passenger Rail Station Area Development: General Principles and Guidelines**, increases benefits and reduces land use impacts at HSR stations by implementing the Authority's station area development principles and guidelines; it will concentrate activity conveniently to

station area development principles and guidelines; it will concentrate activity conveniently to stations and increase the use of the HSR system, generating additional HSR ridership and revenue to benefit the entire state. At modified/relocated passenger rail stations, relevant portions of the Authority's station area development principles and guidelines will be applied, specifically related to ensuring connectivity. Prior to O&M, the Authority-designated contractor will prepare a memorandum for each station (proposed HSR stations and modified/relocated existing passenger rail stations) describing how the Authority's station area development principles and guidelines could be applied to achieve the anticipated benefits of station area development.

- **LU-IAMF#2, Station Area Planning and Local Agency Coordination**, increases benefits and reduces land use impacts by coordinating with local agencies to prepare the station area for HSR operations to plan for and encourage multimodal hubs, promote value capture at and around stations, and advance TOD strategies to support station areas that are mixed-use, pedestrian accessible, and have HSR-supportive development. Prior to O&M, the Authority-designated contractor will prepare a memorandum for each station (proposed HSR stations and modified/relocated existing passenger rail stations) describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.

On Draft EIR/EIS page 3.13-41, in Section 3.13.5.2, Zoning and Planned Uses, the first paragraph under "Los Angeles" was revised to clarify the land use designation of the Los Angeles River.

Existing zoning in the city of Los Angeles is provided in Table 3.13-C2 in Appendix 3.13-C and Figure 3.13-A2, sheets 1, 2, and 3, of Appendix 3.13-A. Within the direct RSA south of Los Angeles Union Station, between U.S. Highway 101 and Sixth Street, existing zoning allows for industrial, open space and recreation, commercial, and facilities. The Los Angeles River, abutting the direct RSA on the east, has a General Plan Land Use designation of Open Space.

Draft EIR/EIS page 3.13-46, in Section 3.13.5.2, Zoning and Planned Uses, was revised to correct a spelling error of Douglass Road.

It is also envisioned that larger retail service land uses such as grocery stores, drug stores, larger restaurants, and entertainment uses will be established along the high-traffic-volume arterial roadways of Katella Avenue and Gene Autry Way for visibility, as well as providing gateways to Market Street or along Gene Autry Way as it connects to Angel Stadium of Anaheim, south of the project footprint, with connection to ARTIC through S Douglass Road.

Draft EIR/EIS page 3.13-46, in Section 3.13.5.2, Zoning and Planned Uses, was revised to account for updates to the OCVIBE Project's implementation.

Planned development projects include several residential developments, such as one mixed-use development with 947 residential units on S State College Boulevard and a four-story development on W Lincoln Avenue. OCVIBE (also known as OCV!BE) will create a 95-acre master planned campus around Honda Center with shopping, dining, sports, entertainment, open space, apartments, offices, and additional uses with portions of that project under construction in 2025. OCVIBE, proposed and privately financed by the owners of the Anaheim Ducks and operators of Honda Center, was approved by the Anaheim City Council in September 2022, with a second required vote and final approval in October 2022. An updated development plan was approved by the Anaheim City Council in October 2024. As of July 2025, construction of roadway infrastructure has been completed for OCVIBE's River Road Phase I and Stanley Cup Way. OCVIBE construction is ongoing. The Stadium Towers Project on E Katella Avenue proposes construction of an 11-story, 179-foot-high structure with 332,958 square feet of office space. Above-grade parking and at-grade parking will accommodate 999 vehicles. OCVIBE also proposes improvements to and expansion of the existing ARTIC station, specifically public improvements to properties south of Katella Avenue. OCVIBE would introduce four parking structures with 8,000 parking spaces for visitors. Other additions include hotels, a concert hall, a public park, and commercial opportunities. These changes to the ARTIC site may affect proposed HSR station area investments.

Draft EIR/EIS page 3.13-57, in Section 3.13.6.3, Project Impacts, Impact LU-4: Permanent Alteration of Land Use Patterns from Land Use Conversion, was revised to reflect changes to acquisitions (associated with removal of a parcel) anticipated in Buena Park. Refer to Section 16.1.1, Design Refinements, for more information on this parcel.

Table 3.13-5 Maximum Amount of Land Permanently Converted by Alternative and High-Speed Rail Station Options (acres)[1,2]

Existing Land Use Category	Alternative or HSR Station Option (Acres)			
	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	HSR Station Option: Norwalk/Santa Fe Springs	HSR Station Option: Fullerton
Commercial, services, and offices	23.53	23.85	0	0.32
Facilities	7.80	7.80	0	0
Industrial and mixed commercial	201.26	239.62	0	3.87
Multifamily residential	0.07	0.07	0	0
Open space and recreation	3.58	3.58	0	0
Single-family residential	3.78	3.78	0	0
Grand total	240.08	278.75	0	4.19

Sources: SCAG 2024a, 2024b; ESRI 2024
[1] Values are rounded to the nearest hundredth.
[2] Permanent acquisition of land would occur along the track alignment resource study area. Permanent acquisition value does not include land that is designated for transportation, communications, and utilities land that would be acquired. The corresponding zoning of this transportation-related land is also excluded from the zoning acreage value.
HSR = high-speed rail

Draft EIR/EIS page 3.13-59, in Section 3.13.6.3, Project Impacts, Impact LU-4: Permanent Alteration of Land Use Patterns from Land Use Conversion, was revised to reflect that passenger stations are a conditionally permitted use under Buena Park's light industrial zoning designation and to reflect changes to acquisitions anticipated in Buena Park. Refer to Section 16.1.1 for more information on this change.

In Buena Park, 13.51 acres would need to be acquired and converted to transportation uses for the relocation of the Buena Park Metrolink Station. These lands are primarily designated for single-family residential, multifamily residential, and industrial and mixed commercial. Adjacent land is designated as single-family residential, multifamily residential industrial, mixed commercial, and transportation—railroad. A passenger station is a conditionally permitted use under Buena Park's light industrial zoning designation (City of Buena Park 2025). The mix of surrounding land uses would be similar to those surrounding the existing station. Therefore, the permanent acquisition of land associated with the relocation of the Buena Park Metrolink Station would not permanently alter land use patterns.

Draft EIR/EIS page 3.13-65, in Section 3.13.6.3, Project Impacts, Impact LU-6: Land Use Impacts of Parking and Traffic Access Demands at Station Sites, High-Speed Rail Station Option: Fullerton, has been revised to reflect that the new Fullerton HSR parking structure would provide 570 stalls and not 1,114 stalls.

An HSR station building and parking would also be added just south of Walnut Avenue between Highland and Richman Avenues, outside of the existing railroad right-of-way. The new parking structure would accommodate a total of up to 570 HSR parking spaces. In addition, the existing parking structure on the northern side of the corridor has 1,321 spaces. This would be sufficient parking at the Fullerton HSR Station Option to accommodate projected parking demand, avoiding further changes to land use patterns.

Draft EIR/EIS page 3.13-70, in Section 3.13.8.2, Shared Passenger Track Alternatives, Table 3.13-6, Comparison of Project Alternative Impacts on Station Planning, Land Use, and Development, has been revised to reflect that the new Fullerton HSR parking structure would provide 570 stalls and not 1,114 stalls. Table 3.13-6 was also revised for Impact LU-4: Permanent Alteration of Land Use Patterns from Land Use Conversion, to reflect changes to acquisitions (associated with removal of a parcel) anticipated in Buena Park. Refer to Section 16.1.1 for more information on this parcel. Only the revised rows of Table 3.13-6 are provided below.

Table 3.13-6 Comparison of Project Alternative Impacts on Station Planning, Land Use, and Development

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
			Norwalk/Santa Fe Springs	Fullerton
Impact LU-4: Permanent Alteration of Land Use Patterns from Land Use Conversion	Shared Passenger Track Alternative A would entail permanent conversion of 240.08 acres of existing nontransportation land uses to transportation-related use. The project would not result in permanent impacts that would alter existing and planned land uses and would not convert land use to transportation uses adjacent to incompatible uses.	Similar to Shared Passenger Track Alternative A. Shared Passenger Track Alternative B would entail permanent conversion of 278.75 acres of existing nontransportation land uses to transportation-related use. The project would not result in permanent impacts that would alter existing and planned land uses and would not convert land use to transportation uses adjacent to incompatible uses.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Same impacts as the Shared Passenger Track Alternatives within the station area. Inclusion of the Fullerton HSR Station Option would entail an additional 4.19 acres of land conversion to transportation use.
Impact LU-6: Land Use Impacts of Parking and Traffic Access Demands at Station Sites	The proposed relocations of the Commerce and Buena Park Metrolink Stations, and modifications to the Norwalk/Santa Fe Springs Metrolink Station, Fullerton Metrolink/Amtrak Station, and HSR facilities at ARTIC would not result in land use impacts from changes in parking and traffic access.	Same as Shared Passenger Track Alternative A.	Similar impacts as the Shared Passenger Track Alternatives within the station area. The Norwalk/Santa Fe Springs HSR Station Option would provide 640 more parking spaces compared to what the Shared Passenger Track Alternatives would provide, for a total of 1,248 parking spaces. A new access road would be provided from Imperial Highway, along the eastern side of the site. Therefore, altered land use patterns and incompatibility would not occur.	Similar impacts as the Shared Passenger Track Alternatives within the station area. Parking would be added just south of Walnut Avenue between Highland and Richman Avenues, outside of the existing railroad right-of-way. The new parking structure would accommodate a total of up 570 HSR parking spaces. Therefore, altered land use patterns and incompatibility would not occur.

16.5.13.1 Citation/Reference-Related Revisions

The in-text citation "Los Angeles County Assessor 2022" has been replaced with "SCAG 2024a" in the following locations: page 3.13-35 in the source for Table 3.13-3, Total Acres of Existing Land in the Direct Resource Study Area, and page 3.13-51 in the source for Table 3.13-4, Temporary Use of Land Outside the Right-of-Way for Alternatives and High-Speed Rail Station Facility Options.

The in-text citation "SCAG 2023" has been replaced with "SCAG 2024b" in the following locations: page 3.13-35 in the source for Table 3.13-3, Total Acres of Existing Land in the Direct Resource Study Area, and page 3.13-51 in the source for Table 3.13-4, Temporary Use of Land Outside the Right-of-Way for Alternatives and High-Speed Rail Station Facility Options.

16.5.14 Section 3.14: Agricultural Farmland and Forest Land

There were no changes made to Section 3.14 of the Draft EIR/EIS.

16.5.15 Section 3.15: Parks, Recreation, and Open Space

Draft EIR/EIS pages 3.15-5, 3.15-11, and 3.15-14 in Section 3.15.2.3, Regional and Local, Table 3.15-1, Regional and Local Plans and Policies, were revised to correct the names and dates of certain municipal codes. Only revised rows of the table and revisions to table sources are presented below.

Table 3.15-1 Regional and Local Plans and Policies

Policy Title	Summary
Los Angeles County	
Los Angeles County Code (2025)	The *Los Angeles County Code* includes the following regulations: ▪ Section 17.04.260: Permission to be within the limits of any park or park waters, as defined by this Chapter, or to use any facilities, is conditioned on the park users complying with all applicable provisions of this Chapter or any other applicable laws, ordinances, rules, and regulations. A violation of any provision of this Chapter or of any other applicable law, ordinance, rule, or regulation authorized by this Chapter, or of any other applicable law, ordinance, rule, or regulation will result in the person in violation of being a trespasser, whether in incorporated or unincorporated territory, and a peace and/or code enforcement officer, Sheriff or Director, or their respective designees ("Enforcement Official"), may remove or exclude the person from a park accordance with this Section in addition to any other remedy or penalty. ▪ Section 17.04.300 Violation – Penalty: Any person who, within the incorporated or unincorporated territory of the County on park property owned, controlled, or managed by the County, violates any provisions of this chapter, the conditions of any permit issued pursuant thereto, or any rule or regulation relating to parks and recreation areas, is guilty of an infraction.

Policy Title	Summary
City of Norwalk	
Norwalk Municipal Code (2025)	The City of Norwalk adopted the most recent version of the *Norwalk Municipal Code* in 2023. The code includes the following provisions: ▪ Section 12.40.040, Recreation and Parks, Compliance with chapter provisions—Ejection of violators. – A. Permission to be within the limits of or to use any park is conditioned on compliance with all applicable provisions of this chapter and any other applicable laws, ordinances, rules and regulations. A violation of any provision of this chapter, or of any order, rule or regulation authorized by this chapter, or of any other applicable law, ordinance, rule or regulation, shall result in the violator being deemed a trespasser ab initio, and the Los Angeles County Sheriff's Department or the Director may eject any such person from a park. – B. Any person occupying a park or portion without a written reservation permit issued by the Director for its exclusive use, and refusing to surrender such park or portion to any person bearing such a permit, shall similarly be deemed to be a trespasser ab initio, subject to ejection by the Los Angeles County Sheriff's Department or the Director. (Ord. 21-1722 § 2; (prior code § 5-22.4).

Sources: City of Anaheim 2020, 2025; City of Bell 2016, 2022; City of Buena Park 2022; City of Commerce 2008; City of Fullerton 2025; City of La Mirada 2003; City of Los Angeles 2007, 2011, 2024a, 2024b, 2024c; City of Montebello 2024a, 2024b; City of Norwalk 2023a, 2023b, 2025; City of Orange 2001, 2025; City of Pico Rivera 2014; City of Santa Fe Springs 2022; City of Vernon 2017, 2023; County of Los Angeles 2006, 2012, 2025a, 2025b; County of Los Angeles and Los Angeles County Public Works 2022; County of Orange 2025; OCTA 2009; SCAG 2008, 2024

Draft EIR/EIS pages 3.15-26 and 3.15-29, in Section 3.15.5, Affected Environment, Table 3.15-5, Recreational Resources, were revised to reflect Orange County's design refinements for the planned Coyote Creek Main Branch Bikeway Extension.[2] Orange County now plans that the bikeway extension would be on an elevated structure crossing over the railroad corridor and Stage Road, rather than crossing under the tracks, as described in the Draft EIR/EIS. This design refinement for the Coyote Creek Main Branch Bikeway Extension has been made globally in this Final EIR/EIS. Table 3.15-5 was also updated to (1) reflect the addition of Meadow Park (a planned park), (2) reflect the addition of River Park (a planned park), and (3) note that Union Pacific Trail Phase II is no longer under construction and was opened to the public on December 13, 2025. This occurred subsequent to publication of the Draft EIR/EIS on December 5, 2025. Only the revised rows of the table are provided below, along with revised sources for the table.

In addition, Draft EIR/EIS pages 3.15-37 through 3.15-39, in Section 3.15.5, Affected Environment, Figure 3.15-1, Recreational Resources, Sheets 5 through 7, were revised to update the project section's footprint in Buena Park, add Meadow Park (Planned), and add River Park (Planned). Refer to Section 16.1.1 for more information regarding the design refinements in Buena Park.

[2] More recent Orange County Transportation Authority documents do not specify this bikeway as the Coyote Creek Main Branch Bikeway and identify the entire bikeway as the Coyote Creek Bikeway. The County of Orange identified components of the Coyote Creek Bikeway within the RSA as part of the Orange County Loop Segments O, P, and Q Project.

Table 3.15-5 Recreational Resources

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Coyote Creek Main Branch Bikeway Extension (planned) Figure 3.15-1, Sheet 5, Identification Number: 16	Size: Segments of the approximately 2.7-mile-long bikeway Features: Classified as a Class I bike path. A dedicated path for bicycling, walking, running, and skateboarding uses The 2.7-mile planned bikeway extension joins the existing bikeway, which is connected to the 66-mile-long OC Loop. This planned segment of the path is proposed to close the gap from La Mirada Blvd to the Seal Beach Terminus to Coyote Creek North Fork. Completion of final design is anticipated in late 2025.	Along Coyote Creek from Knott Ave to La Mirada Blvd in Buena Park	Within the project footprint and passing over the track alignment on an elevated structure. The bikeway would pass over the existing railway, where a temporary construction easement is needed for track construction. Protective barriers would be installed on the bikeway over HSR right-of-way. A potential bike ramp is also proposed from the relocated Buena Park Metrolink Station, which would connect with the elevated bikeway.	Orange County
Union Pacific Trail Phase II Figure 3.15-1, Sheet 6 and Sheet 7, Identification Number: 25	Size: Approximately 0.5 mile long Features: Classified as a Class I bike path. Walking, bicycling, and running.	The trail is along the Union Pacific Railroad–owned rail corridor in Fullerton. The path connects to Independence Park from Highland Ave to the existing Union Pacific Railroad Right-of-Way Multipurpose Path to the east.	Within the project footprint. West of Richmond Ave, the trail runs west along the existing railway alignment on the southern side of the tracks for approximately 0.25 mile. Upon completion of construction activities, a portion of the trail would be within the project footprint. Moving east approximately 0.25 mile, the trail would run from Richmond Ave to Harbor Blvd and be as close as 115 feet to utility relocation.	City of Fullerton

Name of Resource	Description of Resource[1]	Location	Approximate Distance from Project Footprint	Official with Jurisdiction
Meadow Park (Planned) Figure 3.15-1, Sheet 7, Identification Number: 43	Size: Approximately 5 acres Features: Children's nature-oriented active play area, multiuse park space, public restrooms, shade structures and shaded benches, walking paths, passive activity spaces for table games and outdoor classes, picnic areas, fitness zones/challenge courses, public art, pet stations, and pet-friendly facilities. The park is anticipated to open in 2029.	Within the OCVIBE development between the Santa Ana River and Douglass Road (public)	Approximately 70 feet from the project footprint and adjacent to ARTIC.	City of Anaheim
River Park (Planned) Figure 3.15-1, Sheet 7, Identification Number: 44	Size: Approximately 3 acres Features: Walking trails, a nature-themed children's play area, exercise equipment, a small amphitheater, bench swings, shaded seating and picnic areas, and educational art installations. Construction of the park is anticipated to be completed in 2027.	Adjacent to the OC River Walk Project along the Santa Ana River.	Approximately 436 feet from the project footprint.	City of Anaheim

Sources: Anaheim Real Estate Partners, LLC 2022; City of Anaheim 2015, 2020, 2022; City of Buena Park n.d., 2022; City of Commerce n.d.; City of Fullerton n.d.(a), n.d.(b), n.d.(c); City of La Mirada 2017; City of Montebello 2024b; City of Norwalk Coyote Creek Working Group 2008; City of Pico Rivera 2014; City of Santa Fe Springs 2022; County of Los Angeles 2006, 2012, 2015a, 2015b, 2025c; County of Los Angeles and Los Angeles County Public Works 2022; Metro 2023; OCTA 2012, 2023; Orange County Public Works 2017; Richman Elementary School pers. comm.

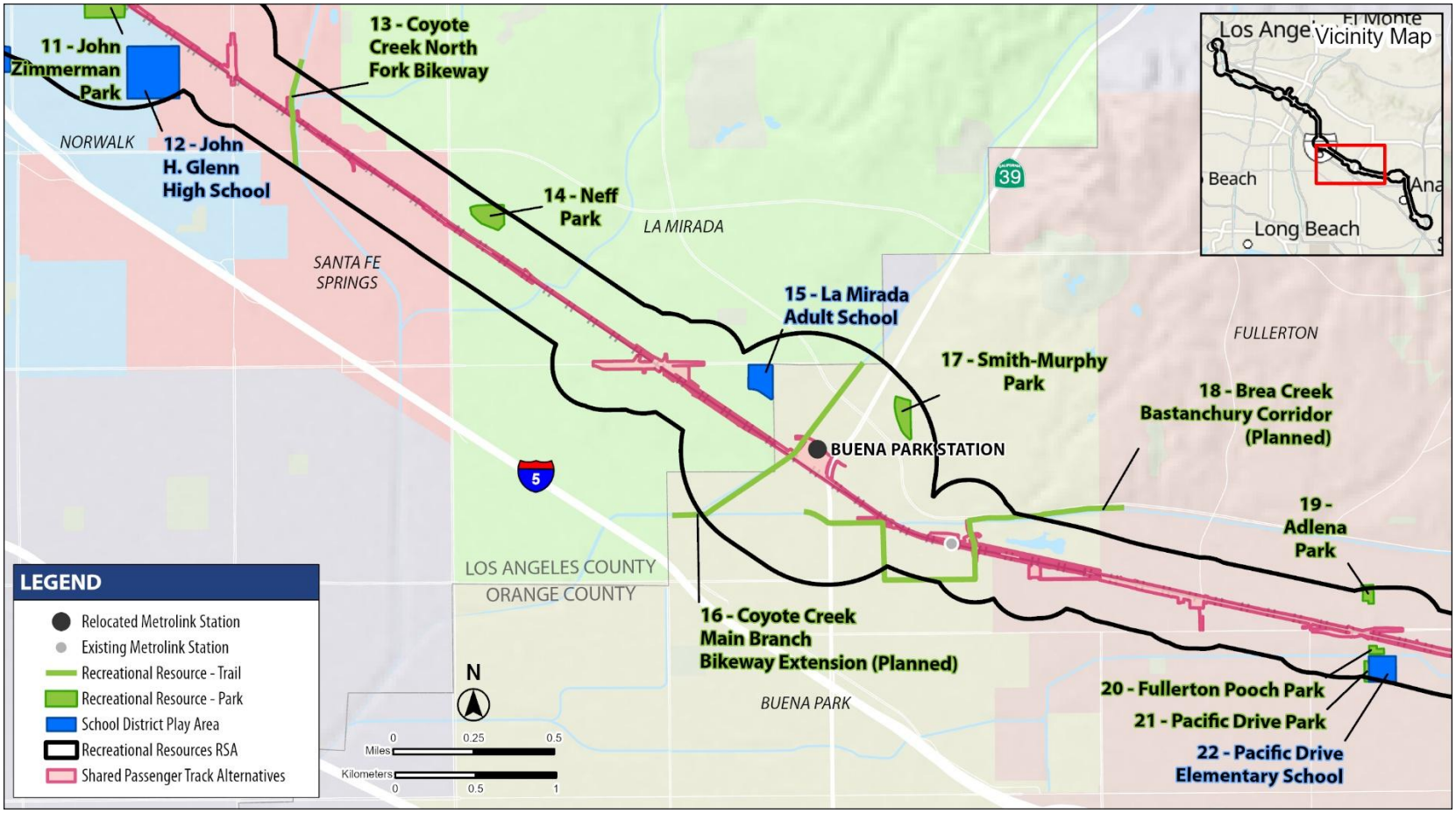


Figure 3.15-1 Recreational Resources, Sheet 5 of 7

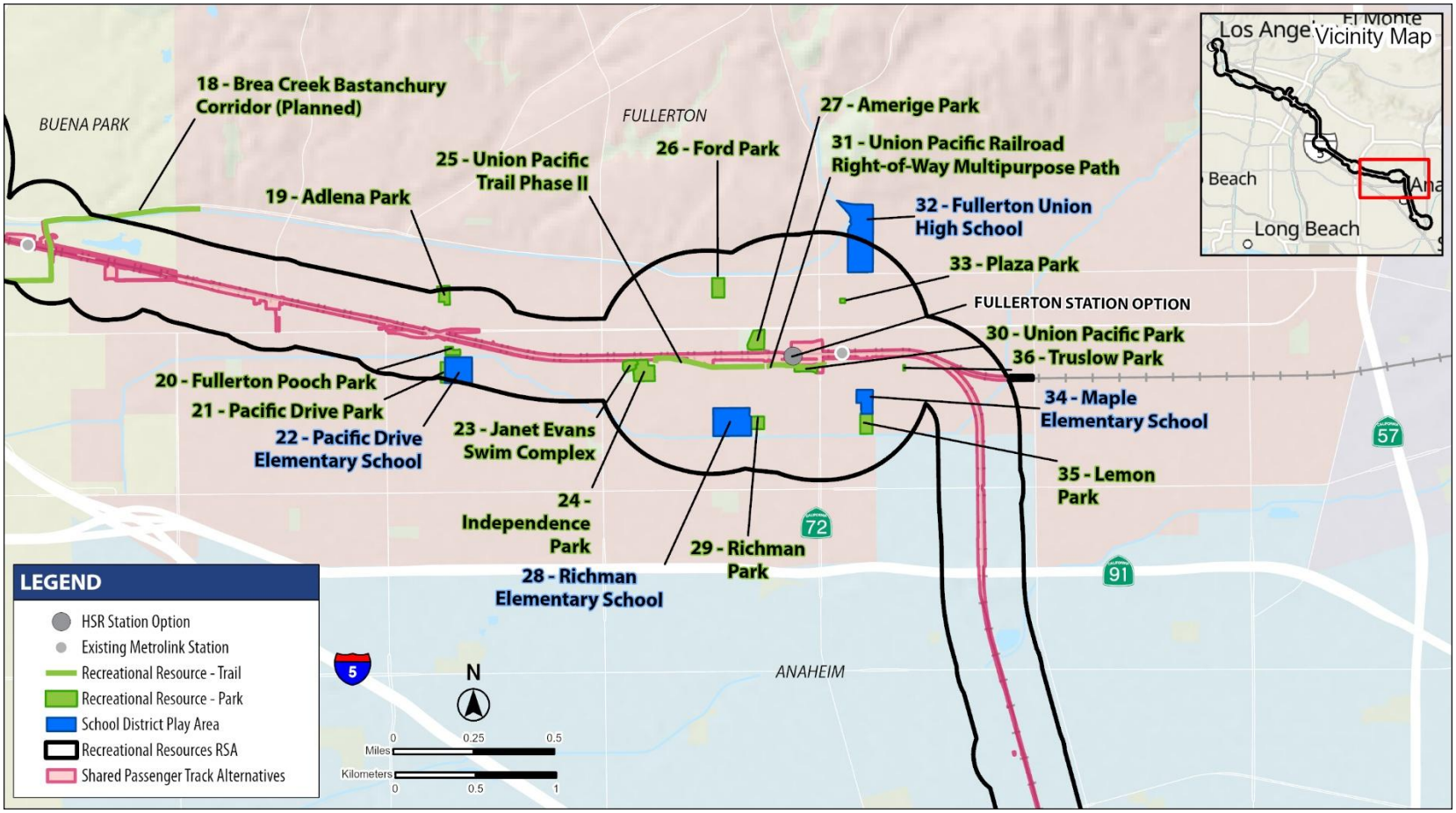


Figure 3.15-1 Recreational Resources, Sheet 6 of 7

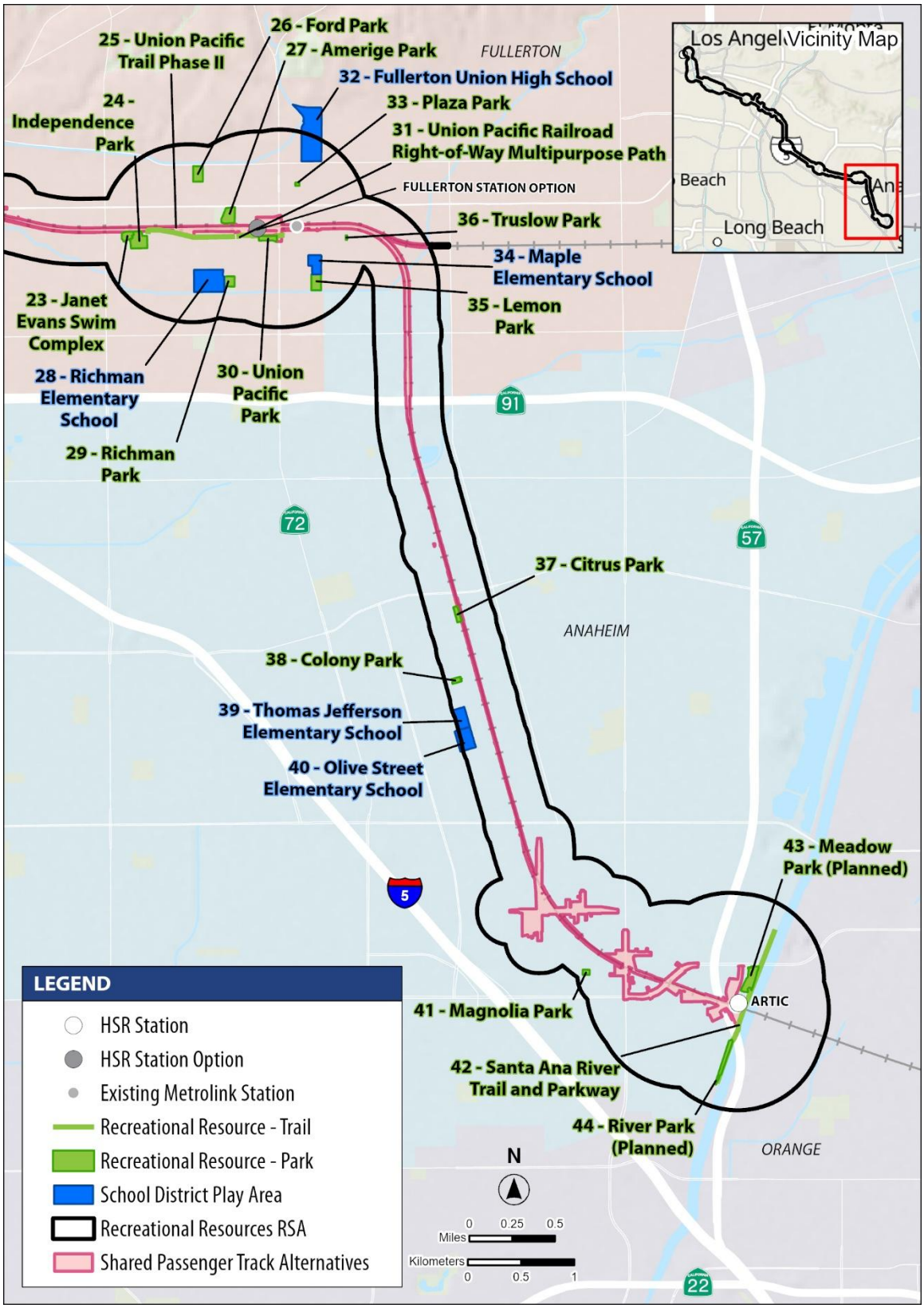


Figure 3.15-1 Recreational Resources, Sheet 7 of 7

Draft EIR/EIS page 3.15-44, in Section 3.15.6.3, Project Impacts, Impact PR-1: Temporary Construction Impacts from Noise and Vibration on Recreational Resources, was revised to reflect that the planned Coyote Creek Main Branch Bikeway Extension would be on an elevated structure crossing over the railroad corridor and Stage Road, rather than crossing under the tracks.

- **Coyote Creek Main Branch Bikeway Extension (Planned):** The Coyote Creek Main Branch Bikeway Extension is a Class I planned bike path that would be approximately 2.7 miles long. The path would be used primarily for active recreation such as bicycling, running, and walking. The bike path would pass directly over the existing railroad corridor and the proposed alignment on an elevated structure for approximately 100 feet, and over a temporary construction easement for approximately 75 feet. Approximately 2.8 miles of the Coyote Creek Main Branch Bikeway Extension have been built from La Mirada Boulevard in Buena Park to Imperial Highway in La Habra. If the remainder of the path is built prior to construction of the project section, construction noise and vibration would be perceptible at this resource considering the construction activities that would occur near this active resource, such as:
  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. Construction activities include grading, utility relocation, and new track ballast installation, which would occur in a temporary construction easement below the Coyote Creek Main Branch Bikeway Extension. A temporary construction easement along the elevated bike path would be required to build a connection to the relocated Metrolink Station and to install protective barriers along the bridge. The scope of work within the bike path would be minor. A bike ramp would be built to provide direct connection to the relocated Metrolink Station. Additionally, solid barriers would be required on either side of the bridge, extending to the edge of the rail right-of-way at a minimum height of 8 feet to increase safety by preventing people or objects from entering the HSR right-of-way. A temporary construction easement would be required to install the barriers. Because of the proximity of the resource from construction activities, users would be subject to construction-period noise levels. Construction of trackwork and the railroad bridge widening would generate noise levels greater than 80 dBA L_{eq} and vibration levels greater than 75 VdB. However, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal, because users would traverse the affected area quickly. Furthermore, because the Coyote Creek Main Branch Bikeway Extension is a planned facility in an urbanized area and it is not classified as a sensitive resource, no substantial noise and vibration impacts are anticipated during construction and they would not have the potential to interfere with or diminish use of the facility.

Draft EIR/EIS pages 3.15-52, in Section 3.15.6.3, Project Impacts, Impact PR-1: Temporary Construction Impacts from Noise and Vibration on Recreational Resources, was revised to clarify that Union Pacific Trail Phase II is no longer under construction and was opened to the public on December 13, 2025.

- **Union Pacific Trail Phase II:** Union Pacific Trail Phase II is a 0.5-mile Class I bike path that runs along the existing Union Pacific Railroad rail corridor in Fullerton. The previous section of the Union Pacific Trail was approximately 8 miles, and the newly constructed extension is 0.5 mile long, for a total of 8.5 miles for the entire Union Pacific Trail. Construction of the Shared Passenger Track Alternatives would occur directly adjacent to and within the resource boundaries of the bike path. Construction noise and vibration would be perceptible at this resource considering the proximity to construction activities that would occur directly north of this active resource, such as:

Draft EIR/EIS page 3.15-55, in Section 3.15.6.3, Project Impacts, Impact PR-1: Temporary Construction Impacts from Noise and Vibration on Recreational Resources, was revised to add discussion of impacts on Meadow Park (Planned) and River Park (Planned).

- **Meadow Park (Planned):** Meadow Park is a planned 5-acre park within the larger OCVIBE mixed-use development. Meadow Park is scheduled to open in 2029. Meadow Park is proposed to include a children's nature-oriented active play area, multiuse park space, public restrooms,

shade structures and shaded benches, walking paths, passive activity spaces for table games and outdoor classes, picnic areas, fitness zones/challenge courses, public art, pet stations, and pet-friendly facilities. Passive recreational resources are typically considered noise sensitive according to FTA guidance. However, because of the proposed use of the park for hosting community events and its proximity to various existing transportation noise sources (including but not limited to S Douglass Road, rail lines at ARTIC, and State Route 57), passive recreational facilities at Meadow Park would not be considered noise sensitive. If the park is built prior to construction of the project section, construction noise and vibration may be perceptible at this passive recreational resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. A temporary construction easement would be established along S Douglass Road approximately 70 feet west of this planned resource. Because of the park's proximity to existing noise sources and proposed construction, users of the passive recreational facility would not experience noise levels greater than 80 dBA L_{eq} beyond 106 feet, or groundborne vibration levels exceeding 75 VdB beyond 65 feet. Furthermore, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal as users are engaged in physical or recreational activities on site. Therefore, construction noise and vibration impacts are not anticipated at Meadow Park (Planned) based on FRA criteria, and they would not have the potential to interfere with or diminish use of the passive recreational facilities anticipated to be provided at Meadow Park.

- **River Park (Planned):** River Park is a planned, approximately 3-acre park along the Santa Ana River Trail. Proposed recreational features include walking trails, a nature-themed children's play area, exercise equipment, a small amphitheater, bench swings, shaded seating and picnic areas, and educational art installations. Passive recreational resources such as picnic areas are typically considered noise sensitive according to FTA guidance. However, because of the park's proximity to existing noise sources such as State Route 57, passive recreational facilities at River Park would not be considered noise sensitive. Construction of the planned park is anticipated to be complete in 2027. If the park is built prior to construction of the project section, construction noise and vibration may be perceptible at this active and passive recreational resource, such as:

  - **At-grade rail construction:** At-grade rail construction is anticipated to occur for 36 months. A temporary construction easement would be established along the Santa Ana River Trail north of State Route 57, approximately 480 feet north of this planned resource. Because of the park's proximity to existing noise sources and proposed construction, users of the passive recreational facility would not experience noise levels greater than 80 dBA L_{eq} beyond 106 feet or groundborne vibration levels exceeding 75 VdB beyond 65 feet. Furthermore, construction-related noise and vibration would be intermittent and short in duration, and user exposure to noise and vibration would be brief and minimal as users are engaged in physical or recreational activities on site. Therefore, construction noise and vibration impacts are not anticipated at River Park (Planned) based on FRA criteria, and they would not have the potential to interfere with or diminish use of the active and passive recreational facilities anticipated to be provided at River Park.

Draft EIR/EIS page 3.15-57, in Section 3.15.6.3, Project Impacts, Impact PR-2: Temporary Construction Impacts from Fugitive Dust on Recreational Resources, was revised to include River Park (Planned) and to reflect that the planned Coyote Creek Main Branch Bikeway Extension would be on an elevated structure crossing over the railroad corridor and Stage Road, rather than crossing under the tracks.

Fugitive dust is not expected to result in nuisance impacts for users of the following recreation resources under Shared Passenger Track Alternative A: Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, Olive Street Elementary School, Thomas B. Moffitt Elementary School, Thomas Jefferson Elementary School, Plaza Park, Lemon Park, Bandini Park/Batres Community Center, Neff Park, Adlena Park, Pacific

Drive Elementary School, Pacific Drive Park, Magnolia Park, Colony Park, and River Park. This is primarily because of the distance of the resources from the project footprint or because of physical barriers that exist between the resource and construction activities. As discussed in Section 3.3.4.1, Definition of Resource Study Areas, these resources are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on human respiratory function. As presented in Table 3.15-5, given the distances of the resources from the project footprint and the physical barriers present between the resources and the work areas, it is not anticipated that fugitive dust would result in nuisance impacts for users of these resources. Given this, the resources listed above will not be discussed further.

- **Coyote Creek Main Branch Bikeway Extension (Planned):** The planned bike path extension would pass over the existing railroad corridor and the proposed alignment on an elevated structure. A temporary construction easement is below the bridge along Stage Road. A temporary construction easement along the elevated bike path would be required to build a connection to the relocated Metrolink Station and to install protective barriers along the bridge. The scope of work within the bike path would be minor. Once built, the path extension would be used primarily for active recreation such as bicycling, running, and walking. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.

Draft EIR/EIS page 3.15-60, in Section 3.15.6.3, Project Impacts, Impact PR-2: Temporary Construction Impacts from Fugitive Dust on Recreational Resources, was revised to add discussion of impacts on Meadow Park (Planned).

- **Meadow Park (Planned):** Construction of the project section would occur approximately 70 feet from Meadow Park. Recreational facilities planned on site include a children's nature-oriented active play area, multiuse park space, public restrooms, shade structures and shaded benches, walking paths, passive activity spaces for table games and outdoor classes, picnic areas, fitness zones/challenge courses, public art, pet stations, and pet-friendly facilities. Construction equipment, ground disturbance, and other construction activities may result in fugitive dust that would have the potential to result in nuisance impacts. As a result, fugitive dust may deter some users from the resource during project construction.

Draft EIR/EIS pages 3.15-61 and 3.15-62, in Section 3.15.6.3, Project Impacts, Impact PR-3: Temporary Construction Impacts from Visual Changes on Recreational Resources, were revised to include River Park and to reflect that the planned Coyote Creek Main Branch Bikeway Extension would be on an elevated structure crossing over the railroad corridor and Stage Road, rather than crossing under the tracks.

Visual changes from construction activities were evaluated from an estimated impact distance threshold of 250 feet. This is a conservative estimate because the recreational resources are in an existing rail corridor rather than a new rail corridor; therefore, any properties outside the 250-foot threshold would unlikely be affected by visual changes related to construction of Shared Passenger Track Alternative A, because views would likely be obstructed beyond the 250-foot threshold. The following recreation resources under Shared Passenger Track Alternative A would not be affected by visual changes related to construction: Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, Olive Street Elementary School, Thomas B. Moffitt Elementary School, Thomas Jefferson Elementary School, Plaza Park, Lemon Park, Bandini Park/Batres Community Center, Neff Park, Adlena Park, Pacific Drive Elementary School, Pacific Drive Park, Magnolia Park, Colony Park, and River Park. This is primarily because of the distance of the resources from the project footprint or because of physical barriers that exist between the resource and construction activities.

- **Coyote Creek Main Branch Bikeway Extension (Planned):** The project section would require a temporary construction easement underneath the planned bike path extension where it crosses the existing railroad corridor and also along Stage Road. Additionally, a temporary construction

easement would be required along the elevated bike path to build a connection to the relocated Metrolink Station and to install protective barriers along the bridge. The scope of work within the bike path would be minor. Construction activities and equipment would be visible to users as they pass the location of construction. Construction equipment for the tracks would be at a lower elevation than the bikeway. Construction of the safety barriers and the Metrolink station connection would occur over the course of a few days. As a result, temporary visual changes may deter some users from the resource during project construction.

Draft EIR/EIS page 3.15-64, in Section 3.15.6.3, Project Impacts, Impact PR-3: Temporary Construction Impacts from Visual Changes on Recreational Resources, was revised to add discussion of impacts on Meadow Park (Planned).

- **Meadow Park (Planned):** A temporary construction easement would be approximately 70 feet from Meadow Park, which is a planned park within the larger OCVIBE mixed-use development. The park and proposed recreational facilities would be built in an urban area along or near busy roadways and an existing rail corridor. Temporary construction activities and equipment staging would be visible by park users during the construction period. As a result, temporary visual changes may deter some users from the resource during project construction.

Draft EIR/EIS pages 3.15-65 and 3.15-66, in Section 3.15.6.3, Project Impacts, Impact PR-4: Project Construction Would Diminish Access to or Use of Recreational Resources, were revised to reflect that the planned Coyote Creek Main Branch Bikeway Extension would be on an elevated structure crossing over the railroad corridor and Stage Road, rather than crossing under the tracks. Revisions were also made to add discussion of impacts on Meadow Park (Planned) and River Park (Planned).

Construction of Shared Passenger Track Alternative A would not diminish access to or established use of the following recreational resources: Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Plaza Park, Lemon Park, Los Angeles River Trail Extension (planned), Bandini Park/Batres Community Center, Neff Park, Adlena Park, Pacific Drive Park, Magnolia Park, Union Pacific Railroad Right-of-Way Multipurpose Path, Union Pacific Park, Truslow Park, Colony Park, John Zimmerman Park, Fullerton Pooch Park, Janet Evans Swim Complex, Independence Park, Amerige Park, Citrus Park, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, Olive Street Elementary School, Thomas B. Moffitt Elementary School, Thomas Jefferson Elementary School, John H. Glenn High School, Pacific Drive Elementary School, Santa Ana River Trail and Parkway, Meadow Park (Planned), and River Park (Planned). The project would not diminish access to these resources because it would not require temporary construction easements on the resources or closures of roadways near the resources. Overall established uses may be diminished temporarily because of construction noise, dust, and visual impacts.

Under Shared Passenger Track A that includes the 26th Street LMF, construction of the project section would temporarily diminish access to the planned Coyote Creek Main Branch Bikeway Extension, the planned Brea Creek Bastanchury Corridor, Rio Hondo River Trail, Rio Hondo River Bike Path, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, and Union Pacific Trail Phase II prior to implementation of the mitigation measures listed in Section 3.15.7.

Coyote Creek Main Branch Bikeway Extension (Planned): The project section would require a temporary construction easement underneath the planned bicycle path where it crosses the existing railroad corridor and along Stage Road. Additionally, a temporary construction easement would be required along the elevated bike path to build a connection to the relocated Metrolink Station and to install protective barriers along the bridge. The scope of work within the bike path would be minor. If construction activities require equipment or other materials to be placed directly on or in proximity to the bicycle path, the path may be closed intermittently for a few days to support construction of the relocated Buena Park Metrolink Station connection. The Authority will coordinate with the County of Orange in advance of construction with details for the estimated closure or detours. Installation of protective barriers is anticipated to be completed within a few days, and would not require full closure of the bicycle path. Installation of the protective barriers would be phased so that only the eastern or

western side of the bicycle path would be closed at a time, thereby maintaining access through the area at all times.

Draft EIR/EIS pages 3.15-67 and 3.15-68, in Section 3.15.6.3, Project Impacts, Impact PR-4: Project Construction Would Diminish Access to or Use of Recreational Resources, were revised to clarify the discussion of access impacts on resources resulting from construction activities.

PK-IAMF#1 requires the contractor to prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on recreational resources. However, construction activities associated with the project could still temporarily diminish access to the paths identified above. Even with **PK-IAMF#1**, temporary impacts during project construction could temporarily create a barrier for access or prevent use of resources.

The Authority would implement **PR-MM#1**, **Temporary Restricted Access to Park Facilities During Construction**, to reduce this impact. **PR-MM#1** requires the preparation of a technical memorandum documenting how connections to the unaffected trail portions and nearby roadways would be maintained during construction. The contractor would be required to prepare this technical memorandum prior to any ground-disturbing activities affecting trails.

With implementation of **PR-MM#1**, unaffected portions of the planned Coyote Creek Main Branch Bikeway Extension, the planned Brea Creek Bastanchury Corridor, Rio Hondo River Trail, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, and Union Pacific Trail Phase II will remain open and accessible during project construction and detours would be established for portions of the paths that would be temporarily closed during construction. Therefore, Shared Passenger Track Alternative A would not prevent access to or use of these trails.

Furthermore, the Authority would implement **PR-MM#2**, **Providing Park Access**, which would ensure that connections to recreational resource portions or nearby roadways are maintained during and after construction. Under **PR-MM#2**, prior to construction, the contractor will prepare a technical memorandum documenting how connections to resources will be maintained during and after construction and permanent multimodal access using existing roadways or other public right-of-way will be provided.

Implementation of **PR-MM#2** would ensure connections are maintained during and after construction if any portions of the resource have lost use of its functionality for the planned Coyote Creek Main Branch Bikeway Extension, portions of the planned Brea Creek Bastanchury Corridor, Rio Hondo River Trail, San Gabriel River Trail, Coyote Creek North Fork Bikeway, and Union Pacific Trail Phase II. Implementation of the project would not result in diminished access to recreational resources.

Draft EIR/EIS page 3.15-68, in Section 3.15.6.3, Project Impacts, Impact PR-4: Project Construction Would Diminish Access to or Use of Recreational Resources, CEQA Conclusion, was revised to clarify the discussion of access impacts on resources resulting from construction activities. Revisions were also made to include Meadow Park (Planned) and River Park (Planned).

Construction of the project would not diminish access to or established use of the following recreational resources: Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Plaza Park, Lemon Park, Los Angeles River Trail Extension (planned), Bandini Park/Batres Community Center, Neff Park, Adlena Park, Pacific Drive Park, Magnolia Park, Union Pacific Railroad Right-of-Way Multipurpose Path, Union Pacific Park, Truslow Park, Colony Park, John Zimmerman Park, Fullerton Pooch Park, Janet Evans Swim Complex, Independence Park, Amerige Park, Citrus Park, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, Olive Street Elementary School, Thomas B. Moffitt Elementary School, Thomas Jefferson Elementary School, John H. Glenn High School, Pacific Drive Elementary School, Santa Ana River Trail and Parkway, Meadow Park (Planned), and River Park (Planned). During project construction temporary access impacts on the following recreational resources may occur: Brea Creek Bastanchury Corridor (Planned), Rio Hondo River Trail, Rio Hondo River Bike Path, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, and Union Pacific Trail Phase II. **PK-IAMF#**1 will minimize impacts on these recreational

resources during construction. However, even with incorporation of **PK-IAMF#1**, diminished access to the planned Coyote Creek Main Branch Bikeway Extension, portions of the planned Brea Creek Bastanchury Corridor, Rio Hondo River Trail, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, and Union Pacific Trail Phase II could prevent the use of these resources, or create a barrier to the use of these resources, during construction. Therefore, the Authority would implement **PR-MM#1**, which requires the preparation of a technical memorandum documenting how connections to the unaffected trail portions and nearby roadways are maintained during construction, thereby minimizing temporary impacts and maintaining access during construction.

Additionally, **PR-MM#2** would be implemented to ensure connections are maintained during and after construction, requiring permanent multimodal access in the event that a proposed linear recreational resource closure restricts connectivity. Therefore, through implementation of **PR-MM#1** and **PR-MM#2**, any perceived barriers to the access to or use of these resources will be eliminated and the impact under CEQA would be less than significant after mitigation for the specific resources discussed above.

Draft EIR/EIS page 3.15-69, in Section 3.15.6.3, Project Impacts, Impact PR-5: Permanent Easements or Acquisitions of Property from Parks and Recreation Due to Construction, was revised to clarify that Union Pacific Trail Phase II is no longer under construction and was opened to the public on December 13, 2025.

Union Pacific Trail Phase II: Union Pacific Trail Phase II is a 0.5-mile Class I bike path that runs along the existing Union Pacific Railroad rail corridor in Fullerton and extends the previous 8-mile trail. Construction of the Shared Passenger Track Alternatives would occur directly adjacent to and within the resource boundaries of the bike path. The existing railroad corridor would be widened along the south side in this area, and permanent fencing would be installed along the new boundary of the rail corridor, resulting in a portion of the planned landscaping and bioswale being permanently acquired. Approximately 0.18 acre would be acquired for implementation of the project and an approximately 110-foot segment of the trail would need to be realigned to maintain trail connectivity. This would constitute a permanent change to its planned configuration that could reduce the capacity, function, or value of the resource.

Draft EIR/EIS page 3.15-70, in Section 3.15.6.3, Project Impacts, Impact PR-6: Permanent Changes from Noise to Recreational Resources Character and Use, was revised to include River Park (Planned).

The alignment would be over 700 feet from Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Richman Park, Plaza Park, Lemon Park, Maple Elementary School, Thomas B. Moffitt Elementary, La Mirada Adult School, Fullerton Union High School, Bandini Park/Batres Community Center, and River Park (Planned). In addition, there are physical barriers between the alignment and these resources (e.g., busy streets, rows of homes or businesses). Given the distance of these resources from the alignment and their location in an urban area with current noise sources and existing physical structures serving as barriers to noise, noise from passing trains would not be perceptible to users of these resources. The resources listed above are not discussed further.

Draft EIR/EIS page 3.15-71, in Section 3.15.6.3, Project Impacts, Impact PR-6: Permanent Changes from Noise to Recreational Resources Character and Use, was revised to reflect that the planned Coyote Creek Main Branch Bikeway Extension would be on an elevated structure crossing over the railroad corridor and Stage Road, rather than crossing under the tracks.

- **Coyote Creek Main Branch Bikeway Extension (Planned):** The bike path would pass directly over the existing railroad corridor and the proposed alignment on an elevated structure for approximately 100 feet. The path is used primarily for active recreation such as bicycling, running, and walking. Passing trains would be audible to trail users as trail users near and pass over the alignment. However, this planned trail would be planned along an existing rail corridor and noise would not disrupt normal use or enjoyment of the resource, as noise levels would be intermittent.

In addition, this trail would be considered an active recreational resource as opposed to a passive, noise-sensitive resource. Although operational noise may be perceptible at this resource, operational noise impacts are not anticipated based on FRA criteria.

Draft EIR/EIS page 3.15-74, in Section 3.15.6.3, Project Impacts, Impact PR-6: Permanent Changes from Noise to Recreational Resources Character and Use, was revised to add discussion of impacts on Meadow Park (Planned).

- **Meadow Park (Planned):** The alignment would be approximately 445 feet from the park's closest recreational facility. The park is planned within the larger OCVIBE mixed-use development. The park would contain a collection of passive recreational features including a children's nature-oriented active play area, multiuse park space, shade structures and shaded benches, walking paths, passive activity spaces for table games and outdoor classes, picnic areas, fitness zones/challenge courses, pet stations, and pet-friendly facilities. Although passive recreational facilities are typically considered noise sensitive, because of the proximity of these planned facilities to S Douglass Road, existing rail lines, and State Route 57, and the proposed use of the park to host events, the park and its proposed passive recreational facilities would not be considered noise sensitive. Given this, passing trains would be audible to users of the resource, and operational noise impacts are not anticipated based on FRA criteria. Noise levels with Shared Passenger Track Alternative A would not exceed existing noise levels.

Draft EIR/EIS page 3.15-75, in Section 3.15.6.3, Project Impacts, Impact PR-7: Permanent Visual Changes to Recreational Resources Character and Use, was revised to reflect that the planned Coyote Creek Main Branch Bikeway Extension would be on an elevated structure crossing over the railroad corridor and Stage Road, rather than crossing under the tracks. Revisions were also made to add River Park (Planned).

The project section would be over 500 feet from Yaanga Park, Arts District Park, Smith-Murphy Park, Ford Park, Aliso Pico Recreation Center, Richman Elementary School, Fullerton Union High School, La Mirada Adult School, Maple Elementary School, Olive Street Elementary School, Thomas B. Moffitt Elementary School, Thomas Jefferson Elementary School, Richman Park, Plaza Park, Lemon Park, Bandini Park/Batres Community Center, Neff Park, Adlena Park, Pacific Drive Park, and Magnolia Park. In addition, there are many physical barriers, such as housing blocks, roadways, and industrial buildings, separating these resources from the project section. Therefore, the project would not result in permanent changes to the character or use of these resources as a result of visual changes.

Although the following recreational resources are within the 500-foot impact distance, views of the project would be blocked by intervening structures. Therefore, permanent visual changes would not occur, and these resources are not discussed further: Citrus Park, Colony Park, Union Pacific Park, and Union Pacific Railroad Right-of-Way Multipurpose Path, and River Park (Planned). Citrus Park is adjacent to the alignment; the resource would be blocked from views of the project and separated by a fence and vegetated barrier. John H. Glenn High School, Colony Park, Union Pacific Park, and Union Pacific Railroad Right-of-Way Multipurpose Path would also be blocked from views of the project because they are separated by buildings with the inclusion of walls. Views of the project section at River Park (Planned) would be obstructed by existing landscaping and State Route 57.

Views of Shared Passenger Track Alternative A are anticipated at the following resources. Although visual changes during operation would not prevent use of the resources, they may deter some users from the resource and influence them to use nearby recreational resources instead.

- **Coyote Creek Main Branch Bikeway Extension (Planned):** The bike path would pass directly over the existing railroad corridor and the proposed alignment on an elevated structure for approximately 100 feet. As discussed in Section 3.16, the planned Coyote Creek Main Branch Bikeway Extension would be within the Gateway Cities Landscape Unit. If the bikeway is built prior to operation of Shared Passenger Track Alternative A, the operations and built elements, including the connection to the relocated Buena Park Metrolink Station, widening of the existing railroad bridge over Coyote Creek, and the safety barriers along the bike path elevated structure, would represent visible changes to the bikeway. The built elements and train operations of the

project would also be visible to users as they approach and pass over the project for approximately 100 feet. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the density and character of the area. The overhead contact system (OCS) to accommodate HSR service and the new safety barriers would also represent an increase in the structure height compared to existing conditions.

Draft EIR/EIS page 3.15-78, in Section 3.15.6.3, Project Impacts, Impact PR-7: Permanent Visual Changes to Recreational Resources Character and Use, was revised to include a discussion of visual impacts on Truslow Park and Meadow Park (Planned).

- **Truslow Park:** The project section would be approximately 210 feet away and partially visible to park users. The park is in a residential community in Fullerton that borders the Fullerton Transportation Center Specific Plan area, adjacent to the existing Union Pacific Railroad corridor. Section 3.16 of the Draft EIR/EIS identifies Truslow Park as being within the Fullerton/Anaheim Landscape Unit. Built elements would be partially obstructed by fencing, landscaping, and buildings along Walnut and E Walnut Avenue. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and transiting trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.
- **Meadow Park (Planned):** The project alignment would be approximately 445 feet from the nearest recreational facility and would be partially visible to resource users. Currently, the existing rail line is partially visible beyond the park; however, views are mostly obstructed by ARTIC and existing landscaping. A new seven-story parking structure would be built across S Douglass Road, approximately 140 feet west of the planned park. Under existing conditions, the park affords views of buildings across the roadway, and the proposed parking structure would likely be visible by park users unless landscaping partially obstructs views. Although most of the built elements and operations would be visually similar to the existing rail infrastructure and trains in the corridor, they would represent a visual change by increasing the amount and intensity of visible development.

On Draft EIR/EIS page 3.15-80, in Section 3.15.7.1, PR-MM#1: Temporary Restricted Access to Park Facilities During Construction, the description of PR-MM#1 was revised to specify that park facility owners would be coordinated with in identifying alternative access routes.

Prior to construction (any ground-disturbing activity affecting trails), the contractor shall prepare a technical memorandum documenting how connections to the unaffected trail portions and nearby roadways are maintained during construction. In coordination with the park facility owner, the contractor will identify and provide alternative access via a temporary detour of the trail using existing roadways or other public rights-of-way. The contractor will provide detour signage and lighting and will provide that the alternative routes meet public safety requirements. The technical memorandum shall be submitted to the Authority for review and approval.

Draft EIR/EIS pages 3.15-86 and 3.15-88, in Section 3.15.8.2, Shared Passenger Track Alternatives, Table 3.15-7, Comparison of Project Alternatives Impacts on Parks, Recreation, and Open Space Resources, were revised to include Truslow Park and Meadow Park (Planned) in the number of resources from which users would experience visual changes once the project section is operational. Additional updates were made to resource counts in Table 3.15-7 to capture revisions. Only the revised rows of the table are presented below.

Table 3.15-7 Comparison of Project Alternatives Impacts on Parks, Recreation, and Open Space Resources

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option: Norwalk/Santa Fe Springs	With Inclusion of HSR Station Option: Fullerton
Impact PR-2: Temporary Construction Impacts from Fugitive Dust on Recreational Resources	Construction could affect 21 resources with fugitive dust. Project features would include the contractor implementing a fugitive dust control plan prior to construction to control dust emissions from equipment, materials, and construction activities, which would minimize the amount of fugitive dust that could affect nearby users of recreational resources in the project section.	Similar to Shared Passenger Track Alternative A. Construction of the 15th St LMF would require extensive excavation and grading across the site, as well as a below-grade segment for the yard lead tracks, resulting in higher quantities of fugitive dust compared to Shared Passenger Track Alternative A. Fugitive dust would be minimized through a fugitive dust control plan.	Similar to Shared Passenger Track Alternatives within the station area. Construction of the HSR platform, facilities, and parking would occur in the same area that would be modified under the Shared Passenger Track Alternatives and would be within the same distance of the nearest resource that would be affected, which is John Zimmerman Park. Incorporation of project features would minimize the amount of fugitive dust.	Similar to Shared Passenger Track Alternatives within the station area. Construction of the HSR platform, facilities, and parking would occur in a larger area than would be modified under the Shared Passenger Track Alternatives, but would be closer to the nearest resources, which are Union Pacific Park, Union Pacific Trail Phase II, and the Union Pacific Railroad Right-of-Way Multipurpose Path. Incorporation of project features would minimize the amount of fugitive dust.	No adverse effect (all alternatives and HSR station options	No mitigation needed	N/A	N/A	N/A	N/A
Impact PR-3: Temporary Construction Impacts from Visual Changes on Recreational Resources	Depending on location, viewers at 21 resources could be aware of staging areas, worker parking, and equipment and materials storage areas. The Authority has committed to incorporating design features for aesthetics and visual quality that reduce visual impacts from construction experienced by users of the current and planned trails, including compliance with the Authority's aesthetics guidelines and aesthetic review process.	Similar to Shared Passenger Track Alternative A. If the Los Angeles River Trail is implemented prior to construction of Shared Passenger Track Alternative B, a longer portion of the Los Angeles River Trail would be visible to construction activity associated with the 15th St LMF, resulting in additional temporary visual changes. Incorporating design features for aesthetics and visual quality would reduce visual impacts and construction would not create a perceived barrier to use.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Similar impacts as those for the Shared Passenger Track Alternatives within the station area. With inclusion of the Fullerton HSR Station Option, additional short-term visual impacts may occur during construction on Union Pacific Park, Union Pacific Trail Phase II, and the Union Pacific Railroad Right-of-Way Multipurpose Path, which are closer to the station. Incorporating design features for aesthetics and visual quality would reduce visual impacts and construction would not create a perceived barrier to use.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

Impacts	Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option		NEPA Conclusion Before Mitigation	Mitigation	NEPA Conclusion Post Mitigation			
			Norwalk/Santa Fe Springs	Fullerton			Shared Passenger Track Alternative A	Shared Passenger Track Alternative B	With Inclusion of HSR Station Option	
									Norwalk/Santa Fe Springs	Fullerton
Impact PR-7: Permanent Visual Changes to Recreational Resources Character and Use	Operations would result in visual changes to views of the project section from 18 resources, which could influence some users to instead use other nearby recreational resources. Project features (including design features for aesthetics and visual quality and compliance with Authority guidelines and review process) would substantially avoid or minimize impacts on viewers, visual character, and visual quality.	Similar to Shared Passenger Track Alternative A. A longer portion of the planned Los Angeles River Trail would be near the LMF, and users of the trail could experience greater visual changes to views of 15th St. Project features (including design features for aesthetics and visual quality and compliance with Authority guidelines and review process) would substantially avoid or minimize impacts on viewers, visual character, and visual quality.	Same impacts as the Shared Passenger Track Alternatives within the station area.	Similar impacts as those for the Shared Passenger Track Alternatives within the station area. Union Pacific Park, Union Pacific Trail Phase II, and the Union Pacific Railroad Right-of-Way Multipurpose Path are near the Fullerton HSR Station Option's station and parking facilities. The parked and moving vehicles would represent permanent visual changes to views of the station from the trail. Project features would substantially avoid or minimize impacts on viewers, visual character, and visual quality.	No adverse effect (all alternatives and HSR station options)	No mitigation needed	N/A	N/A	N/A	N/A

16.5.16 Section 3.16: Aesthetics and Visual Quality

Draft EIR/EIS pages 3.16-19 and 3.16-21, in Section 3.16.2.3, Regional and Local, Table 3.16-1, Regional and Local Plans and Policies, were revised to reflect an update to the City of Anaheim's Platinum Triangle Master Land Use Plan and to revise and add dates in the table notes. Only the revised table row is presented below.

Table 3.16-1 Regional and Local Plans and Policies

Plan or Policy Title	Plan or Policy Title
City of Anaheim	
Platinum Triangle Master Land Use Plan (2025)	The City of Anaheim amended the Platinum Triangle Master Land Use Plan on April 22, 2025. The plan includes the following planning principles: ▪ Principle 2.1.1, Balance and Integrate Uses. In order to maximize long-term property value, the Platinum Triangle will not only provide new balanced development opportunities for office, residential and sports/entertainment and allow for existing industrial uses to continue, but link the various uses together with walkable streets, open space and consistent landscape. Regardless of market strengths for any one use at a given time, the opportunity and value for all uses will be enhanced by a supportive, integrated and multi-use district approach. ▪ Principle 2.1.3, Create a Unique, Integrated, Walkable Urban Environment. To achieve the potential of the Platinum Triangle in terms of quality of life and land value, a vibrant, walkable urban environment is required. Comfortable walking environments linking jobs, attractive housing, open space and local services, while reducing the need to drive, are attributes that require guidance and facilitation. It will be essential that each new project make a contribution toward this new urban quality and character. ▪ Principle 2.2.4 Create a street/ground floor zone that is attractive, safe, and engaging. Great urban neighborhoods have attractive, safe and interesting streets that are enjoyable to experience as both a pedestrian and driver. Such streets require quality ground floor architectural treatments, consistent setbacks, landscape and sufficient interaction with the adjacent uses, so that a sense of community and security is achieved. On the arterial streets this will be achieved through landscape, street trees, entries, patios and attractive architecture. On the connector streets, individual dwelling entries and stoops will enhance the pedestrian experience. Setbacks have been established that provide a balance between full utilization of the site for development and creating sufficient room for landscape. The setbacks are the narrowest on the connector streets with lower traffic volumes, encouraging a more intimate, and human-scale street space. The major intersections within the Platinum Triangle will be framed by landmark architecture that lets visitors know they have arrived at a major destination. ▪ Principle 3.2, Stadium District Development Principles. Provide an internal, pedestrian-scale "promenade" street that allows walkable access to the transit stations and links the transit oriented development to the adjacent districts. Provide attractive urban streets lined with active ground floor uses and a scale of street width and building placement that creates security and a comfortable human scale, and that energizes ground floor retail and entertainment uses.

Sources: City of Anaheim 2003, 2025a, 2025b; City of Bell 2022; City of Buena Park 2007, 2022; City of Fullerton 2004a, 2004b, 2025; City of La Mirada 2003; City of Los Angeles 1996, 2002, 2007, 2024a, 2024b, 2024c; City of Norwalk 1996a, 1996b, 1996c, 1996d. 2023; City of Orange 2025; City of Pico Rivera 2014; City of Santa Fe Springs 2020, 2022; County of Los Angeles 2025; County of Los Angeles and Los Angeles County Public Works 2022; County of Orange 2025

Draft EIR/EIS page 3.16-47, in Section 3.16.5.3, Fullerton/Anaheim Landscape Unit, 50. Angel Stadium of Anaheim and the Big A, has been revised to clarify when fireworks typically occur at Angel Stadium.

There is a permanent fireworks display area on the northeastern side of the stadium. Displays are generated primarily for Saturday night home games and on other occasions.

Draft EIR/EIS page 3.16-47, in Section 3.16.5.3, Fullerton/Anaheim Landscape Unit, 51. Honda Center, has been revised to note in-progress improvements to the Honda Center.

51. Honda Center

The Honda Center is an entertainment and sports venue, best known as the home of the National Hockey League's Anaheim Ducks. It is on the inland side of the LOSSAN Corridor, near Anaheim Regional Transportation Intermodal Center (ARTIC). The building, designed by HOK Architects, was opened in 1991. It seats up to 18,325 for stage events (17,174 for hockey). The facility has a 95-foot-tall marquee on the side facing State Route 57 and a slightly smaller marquee facing Katella Avenue.

The Honda Center is currently undergoing a comprehensive renovation, known as Honda Center Encore, which modernizes nearly all aspects of the arena. Improvements under construction include a new south entrance and entry plazas, new escalators, renovations to stadium facilities, and construction of three new parking garages. Construction began in fall 2024, and is expected to continue through 2027.

16.5.17 Section 3.17: Cultural Resources

Draft EIR/EIS page 3.17-2, in Section 3.17.1, Introduction, was revised to update the title of Chapter 4.

- **Chapter 4, Section 4(f) and Section 6(f) Evaluations:** Construction and operational changes from the Shared Passenger Track Alternatives on historic properties that may be subject to 49 U.S.C. 303, commonly referred to as Section 4(f), and, consequently, least harm analysis.

Draft EIR/EIS pages 3.17-11 through 3.17-16, in Section 3.17.2.3, Regional and Local, Table 3.17-2, Regional and Local Plans and Policies, were revised to clarify the operative year of the City of Los Angeles's Adaptative Reuse Ordinance, to remove the City of Anaheim's Historic Move-On Home Program, and to correct the names and dates of certain municipal codes. Only revised table rows are presented below.

Table 3.17-2 Regional and Local Plans and Policies

Policy Title	Summary
Los Angeles County	
Los Angeles County Code, Historic Preservation Ordinance (Chapter 22.124) (2025)	The Historic Preservation Ordinance establishes criteria for the designation, preservation, and maintenance of individual landmarks and historic districts. It also establishes the county's Mills Act Historical Property Contract Program, which provides property tax relief to owners of historic properties who are willing to restore and maintain their properties. The ordinance applies only to properties in unincorporated areas of Los Angeles County.
City of Los Angeles	
Adaptive Reuse Ordinance (2025)	The Adaptive Reuse Ordinance provides for an expedited approval process and ensures that older and historic buildings are not subjected to the same zoning and code requirements that apply to new construction.
City of Commerce	
Commerce Municipal Code (2025)	Title 19 [19.17], Historic Landmark/District Regulations and Procedures (2000) of the Commerce Municipal Code was established to recognize and preserve the history of the city of Commerce and Southern California. The code provides for the identification and designation of historic places, buildings, works of art, neighborhoods, and other objects of historic or cultural interest within the city.

Policy Title	Summary
Orange County	
Orange County Historic Site Plaque Program (2022)	Acknowledges significant historical places through their evaluation and designation and through the placement of plaques and markers overseen by the Historical Commission.
City of Anaheim	
City of Orange	
Historic Preservation Program (1983)	The city's Historic Preservation Program began engaging in community interest and outreach during the late 1970s. Spurred by citizen interest in the historic downtown and surrounding residential neighborhoods, the City Council formed the official Old Towne Steering Committee in 1979 to assess and direct the special planning needs for the square mile of old Orange. The city adopted the Historic Preservation Element in 1983 and designated the Old Towne Historic District. The city's Community Development Department oversees application of the city's Historic Preservation Program.
Orange Municipal Code (2025)	The city's Zoning Ordinance (Title 17 of the Orange Municipal Code) permits the establishment of historic districts through a zone change process (Orange Municipal Code 17.020 and 17.17 Historic Districts). Alterations to or new construction on sites with listed historic resources shall be subject to city staff and Design Review Committee review and approval as outlined in Section 17.10.090 (Demolition review).

Sources: City of Anaheim 2007, 2010; City of Bell 2022; City of Buena Park 2022; City of Commerce 2025; City of Fullerton 1981, 1996, 2025a, 2025b; City of Los Angeles 2000, 2004, 2024a, 2024b, 2024c, 2024d; City of Norwalk 2023; City of Orange 1983, 2020, 2025a, 2025b; City of Pico Rivera 2014; City of Santa Fe Springs 2022; City of Vernon 2023; County of Los Angeles 1987, 2025a, 2025b; County of Orange 2025; Eisentraut and Cooper 2010; OCHC 2022; State of California 1972
APE = Area of Potential Effects; CEQA = California Environmental Quality Act

Draft EIR/EIS page 3.17-16, in Section 3.17.2.3, Regional and Local, was revised to delete the following footnote: "[2] The 2015 Orange General Plan provided the information for this entry about the establishment of the local preservation program in 1982. Research did not identify records on the subject from 1982. Therefore, the source cited in EIR/EIS Chapter 12, References/Sources Used in Document Preparation, is for the 2015 general plan."

Draft EIR/EIS page 3.17-18, in Section 3.17.4.1, Section 106 Technical Studies Prepared for the Los Angeles to Anaheim Project Section, Table 3.17-3, Section 106 Technical Reports and Concurrence Dates, was updated to reflect finalization of the Memorandum of Agreement and to remove the draft status for the Finding of Effect Addendum 1 report. Only the updated rows of the table are presented below.

Table 3.17-3 Section 106 Technical Reports and Concurrence Dates

Report Title	Date	SHPO Concurrence Date
Los Angeles to Anaheim Project Section Finding of Effect (FOE), Addendum 1 (Shared Passenger Track Alternatives)	June 16, 2025	October 8, 2025
Memorandum of Agreement	June 17, 2025	TBD

Draft EIR/EIS page 3.17-47, in Section 3.17.4.2, Agency, Native American, Interested Parties, and Public Outreach Efforts, Table 3.17-5, Summary of Outreach Efforts to Identify Native American Consulting/Concurring Parties, was updated to include consultation efforts conducted since December 2024. Only the revised table rows are presented below.

Table 3.17-5 Summary of Outreach Efforts to Identify Native American Consulting/Concurring Parties

Date	Action	Description of Consultation	Tribal Representative
1/5/2026	Meeting	Discussed MOA and ATP; tribe requested signature line	Juaneño Band of Mission Indians Acjachemen Nation - 84A (Banda)
12/23/2025	Email, phone call	Transmittal of the draft MOA and ATP for review and comment	Juaneño Band of Mission Indians Acjachemen Nation - 84A (Banda)
12/9/2025	Comment on the Draft EIR/EIS	Juaneño Band of Mission Indians - 84a requested to consult	Juaneño Band of Mission Indians Acjachemen Nation - 84A (Banda)
8/19/2025	Email	Final FOE addendum 1 (June 2025) transmitted to consulting parties	Gabrieleño Band of Mission Indians—Kizh Nation Gabrielino/Tongva Nation Juaneño Band of Mission Indians Acjachemen Nation (Belardes)
7/18/2025	Email	Kizh Nation requests additional time to review the MOA. No other responses were received.	Gabrieleño Band of Mission Indians—Kizh Nation
7/16/2025	Email	Reminder for comments on the Draft MOA and ATP	Gabrieleño Band of Mission Indians—Kizh Nation Gabrielino/Tongva Nation Juaneño Band of Mission Indians Acjachemen Nation (Belardes)
6/17/2025	Email	Draft MOA with attached Archaeological Treatment Plan and Built Environment Treatment Plan submitted for comment	Gabrieleño Band of Mission Indians—Kizh Nation Gabrielino/Tongva Nation Juaneño Band of Mission Indians Acjachemen Nation (Belardes)
6/16/2025	Email	Revised Draft FOE addendum 1 transmitted for review and comment. No comments received.	Gabrieleño Band of Mission Indians—Kizh Nation Gabrielino/Tongva Nation Juaneño Band of Mission Indians Acjachemen Nation (Belardes)
5/1/2025	Email	Confirmation of continued consulting party interest, request for project update	Juaneño Band of Mission Indians Acjachemen Nation (Belardes)
1/27/2025	Email	Draft FOE addendum 1 transmitted for review and comment	Gabrieleño Band of Mission Indians—Kizh Nation Gabrielino/Tongva Nation Juaneño Band of Mission Indians Acjachemen Nation (Belardes)

ATP = Archaeological Treatment Plan; EIR/EIS = environmental impact report/environmental impact statement

Draft EIR/EIS page 3.17-77, in Section 3.17.6.1, Overview of Archaeological Resources, was revised to update terminology in regard to Native American burials/cremations found within resource P-19-1575/CA-LAN-1575.

Sejat, a previously recorded ethnohistoric Gabrielino village (P-19-000182/CA-LAN-182), is mapped in the project's APE. In addition, the precontact/Native American component of P-19-1575/CA-LAN-1575 includes over 20 human cremations and interments. Precontact artifact scatters, railroad-related features, privies (outhouses), and historic refuse scatters are also recorded as present. Other previously recorded precontact resources in the general study area consist of artifact scatters of shell or flaked stone.

Draft EIR/EIS page 3.17-85, in Section 3.17.6.2, Overview of Historic Built Resources, Table 3.17-10, Significant Built Resources, has been updated for the Historic Palm District and Anaheim Colony Historic District to remove "Fullerton" and add "Anaheim." Only revised table rows are presented below.

Table 3.17-10 Significant Built Resources

Map ID #	APN	Resource Name and Address (Year Built)	City County	NRHP/CRHR Listing/Eligibility Status	NRHP/CRHR Eligibility Criterion
2617	Multiple APNs	Historic Palm District, approximately La Palma Ave, Harbor Blvd, North St, and the BNSF right-of-way (circa 1900–1940)	Anaheim Orange	Anaheim landmark.	N/A/3
2869	Multiple APNs	Anaheim Colony Historic District, North, South, East, West Streets (1857–circa 1940)	Anaheim Orange	Anaheim landmark.	N/A/1

Draft EIR/EIS page 3.17-120, in Section 3.17.7.3, Project Impacts, Table 3.17-11, Project Effect and Impact Summary for National Register of Historic Places and California Register of Historical Resources Eligible Archaeological Resources in the Area of Potential Effect, was revised to update the description of resource P-19-001575/CA-LAN-1575 to be consistent with other tables throughout Section 3.17. Only the revised table row is presented below.

Table 3.17-11 Project Effect and Impact Summary for National Register of Historic Places and California Register of Historical Resources Eligible Archaeological Resources in the Area of Potential Effect

Primary Number/ Trinomial	Description of Resource	NEPA Effect/ CEQA Impact	Alternative/Station Option
P-19-001575/CA-LAN-1575/H	Native American human remains; Gabrielino village of *Yaanga*; circa 1860–1930s Chinatown; working-class neighborhood; red-light district; LAUS Passenger Terminal	No effect/no Impact	Shared Passenger Track Alternatives A and B

Draft EIR/EIS page 3.17-127, in Section 3.17.7.3, Project Impacts, Impact CUL-1: Disturbance of Known Archaeological Resources During Construction, was revised to update terminology regarding resource P-19-1575/CA-LAN-1575.

P-19-001575/CA-LAN-1575/H

This resource is a multicomponent site including prehistoric Native American human remains, the historic circa-1860–1930s-era Chinatown, and the subsequent residential neighborhood, which was occupied by a mixture of nationalities including Anglo and Mexican-American families. The Shared Passenger Track Alternatives–related construction activities proposed for this location consist of overhead contact system (OCS) infrastructure installed on top of a new elevated structure, which is being built as a part of the Los Angeles County Metropolitan Transportation Authority's Link Union Station project prior to HSR implementation. No ground-disturbing activities are proposed within this resource. Because no below-grade or other excavation work would occur at P-19-001575, the undertaking would have no effect on this property because the effects of the undertaking do not meet any of the criteria of adverse effects under 36 CFR Part 800.5(a)(2).

16.5.17.1 Citation/Reference-Related Revisions

Draft EIR/EIS page 3.17-113, in the Historic Palm District section, was revised from "(City of Anaheim 2010a)" to (City of Anaheim 2010)."

Draft EIR/EIS page 3.17-115, in the Anaheim Colony Historic District section, was revised from "(City of Anaheim 2010b, 2010c)" to "(City of Anaheim 1999, 2016)."

16.5.18 Section 3.18: Regional Growth

Draft EIR/EIS page 3.18-12, in Section 3.18.4.3, Methods for Impact Analysis, was revised to update the discussion of data sources. The Authority updated capital and O&M costs for Shared Passenger Track Alternatives A and B to reflect the 2026 Business Plan (refer to the revised Chapter 6 included in Volume 1). These cost updates require the following revisions.

Estimate project construction costs: The Authority used the capital cost estimates for the project section to identify the overall construction costs anticipated to affect construction-related employment. The Authority relied on detailed capital cost estimates for project improvements—that is, track modifications (e.g., tracks, track structures, site work), stations, and maintenance facilities. These capital cost estimates were developed by the Authority and are detailed in Appendix 6-B to the Final EIR/EIS, 2026 Business Plan Technical Supporting Document: Capital Cost Basis of Estimate Report.

Draft EIR/EIS pages 3.18-23 and 3.18-24, in Section 3.18.6.3, Project Impacts, Impact RG-1: Impact on Regional Growth from Short-Term Employment Impacts, Shared Passenger Track Alternative A, were revised to update the discussion of costs and induced jobs. Table 3.18-11, Employment Impacts During Construction of Shared Passenger Track Alternative A (in Annual Job-Years), in this section was also revised.

This analysis uses the RIMS II multipliers to estimate the local employment effect in terms of direct, indirect, and induced jobs. Construction-related expenditures in the RSA for labor and materials were estimated at approximately $7.27 billion in 2025 constant dollars. These expenditures were estimated to support approximately 56,900 job-years over the entire period. From the start of construction in 2031 to the end of construction in 2037, a total of 29,020 direct job-years and 27,080 indirect and induced job-years were accounted for. Table 3.18-11 presents the employment impacts for each year of construction for Shared Passenger Track Alternative A. During the peak years of construction (2035 and 2036), project-related expenditures in the RSA were estimated to support 24,140 job-years, accounting for 12,320 direct jobs and 11,820 indirect and induced jobs.

Table 3.18-11 Employment Impacts During Construction[1] of Shared Passenger Track Alternative A (in Annual Job-Years[2])

Employment[3]	2031	2032	2033	2034	2035	2036	2037	Total
Direct	760	920	4,510	4,510	6,160	6,160	6,000	29,020
Indirect and induced	730	880	4,340	4,340	5,910	5,910	5,770	27,880

Employment[3]	2031	2032	2033	2034	2035	2036	2037	Total
Total	**1,490**	**1,800**	**8,850**	**8,850**	**12,070**	**12,070**	**11,770**	**56,900**

Source: BEA 2026
1 Regional Input-Output Modeling System II multipliers for the two-county resource study area were used in the analysis of employment gains.
2 In the Regional Input-Output Modeling System II model, 1 annual job-year is equivalent to one job held by one person over 1 year's duration. This metric can account for both full-time and part-time jobs.
3 Employment impacts are rounded up to the nearest 10 jobs. Totals may not sum because of rounding. Job estimates were scaled to reflect an estimate for savings that could be reasonably accrued from standard value engineering review. The savings estimate is based on actual California High-Speed Rail Authority engineering design review of the Los Angeles to Anaheim Project Section. More detail on the type of refinements considered as value engineering is found in the Preliminary Engineering for Project Definition General Notes.

The 6,160 direct job-years in each peak construction year represent 21.7 percent[4] of the total projected construction job-years (Table 3.18-11). The 2035 projected employment in the construction sector is 326,300 jobs, reflecting a 1.9 percent annual increase in construction jobs in the RSA (Table 3.18-5). (The year 2035 construction job estimate was extrapolated from Table 3.18-5 by applying the annual growth rate of 1.42 percent to the year 2030 construction job estimate [283,400] for 5 years.) It is expected that a percentage of the direct, indirect, and induced 24,140 job-years created during the peak construction years (2035 to 2036) would compose roughly 3.7 percent of forecast construction sector employment, which is not substantial enough to draw workers to the region because the construction workforce within the RSA would be large enough to meet the demand for construction workers adequately. The projected induced jobs during the construction period would be met by the supply of workers with matching skills who already reside in the RSA. However, some skilled workers with special expertise may come to the RSA to work for short periods.

Draft EIR/EIS page 3.18-26, in Section 3.18.6.3, Project Impacts, Impact RG-2: Impacts on Regional Growth from Long-Term Employment Related to Operations, Maintenance, and Increased Mobility and Accessibility, Shared Passenger Track Alternative A, was revised to update the discussion of costs and induced jobs. Table 3.18-14, Employment Impacts from Operations and Maintenance of Shared Passenger Track Alternative A (in Annual Job-Years), was also updated in this section.

Shared Passenger Track Alternative A
Operations Employment Effects

O&M of Shared Passenger Track Alternative A would result in a projected 180 direct jobs working for HSR and 230 indirect and induced jobs at businesses supported by local expenditures by the HSR project and staff, for a total of 410 new jobs in the region by 2040 (Table 3.18-14). For a detailed discussion of the methodology used for this analysis, refer to Section 3.18-A.3.3, Estimation of Long-Term Employment Effects from Operations and Maintenance, in Appendix 3.18-A.

Table 3.18-14 Employment Impacts from Operations and Maintenance[1] of Shared Passenger Track Alternative A (in Annual Job-Years[2])

Region	Direct	Indirect and Induced	Total[3]
RSA – Los Angeles and Orange Counties	180	230	**410**

Source: BEA 2026
1 Regional Input-Output Modeling System II multipliers for the two-county resource study area were used in the analysis of employment gains.
2 In the Regional Input-Output Modeling System II model, 1 annual job-year is equivalent to one job held by one person over 1 year's duration. This metric can account for both full-time and part-time jobs.
3 Employment impacts are rounded up to the nearest 10 jobs. Totals may not sum because of rounding.
RSA = resource study area

Most of these jobs would be in the economic sector of transit and ground passenger transportation, which includes jobs related to train operations, dispatching, maintenance of equipment, and

[4] The 2023 RSA construction employment was 247,141. Peak direct employment was 1.1 percent.

maintenance of infrastructure. These jobs would represent 0.12 percent of forecast employment in the transportation, warehousing, and utilities sector in 2040 in the RSA.

Draft EIR/EIS pages 3.18-27 and 3.18-28, Section 3.18.6.3, Project Impacts, Impact RG-2: Impacts on Regional Growth from Long-Term Employment Related to Operations, Maintenance, and Increased Mobility and Accessibility, Shared Passenger Track Alternative A, were revised to update the discussion of induced jobs and population growth. Table 3.18-15, Project Operations-Related Employment and Population Growth, Including Increased Accessibility Impacts, was also updated in this section.

Operations Employment Growth

Table 3.18-15 provides impacts from both Shared Passenger Track Alternatives on employment growth in the RSA from operations and improved accessibility. The impacts from HSR-induced growth on the region would be the same for both alternatives. It is anticipated that the project would increase employment by roughly 0.15 percent compared to the No Project Alternative. Growth attributable to project O&M is estimated at 410 jobs, representing an increase of about 0.005 percent to 2040 conditions under the No Project Alternative. An additional 4,900 projected jobs associated with increased accessibility in the RSA represent an increase of about 0.15 percent above the No Project Alternative by 2040.

Table 3.18-15 Project Operations-Related Employment and Population Growth, Including Increased Accessibility Impacts

Region	Year 2021 Existing Conditions	No Project Alternative 2021–2040 Growth	No Project Alternative 2040 Baseline Forecasts[1]	Phase 1 O&M Direct, Indirect, and Induced Growth	2040 HSR Increased Accessibility Potential	Total HSR-Induced Growth	Total 2040 Projections with HSR[2]	2021–2040 Growth (HSR Projections)
Employment								
RSA	6,481,863	2,201,230	8,683,090	410	4,900	5,310	8,688,400	0.15%
Population								
RSA	13,202,600	-612,000	12,590,600	930	11,060	11,990	12,602,590	0.10%

Sources: EDD 2016a, 2016b; U.S. Census Bureau 2021

[1] "No Project Alternative 2040 Baseline Forecasts" presents the total projection under the No Project Alternative from 2021 to 2040, while "Phase 1 O&M Direct, Indirect, and Induced Growth" presents the total additional growth attributable to the Shared Passenger Track Alternatives. "Growth" reflects total induced growth attributable to the Shared Passenger Track Alternatives indicated as a percentage of the 2040 baseline forecast.

[2] Employment effects are rounded up to the nearest 10 jobs, and totals may not add because of rounding.

HSR = high-speed rail; O&M = operations and maintenance; RSA = resource study area

Draft EIR/EIS page 3.18-29, in Section 3.18.6.3, Project Impacts, Impact RG-3: Impact on Regional Growth from Induced Population Growth, Shared Passenger Track Alternative A, was revised to update projected population growth.

Population Growth

Shared Passenger Track Alternative A would contribute a relatively small increase in the projected population growth in the RSA (Table 3.18-8). The induced long-term population growth in the RSA would be 11,990 people (Table 3.18-15), or 0.10 percent (11,990 divided by 12,590,600), in addition to the 2040 projection of an estimated 12.59 million people under the No Project Alternative in the RSA.

Draft EIR/EIS page 3.18-31, in Section 3.18.6.3, Project Impacts, Impact RG-4: Impact on Long-Term Regional Growth from Land Use Consumption, Shared Passenger Track Alternative A, was revised to update induced housing growth. Table 3.18-16, Regional Projected and Induced Housing Growth, was also updated in this section.

Accommodating this increase in population would require additional housing, which could result in the conversion of nonurban land to urban use. Based on the difference between the 2040 No Project Alternative projections and the 2040 HSR project projections, operation of the project section would result in the need for 4,880 additional housing units in the RSA by 2040 (Table 3.18-16).

Table 3.18-16 Regional Projected and Induced Housing Growth

Area	Existing Setting (2021)	2040 No Project Projections	HSR Project Induced Growth[1]	Total 2040 HSR Project Projections	HSR Project Growth Inducement
Resource study area	4,700,600	5,124,500	4,880	5,129,380	0.10%

Draft EIR/EIS pages 3.18-34 through 3.18-36, in Section 3.18.8.2, Shared Passenger Track Alternatives, were revised with updates to costs, jobs, and induced growth. This includes updates to Table 3.18-17, Regional Growth Impacts, and Table 3.18-18, Construction and Operational Employment and Population Effects Changes for the Shared Passenger Track Alternatives and Station Options. The table excerpts below present only affected rows and columns, with unchanged contextual table subheadings.

3.18.8.2 Shared Passenger Track Alternatives

The Shared Passenger Track Alternatives and HSR station options would have the following impacts during construction and operation:

- **Impact RG-1:** During the peak period of construction (2035 and 2036), the Shared Passenger Track Alternatives would support an estimated 12,070 jobs per year, including 6,160 direct construction jobs (Table 3.18-11). Approximately 3.7 percent of the 24,140 direct, indirect, and induced job-years anticipated during the peak construction period (2035 to 2036) are expected to represent forecasted employment in the construction sector. This proportion is not substantial enough to attract additional workers to the region, because the existing construction workforce within the RSA is projected to be sufficient to meet this demand. Similarly, the induced jobs generated during construction are expected to be filled by workers with the necessary skills already residing in the RSA. Construction of either of the HSR station options would support additional annual job-years.
- **Impact RG-2:** Compared to employment growth under the No Project Alternative, induced job growth from O&M of the Shared Passenger Track Alternatives would be a total of 5,310 jobs in the region by 2040, including jobs related to O&M and jobs related to increased accessibility (Table 3.18-15). An additional 4,900 projected jobs associated with increased accessibility in the RSA represent an increase of about 0.15 percent above the No Project Alternative by 2040.

Increased employment from operation of the Shared Passenger Track Alternatives would spur additional economic activity in the region and decrease unemployment levels, thereby providing a benefit to the region.

- **Impact RG-3:** The Shared Passenger Track Alternatives would induce population growth by 11,060 people (0.1 percent) beyond the 2040 projection of an estimated 12.59 million people under the No Project Alternative in the RSA (Table 3.18-15). The HSR station options could lead to additional long-term population growth because of improved accessibility and mobility in metropolitan areas in the RSA. However, as previously noted, this population growth is expected to be less than originally projected, because the jobs generated by the project are likely to be filled by the existing local labor force.
- **Impact RG-4:** HSR-induced regional growth would induce housing demand in the RSA, which would be met with available land supply and housing capacity in the short and long terms. The demand would be met given the existing and projected housing units. Operation of the project would result in the need for an additional 4,880 housing units in the RSA by 2040. Currently there are 4,700,600 housing units in the RSA, and an additional 423,800 housing units are projected by 2040 (Table 3.18-9). Existing and projected capacity of replacement properties would be adequate to support the increase in residents in the RSA that could occur as a result of the Shared Passenger Track Alternatives. It is not anticipated that growth associated with operations of the project would cause development in excess of what can be accommodated by the existing land use plans in effect.

Regional growth impacts are summarized in Table 3.18-17.

Table 3.18-17 Regional Growth Impacts

Impacts	Shared Passenger Track Alternatives
Construction	
Peak-year direct construction employment*	6,160
Percentage of 2035 construction employment	1.8 percent
Peak-year total employment impacts (direct, indirect, induced)[1]	12,070
Percentage of projected 2035 total employment in resource study area	0.10 percent
Total employment over 7 years of construction	56,900
Operations	
Operations-related 2040 direct employment	180
Operations-related 2040 employment (direct, indirect, induced)	230
Total employment from operations-related jobs	410
Population Impacts	
Operations-direct related population (percentage of 2040 population)	11,990 persons (0.1 percent)

[1] 2035 and 2036 have the same peak year construction impacts.

Project construction and operational employment and population effects are represented in Table 3.18-18. The Shared Passenger Track Alternatives would result in the same construction and operational impacts. Therefore, for Table 3.18-18, both alternatives are presented in one column; HSR station option impacts are represented separately.

Table 3.18-18 Construction and Operational Employment and Population Effects Changes for the Shared Passenger Track Alternatives and Station Options

Impact	Shared Passenger Track Alternatives
Construction	
Peak-year direct employment	12,320
Peak-year total employment impacts (direct, indirect, induced)	24,140
Operations	
Operations-related 2040 direct employment	180
Operations-related 2040 employment (direct, indirect, induced)	410
Study Area Populations	
County/counties	Los Angeles & Orange
Projected 2035 employed population	7,954,900
Projected Shared Passenger Track Alternatives 2035 employed construction population[1,2]	326,300
Projected 2040 employed population	8,490,600
Projected 2040 total population	12,590,600
Construction Population Impacts	
Percentage of projected 2035 total employment in the resource study area	0.14%
Years of construction	7
Total employment over years of construction (total job-years)	56,900
Operational Population Impacts	
Operations-direct related population	11,990
Operations-direct related population as a percentage of 2040 population	0.01%

The RSA would experience minimal impacts from the Shared Passenger Track Alternatives. It would create a total of 56,900 job-years during construction from 2031 to 2037, which is only 0.14 percent of total employment in the RSA for 2035/2036, the peak years of construction. Operations-related employment growth for the Shared Passenger Track Alternatives is estimated at 11,990 by 2040, which represents only 0.1 percent of the total 2040 employment.

16.5.19 Section 3.19: Cumulative Impacts

Draft EIR/EIS pages 3.19-14 and 3.19-15, in Section 3.19.3.5, Cumulative Projects and Growth Forecasts, Table 3.19-2, Cumulative Land Development Project List, were revised to include the Atlas Fullerton Project, the Building Bridges to Transit Project, and River Park, and to correct project names. Only revised table rows are presented below.

Table 3.19-2 Cumulative Land Development Project List

Label Number	Project Name
29	Casa Bella – Highland and Valencia
32	City of Fullerton – streetlights replacement project

Label Number	Project Name
67	Atlas Fullerton Project
68	Building Bridges to Transit Project
69	River Park

Draft EIR/EIS page 3.19-18, in Section 3.19.3.5, Cumulative Projects and Growth Forecasts, Figure 3.19-1, Reasonably Foreseeable Land Development Projects Included in the Cumulative Project List, Sheets 1 through 3, were revised to include the Atlas Fullerton Project, the Building Bridges to Transit Project, and River Park.



Figure 3.19-1 Reasonably Foreseeable Land Development Projects Included in the Cumulative Project List, Sheet 1 of 3

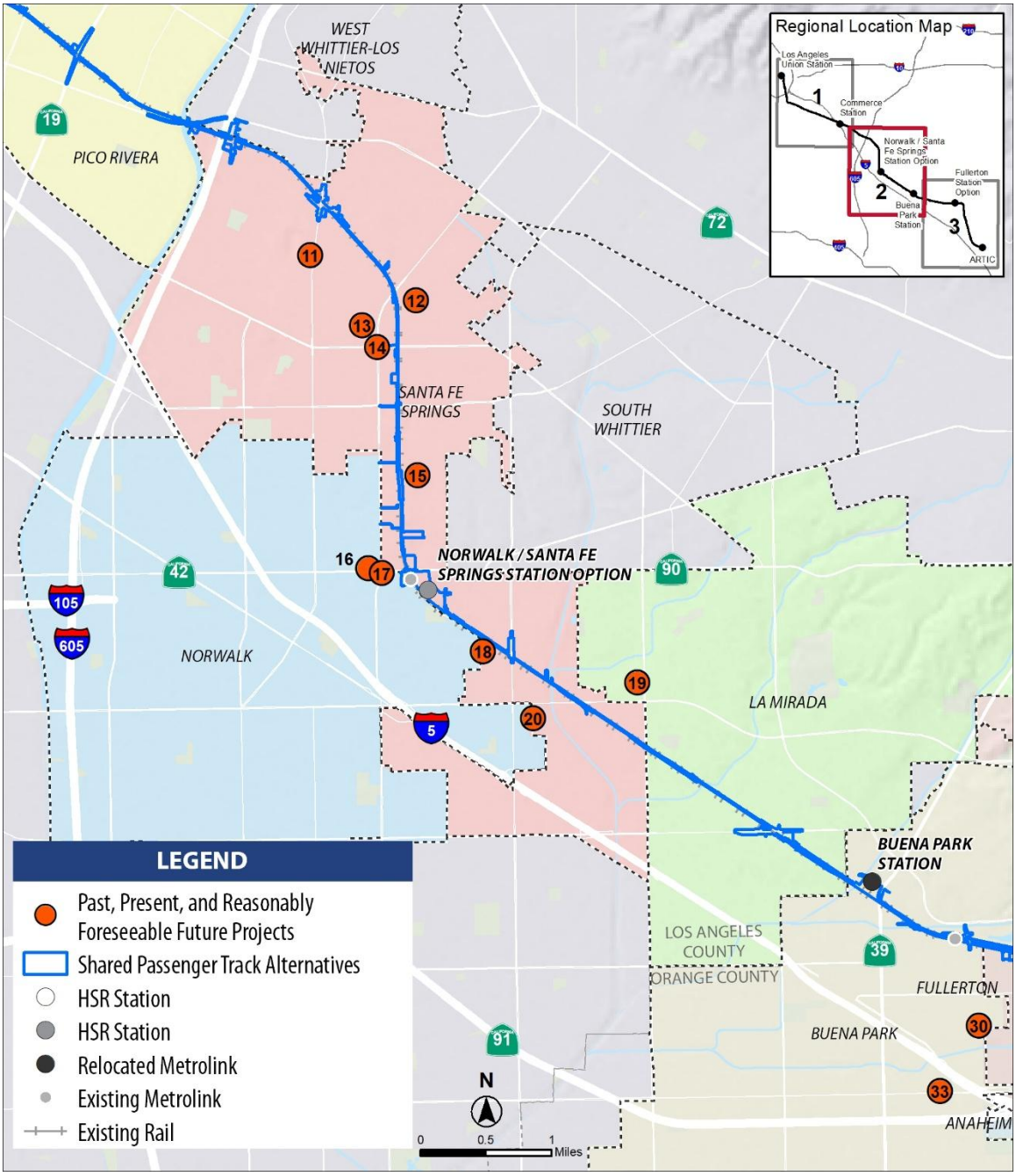


Figure 3.19-1 Reasonably Foreseeable Land Development Projects Included in the Cumulative Project List, Sheet 2 of 3

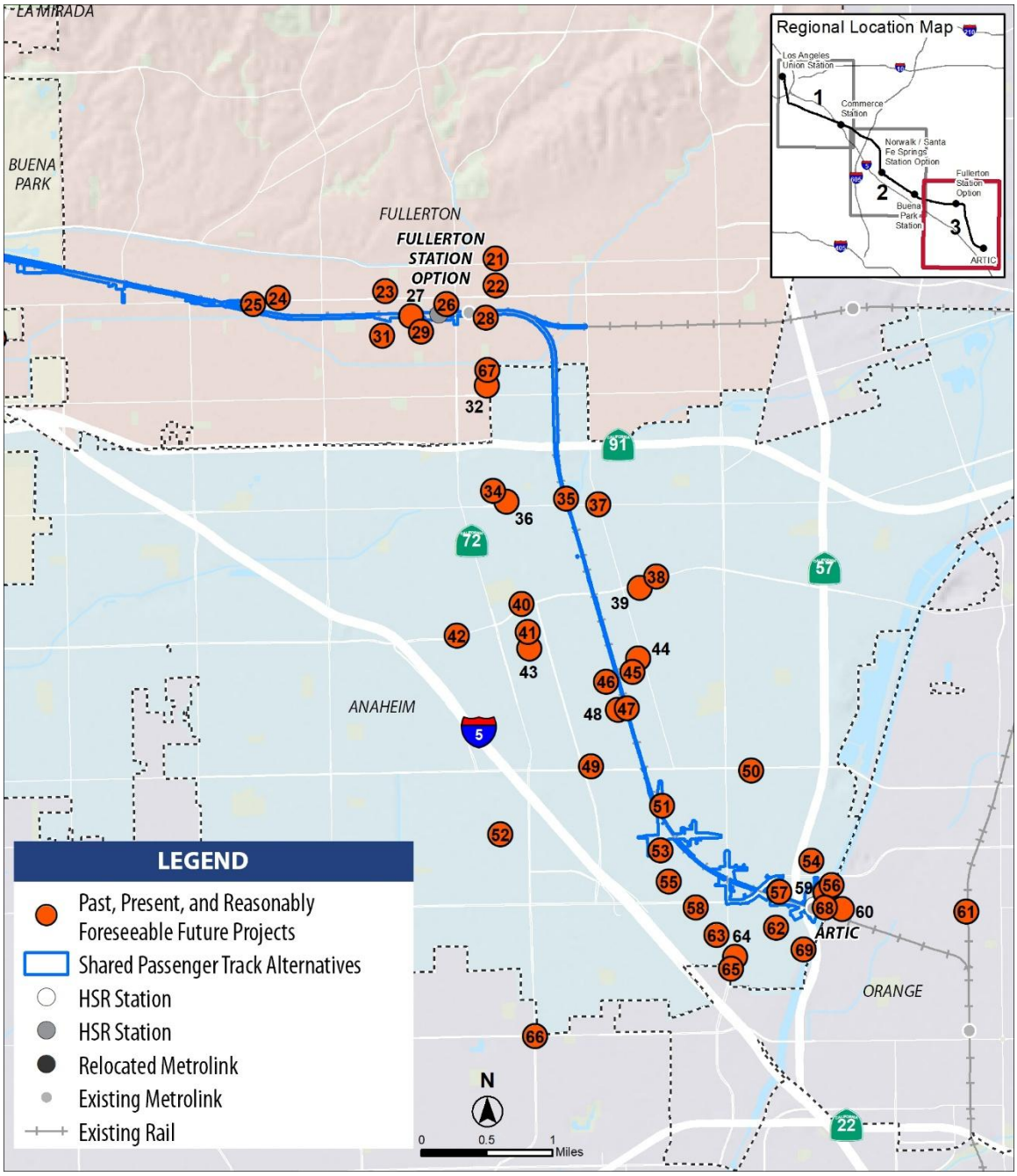


Figure 3.19-1 Reasonably Foreseeable Land Development Projects Included in the Cumulative Project List, Sheet 3 of 3

Draft EIR/EIS pages 3.19-19 through 3.19-22, in Section 3.19.3.5, Cumulative Projects and Growth Forecasts, Table 3.19-3, Cumulative Transportation Projects List, were revised to add the Barstow International Gateway Project (BIG Project) to the cumulative analysis for the project section. Only the revised row of the table is presented below.

Table 3.19-3 Cumulative Transportation Projects List

Label Number	Project Name
--	City of Barstow Proposed General Plan and BIG Project

ARTIC = Anaheim Regional Transportation Intermodal Center; BIG = Barstow International Gateway; BNSF = BNSF Railway; FTIP = Federal Transportation Improvement Program; FY = Fiscal Year; I = Interstate; HOT = high-occupancy toll; kV = kilovolt; LA = Los Angeles; LAX = Los Angeles International Airport; Metro = Los Angeles Country Metropolitan Transportation Authority; OC = Orange County; RTP = Regional Transportation Plan; SR = State Route; UPRR = Union Pacific Railroad

Draft EIR/EIS page 3.19-29, in Section 3.19.4.1, Transportation, was revised to add the BIG Project to the cumulative analysis and describe projects that would improve goods movement or regional transportation.

Cumulative Condition

The cumulative condition relevant to transportation consists of the Shared Passenger Track Alternatives; development planned under the general plans of the Counties of Los Angeles and Orange and the Cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Whittier, Buena Park, Fullerton, Anaheim, Orange, South Whittier, and unincorporated community of West Whittier–Los Nietos; the directly adjacent Burbank to Los Angeles Project Section; the Link Union Station (Link US) project; the Barstow International Gateway Project (BIG Project); and relevant planned and future residential, commercial, industrial, recreational, and transportation projects listed in Appendices 3.19-A and 3.19-B. Under the cumulative condition, ongoing urban development would be expected to continue within the project's cumulative RSA, outpacing roadway expansion. On September 2, 2020, the Southern California Association of Governments' Regional Council unanimously voted to approve and fully adopt the *Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* under Senate Bill 375. This document is a long-range visioning plan that builds on and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Traffic volumes on roadways in the project's cumulative RSA would be expected to increase because of planned and future development activity, thereby affecting signalized intersections, unsignalized intersections, and roadway segments.

Under NEPA, cumulative impacts relevant to transportation would occur if the effects of these projects and planned development were to combine to cause adverse roadway and freeway level of service impacts. Under CEQA, cumulative impacts would occur if the Shared Passenger Track Alternatives, when considering planned projects, would result in significant cumulative impacts on vehicle miles traveled (VMT), pedestrian, bicycle, or transit conditions; and freight rail and passenger rail operations.

Contribution of the Shared Passenger Track Alternatives

Construction

Local and regionally planned transportation projects such as the Interstate (I-) 5 Freeway Expansion Project, I-10 High-occupancy Toll Lanes Project, Southern California Association of Governments Telegraph Road Improvements, and I-605 Corridor Improvement Project, among multiple other smaller projects, are intended to accommodate the expected increase in traffic related to development in the region. Regional transportation infrastructure projects such as Metrolink Southern California Optimized Rail Expansion, the Southeast Gateway Line Light Rail Project, the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project, and the BIG Project would improve goods movement or regional transportation. In the event that construction activities for multiple projects were to overlap with construction of the Shared Passenger Track Alternatives and the directly adjacent Burbank to Los Angeles Project Section, cumulative impacts related to traffic delays and detours for travel in the region would occur. Planned and future development such as the City of Commerce 142,511-square-foot Commerce Retail Center Project, Modelo Project, City of Fullerton The Fox Block, Casa Bella, Atlas Fullerton, City of Anaheim Stadium Towers, Parkwest Development,

OCVIBE, Disneyland Forward, and multiple other projects would likely require temporary construction easements and may result in the temporary closure of parking areas and roadway travel lanes. Planned highway projects, or other developments directly adjacent to highways, could require temporary reductions in lane widths and reductions in speed limits, which would contribute to cumulative impacts on traffic circulation and congestion in construction zones. Indirect cumulative impacts would result if these direct cumulative impacts combined and temporarily limited or detoured pedestrian and bicycle access or limited or slowed access of emergency responders.

Draft EIR/EIS page 3.19-30, in Section 3.19.4.1, Transportation, was revised to add the BIG Project to the cumulative analysis of construction impacts.

Construction of the Shared Passenger Track Alternatives would temporarily disrupt freight and passenger rail service, because tracks would be modified throughout the corridor and a new fourth mainline track would be added from Redondo Junction to Fullerton Junction. A significant cumulative impact would occur if the project, in combination with cumulative projects, would substantially affect freight or passenger rail operations during construction. Shared Passenger Track Alternative A would maintain some of the existing tracks within the corridor and would shift or realign the existing tracks at some locations. Trains could also be rerouted onto other open tracks where feasible. Construction of HSR station facilities and modifications to existing passenger rail stations would temporarily affect station platform or parking capacity, but passenger rail service could be maintained. The future condition of the BNSF Railway (BNSF) Cajon Subdivision brought by the California Department of Transportation–sponsored High Desert Operational Efficiency Project would provide sufficient staging capacity for freight during HSR project construction. Freight trains held on the High Desert Operational Efficiency tracks would minimize delay for all passenger and freight operators in the corridor. The BIG Project would allow the direct transfer of containers from ships at the Ports of Los Angeles and Long Beach to trains for transport through the Alameda Corridor onto the BNSF mainline up to Barstow. The BIG Project rail facility and supporting infrastructure, including, but not limited to, a new rail facility, intermodal facility, solar farm, and transload warehouses, are not expected to be built concurrently with the project section, and construction of either project would not preclude the other. To ensure that construction would not negatively affect existing and planned rail service within the corridor or transit service at passenger rail stations, the Authority will incorporate **TR-IAMF#11** and **TR-IAMF#13**, which require the Authority's contractor to prepare and implement specific Congestion Management Programs and requires the Authority to work closely with all agencies that provide freight or passenger rail services or maintain operating rights within the corridor to avoid service impacts. Because specific work windows for track construction activities have not yet been defined, the avoidance or minimization of potential disruptions to freight and passenger rail weekday services cannot be ensured at this time. The Authority would implement **TRAN-MM#6, Prepare Track Construction Work Window Plan**, to further reduce adverse effects on freight and passenger rail services during project construction by requiring the Authority to coordinate with freight and passenger rail agencies and operators to identify specific work windows for track construction activities that minimize disruption to freight and passenger rail services within the project corridor to the maximum extent feasible. Therefore, cumulative significant impacts are not anticipated, and the Shared Passenger Track Alternatives would not result in a cumulatively considerable contribution to a significant impact.

Draft EIR/EIS page 3.19-31, in Section 3.19.4.1, Transportation, was revised to add the BIG Project to the cumulative analysis of operational impacts.

Implementation of HSR would not put any constraints on the current passenger operator agreements within the corridor or preclude plans for growth. Additionally, the project would improve overall efficiency along the corridor by adding a fourth mainline track, building five new grade separations, and modifying tracks at Commerce Yard and Fullerton Junction to separate freight and passenger trains. With respect to the blending of HSR with heavier freight rail, available freight train windows may be constrained on the shared tracks under the cumulative project scenario compared to existing conditions. However, existing and forecasted 2040 freight levels can be accommodated in the areas where HSR, passenger rail, and freight rail would share tracks because adequate durations of track access would be available to complete track moves to serve freight customers, based on review of

data on freight operations in the corridor. It should be noted that the BIG Project would result in three to five additional daily freight trains operating along portions of the project corridor by 2048. Even when accounting for freight trains attributable to the BIG Project, the volume of freight trains operating along the project corridor each day would still be generally consistent with the freight rail volume projections in the Authority's 2023 operation analysis, which was based on 2018 California State Rail Plan. Furthermore, the California Department of Transportation–sponsored High Desert Operational Efficiency project would provide sufficient staging capacity for freight during HSR operation. The High Desert Operational Efficiency staging tracks allow freight trains to be staged outside of the Los Angeles – San Diego – San Luis Obispo Rail Corridor, instead of having to stage them on tracks within the constrained project section. Freight trains held on the High Desert Operational Efficiency tracks would be scheduled so they are in the correct operating window when they reach Fullerton Junction, minimizing delays for all passenger and freight operators in the corridor. Infrequently, it is possible that freight operators may need to use longer trains or additional trains, or stagger deliveries over two nights in the limited situations when deliveries cannot be made in a single night because of somewhat more constrained nighttime work windows. Consequently, the compression of freight service hours would not result in a diversion of freight hauling from freight trains to trucks or other modes and, therefore, would not result in any potential secondary impacts related to air quality, greenhouse gas (GHG) emissions, noise, or traffic congestion. The Authority will incorporate **TR-IAMF#13**, which will further define the roles and responsibilities within the shared corridor, including operational and maintenance responsibilities. HSR operations would not affect the ability of other passenger rail operators' or BNSF's ability to maintain current or planned service levels. Impacts related to freight rail operations would be less than significant because the cumulative projects would not result in impacts on freight capacity or operations. Therefore, there would be no significant cumulative impact to which the Shared Passenger Track Alternatives would contribute.

Draft EIR/EIS page 3.19-36, in Section 3.19.4.2, Air Quality and Global Climate Change, was revised to add the BIG Project to the cumulative analysis, describe regional transportation projects that could cumulatively affect the region, update AQ-MM#4, and disclose if there are additional feasible mitigation measures that could be implemented at the project level from a review of the East Los Angeles, Boyle Heights, and West Commerce; South Los Angeles; and Southeast Los Angeles Community Emissions Reduction Plans (CERP).

As presented in Table 3.3-46 and Table 3.3-47, the net change in health risks would decrease with implementation of the Shared Passenger Track Alternatives compared to existing conditions, and would not contribute to an incremental increase in project-level health risk impacts that would exceed the SCAQMD project-level threshold. However, as presented in Table 3.3-46, the existing cancer risk from Hobart Yard exceeds the SCAQMD health risk threshold of 10 in a million. Furthermore, the storage and support tracks at Hobart Yard may expose sensitive receptors to additional DPM emissions as part of the project. Because future activity is unknown for this project component, this could result in a potentially significant impact.

Additional regional transportation projects that could cumulatively affect the region are the Metrolink Southern California Optimized Rail Expansion, the Southeast Gateway Line Light Rail Project, the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project, and the BIG Project. These projects would improve goods movement or regional transportation within the region. The BIG Project would allow the direct transfer of containers from ships at the Ports of Los Angeles and Long Beach to trains for transport through the Alameda Corridor onto the BNSF mainline up to Barstow. The BIG Project rail facility and supporting infrastructure, including but not limited to a new rail facility, intermodal facility, solar farm, and transload warehouses, are not expected to be built concurrently with the project section, and construction of either project would not preclude construction of the other. The Barstow General Plan and BIG Project Draft EIR was circulated in November 2025 and approved in June 2026. Operationally, the BIG Project may increase BNSF freight-rail locomotives within the corridor by five daily trains. However, the BIG Project would not increase rail operations within Hobart Yard and would reduce the heavy-duty truck miles within the SCAQMD region by up to 192,255 per year by 2048. In addition, the BIG Project would reduce the number of truck trips to Commerce/Hobart Yards by 35,400 trips per year. Overall, because the BIG Project would result in a

net reduction in regional criteria pollutant emissions within the SCAB, it would not contribute to a cumulative impact.

To reduce project-level impacts, the Authority would implement **AQ-MM#4, Requirement of a Future Operational Health Risk Assessment**, which requires that an operational health risk assessment be conducted prior to the commencement of project operations. **AQ-MM#4** also requires the Authority to complete additional CEQA review, NEPA review, or both, as necessary; and for the analysis and incorporation of additional feasible on- and off-site mitigation to reduce risks to the greatest extent practicable prior to project operations. However, because the level of activity for the 101,094 feet of storage and support track at Hobart Yard is unknown, there is still the potential that nearby sensitive receptors are exposed to DPM emissions that would result in a health risk impact exceeding the SCAQMD project-level thresholds, even with incorporation of **AQ-MM#4**. In addition, the cumulative increase in freight-train operations from the BIG Project would potentially increase the health risk impacts at the sensitive receptor locations along the project corridor.

The Authority conducted a review of the East Los Angeles, Boyle Heights, and West Commerce; South Los Angeles; and Southeast Los Angeles Community Emissions Reduction Plans (CERP) to determine if there were additional feasible mitigation measures that could be implemented at the project level. Chapter 5c of the East Los Angeles, Boyle Heights, and West Commerce CERP and Chapter 5f of the Southeast Los Angeles CERP discuss actions to reduce air pollution emissions or exposures from railyards and locomotives. As discussed in Section 6.3.2 of the *Los Angeles to Anaheim Project Section Air Quality and Global Climate Change Technical Report*, the light maintenance facility (LMF) would be used for train storage, examinations in service, and inspections. The LMFs would not include the operation of any diesel-fueled internal combustion engines, or other sources of toxic air contaminant emissions. The HSR trainsets that would operate near Hobart and Commerce Yards would be fully electric and would also not be a source of toxic air contaminant emissions. The Authority does not have control over the third-party rail operator emissions within Hobart and Commerce Yard emissions. Therefore, because the Authority-controlled operational activities in Hobart and Commerce Yards would not be a source of toxic air contaminant emissions, there are no actions from Chapter 5c from the East Los Angeles, Boyle Heights, and West Commerce that could be implemented.

The South Los Angeles CERP does not include a chapter on railyards and locomotives. However, the South Los Angeles CERP includes Chapter 5b: Mobile Sources, and Chapter 5d: General Industrial Facilities. The Draft EIR/EIS includes **AQ-MM#2**, which requires that a minimum of 25 percent, with a goal of 100 percent, of all light-duty on-road vehicles used by all project construction contractors (e.g., passenger cars, light-duty trucks) associated with the project (e.g., on-site vehicles, contractor vehicles) use zero-emissions or near-zero-emission technology. Implementation of **AQ-MM#**2 would be consistent with South Los Angeles CERP Chapter 5b Goals A, B, and E. Furthermore, as discussed in Section 3.3, Impact AQ-8, construction of the project would not expose nearby sensitive receptors to a cancer or noncancer chronic hazard risk that would exceed the SCAQMD-adopted thresholds. For Chapter 5d, there are no applicable goals or actions, because the proposed LMFs would not be a source of toxic air contaminant emissions.

The project-level impacts under CEQA related to permanent exposure of sensitive receptors to DPM generated during project operations would be significant and unavoidable, because there are no additional feasible mitigation measures that can be implemented to reduce the project's impact. Cumulative impacts would occur in the event that sensitive receptors are exposed to DPM emissions that would result in an exceedance of SCAQMD thresholds. Given the unknown level of activities at Hobart Yard from the project, and the additional regional infrastructure projects that would affect Hobart Yard, a cumulatively significant impact is conservatively anticipated, and the project would result in a considerable contribution to this significant cumulative impact.

Draft EIR/EIS page 3.19-40, in Section, 3.19.4.3, Noise and Vibration, was revised to reflect updates to Section 3.4 regarding impacts on noise-sensitive residences during operation.

During operation of the Shared Passenger Track Alternatives, long-term noise impacts could occur from the introduction of a new transportation system. Based on FRA guidance, noise effects are

based on a comparison of noise level impacts associated with the project compared to ambient noise levels in the existing condition and during the year 2040. As established in the California Department of Transportation's Traffic Noise Analysis Protocol, impacts would be cumulatively considerable if the noise emissions from train operations, combined with noise emissions from cumulative projects, would exceed FRA standards for high-speed ground transportation, or if traffic noise levels would exceed Federal Highway Administration standards. According to the *Los Angeles to Anaheim Project Section Noise and Vibration Technical Report* (Authority 2025a), based on the FRA 2012 Guidance Manual, in the existing condition, predicted operational noise levels would exceed severe impact criteria at 59 residences and moderate impact criteria at 443 residences within this project section. No impacts are predicted to occur at institutional land uses. To reduce severe effects on sensitive receivers from operational noise, the Authority would implement **N&V-MM#3, Implement California High-Speed Rail Project Noise Mitigation Guidelines**, which requires an evaluation of where noise barriers or other mitigation methods are needed. The noise and mitigation guidelines are discussed in Section 3.4. With implementation of **N&V-MM#3**, an impervious sound barrier, extending from 150 south of E Cyprus Street to near E Sycamore Street with a setback of approximately 12 feet (or less if feasible) from the proposed northbound track centerline and with a height of 8 feet above the top-of-rail elevation would be installed. The noise barrier would provide effective noise mitigation for 36 of the 59 affected residences. Because a noise barrier would not meet the mitigation guidelines for the remaining 23 residences with severe noise impacts, these residences would have residual severe noise impacts. For these locations, other measures included in **N&V-MM#3** would be implemented, including noise abatement at receiver locations (for example, sound insulation of buildings) and easement acquisition. Even with these mitigation measures along with vehicle noise specifications and special trackwork, which may reduce noise at the source, a significant cumulative impact would occur. The Shared Passenger Track Alternatives would result in a cumulatively considerable contribution to noise impacts at sensitive receptors during operation that are still considered significant and unavoidable at some locations. Therefore, because cumulative noise impacts would be significant and unavoidable, the Shared Passenger Track Alternatives' contribution to this cumulative noise impact would be cumulatively considerable during operation.

Draft EIR/EIS page 3.19-52, in Section 3.19.4.6, Biological and Aquatic Resources, was revised to reflect updates to Section 3.7 to remove special-status plants.

Mitigation measures are required under CEQA to address impacts on riparian habitat, vegetation communities, land cover, and special-status natural communities, including **BIO-MM#6, Prepare and Implement a Restoration and Revegetation Plan**; **BIO-MM#33, Restore Aquatic Resources Subject to Temporary Impacts**; **BIO-MM#34, Monitor Construction Activities within Aquatic Resources**; **BIO-MM#47, Prepare and Implement a Compensatory Mitigation Plan for Impacts on Aquatic Resources**; **BIO-MM#50, Implement Measures to Minimize Impacts During Off-Site Habitat Restoration, or Enhancement, or Creation on Mitigation Sites**; **BIO-MM#55, Prepare and Implement a Weed Control Plan**; **BIO-MM#56, Conduct Monitoring of Construction Activities**; **BIO-MM#58, Establish Environmentally Sensitive Areas and Nondisturbance Zones**; **BIO-MM#60, Limit Vehicle Traffic and Construction Site Speeds**; **BIO-MM#62, Prepare Plan for Dewatering and Water Diversions**; and **BIO-MM#79, Conduct Presence/Absence Preconstruction Surveys for Special-Status Natural Communities**.

Draft EIR/EIS page 3.19-54, in Section 3.19.4.6, Biological and Aquatic Resources, was revised to reflect updates to Section 3.7 to remove special-status plants.

Special-Status Plants

No temporary direct effects on special-status plant species are anticipated because there is no habitat for special-status plant species in any areas where temporary impacts are proposed.

No permanent direct effects on special-status plant species are anticipated, because there is no habitat for special-status plant species in any areas where permanent impacts are proposed.

It is anticipated that there would be no direct permanent or temporary effects on special-status plant species.

Draft EIR/EIS page 3.19-57, in Section 3.19.4.6, Biological and Aquatic Resources, was revised to reflect updates to Section 3.7 to remove special-status plants.

The historical trend of land use changes in the RSA has led to large-scale alteration and removal of the habitat of numerous special-status wildlife species, and ongoing development continues to degrade remaining habitat. The project would result in the removal of vegetation for the placement of permanent infrastructure during construction, and the removal of vegetation in temporary impact areas and from construction. The mitigation proposed to address impacts on species habitat includes habitat preservation in combination with restoration and enhancement, which would maintain or result in an improvement over existing conditions within the RSA. With implementation of the mitigation measures identified in Section 3.7.7, the Shared Passenger Track Alternatives would not result in cumulatively considerable contributions to significant cumulative impacts because the applicable mitigation measures, as well as IAMFs incorporated into the project design, would avoid or minimize the potential for trampling or other destruction of special-status plant and wildlife species and their habitats.

Draft EIR/EIS page 3.19-65, in Section 3.19.4.7, Hydrology and Water Resources, was revised to reflect updates to Section 3.8 and to correct the list of floodplains within the cumulative RSA.

Many waterbodies are channelized, and drainage systems within the RSA have been put in place to accommodate urban development and divert flows. Under the cumulative condition, with inclusion of construction and operation of the project, ongoing urban development would continue, and the conversion of nontransportation uses to transportation uses would occur. Several large-scale planned development projects such as Stadium Towers, OCVIBE, and the LTG Platinum Center in Anaheim would contribute to development in the RSA and could result in impacts on hydrology and water resources. For example, operation and development of these planned and developed projects could result in changes in local hydrology and drainage that could degrade nearby waters including an increase in impervious surfaces resulting in a higher rate and volume of stormwater runoff, thereby increasing the potential risk for flooding. Federal Emergency Management Agency (FEMA)-designated 100-year floodplains identified within the direct floodplains RSA include the following floodplains: Los Angeles River, Rio Hondo, San Gabriel River, Lakeland Road Storm Drain, North Fork Coyote Creek, Brea Creek, Lakeside Drive Storm Drain, Fullerton Creek, Gilbert Street and Artesia Avenue Storm Drain, Lawrence Avenue, Yale Avenue, Balcom Avenue Storm Drain, Carbon Creek, Southeast Anaheim Channel, and the Santa Ana River. Development throughout the cumulative RSA would be subject to federal, state, and local regulations designed to control stormwater runoff, require construction-period pollution controls, prevent floodplain development, ensure adequate groundwater recharge, and otherwise protect hydrologic resources and water quality. Additionally, flood protection structures included in capital improvement plans for the cities of Vernon, Buena Park, and Fullerton would provide flood control improvements that would protect residences and businesses during a 100-year flood.

Draft EIR/EIS page 3.19-77, in Section 3.19.4.9, Hazardous Materials and Wastes, was revised to reflect updates made to Section 3.10 regarding impacts occurring in proximity to potential environmental concern (PEC) sites and within 0.25 mile of a school.

Construction of the Shared Passenger Track Alternatives would occur within or near 305 potential environmental concern sites. Of these potential environmental concern sites, there is one listed and one proposed Superfund site, which are discussed in detail in Section 3.10.5.6, Superfund Sites. Reasonably foreseeable projects within the cumulative RSA would also likely require construction activities in the vicinity of potential environmental concern sites. **HMW-IAMF#3**, **HMW-IAMF#4**, **GEO-IAMF#3**, **HMW-IAMF#1**, **HMW-IAMF#6**, and **HMW-IAMF#9** are included in the project design and will minimize construction impacts for most potential environmental concern sites, including Cortese List sites, with the exceptions of two potential environmental concern sites warranting listing on the National Priorities List, that would be disturbed and developed as part of project construction. These two sites are the Orange County North Basin Superfund site (groundwater plume covering approximately 8 square miles that overlaps with portions of the project alignment) and Exide site in

Vernon (located where the 26th Street LMF would be built), proposed for listing as a Superfund site.[5] These two sites present potentially extensive impacts on the region, including the cumulative RSA, because of the nature of their contamination, lack of full characterization, and complexity of remedial approaches. The Authority would implement **HMW-MM#2**, which requires the Authority to coordinate with the regulatory oversight agencies and the responsible parties on the design of the project alternatives and the HSR station options. **HMW-MM#2** also requires the Authority to engage with public interested parties at specific design milestones. However, even with implementation of mitigation, the project-level impact would remain significant and unavoidable. The Shared Passenger Track Alternatives, in combination with reasonably foreseeable projects within the cumulative RSA, would result in a significant cumulative impact associated with construction risks because of the presence of potential environmental concern sites and the project would have a cumulatively considerable contribution.

The use of hazardous materials during construction and operation of transportation and development projects is tightly controlled to protect human health and avoid releases. Similar to the Shared Passenger Track Alternatives, the cumulative projects within the RSA would be required to comply with regulatory requirements that would minimize hazardous materials impacts. The Shared Passenger Track Alternatives would not use unusual amounts of hazardous materials and has IAMFs in place to address hazardous materials use and avoidance of potential environmental concern sites. Additionally, by 2040, some of the existing potential environmental concern sites within the cumulative RSA would be investigated further and, if necessary, remediated with appropriate state regulatory agency oversight. Furthermore, the project has measures in place to discover and address risks associated with previously undocumented hazardous materials. **HMW-IAMF#4**, **HMW-IAMF#5**, and **HMW-IAMF#7** are included as part of the project design to avoid and effectively minimize creation of a significant hazard to the public or the environment through compliance with regulations for the transport and handling of hazardous materials, and development of construction management and demolition plans that will minimize potential impacts from the inadvertent disturbance of hazardous materials from undocumented sites. With such measures and restrictions on the use of hazardous materials in place, the potential for the cumulative accumulation or release of hazardous materials will be low.

Construction of the Shared Passenger Track Alternatives and the cumulative projects listed in Appendices 3.19-A and 3.19-B would occur in an urban environment. Given this, construction may require handling of hazardous materials, substances, or waste within 0.25 mile of schools, which are considered sensitive receptors. As discussed in Section 3.10, 40 educational facilities are within 0.25 mile of the Shared Passenger Track Alternatives. This effect would be temporary and limited to the construction period. **HMW-IAMF#7**, **HMW-IAMF#8**, **HMW-IAMF#6**, **HMW-IAMF#4**, and **HMW-IAMF#5** will be incorporated to avoid the potential for an inadvertent release of hazardous materials and minimize the effects should a release occur in proximity to schools. However, even these requirements would not eliminate the possibility of a release of hazardous materials in quantities greater than state thresholds near schools within 0.25 mile of the project footprint. The Authority would implement **HMW-MM#1, Limit Use of Extremely Hazardous Materials Near Schools During Construction**, and **HMW-MM#2** to address these impacts. **HMW-MM#1** requires the Authority to monitor extremely hazardous materials, develop a spill prevention and response plan, and avoid the handling (e.g., storage, transport, use) of such substances within 0.25 mile of schools, to avoid a health or safety hazard to students or employees on the premises. **HMW-MM#2** requires the Authority to coordinate with the regulatory oversight agencies and the responsible parties on the design of the Shared Passenger Track Alternatives and the HSR station options. **HMW-MM#2** also requires the Authority to engage with public interested parties at specific design milestones. Therefore, potential controls intended for the protection of human health and the environment in proximity to schools and compliance with applicable cleanup requirements would be implemented as necessary. Implementation of **HMW-MM#2** would address potential impacts associated with construction activities occurring within the Orange County North Basin Superfund site footprint and

[5] The Exide site's listing on the National Priorities List has been proposed and is pending.

within 0.25 mile of a school. Although the Shared Passenger Track Alternatives and cumulative projects would temporarily increase the handling of hazardous materials during construction activities, these projects would be required to comply with federal, state, and local regulations, thereby reducing the potential for significant cumulative impacts to less-than-significant levels.

Hazards related to potential migration or hazardous gases from oil fields, gas fields, and oil and gas wells or other subsurface sources can be reduced or eliminated by following federal and state Occupational Safety and Health Administration regulatory requirements for excavations, and by consulting with other agencies as appropriate, such as the California Department of Conservation's Geologic Energy Management Division and the California Department of Toxic Substances Control. The project will incorporate **HMW-IAMF#2, Landfill**; **HMW-IAMF#4**; **HMW-IAMF#6**; **GEO-IAMF#3**; and **SS-IAMF#4**. Construction on or near landfills or oil and gas wells would not result in hazardous materials spills or releases that would create a significant hazard to the public, construction workers, or the environment.

Draft EIR/EIS pages 3.19-78 through 3.19-79, in Section 3.19.4.9, Hazardous Materials and Wastes, was revised to reflect updates made to Section 3.10 regarding impacts occurring in proximity to PEC sites and within 0.25 mile of a school.

As discussed above, O&M of the Shared Passenger Track Alternatives would require transport, use, storage, and disposal of hazardous materials. However, the Shared Passenger Track Alternatives will incorporate IAMFs, which include preparation of a hazardous materials plan and a spill prevention, control, and countermeasure plan to avoid and reduce impacts related to accidental spills and release incidents. In addition, the Shared Passenger Track Alternatives would be required to comply with federal, state, and local regulations related to the transport, use, storage, and disposal of hazardous materials. Other reasonably foreseeable projects in the cumulative RSA would be expected to prepare similar hazardous material plans and spill prevention plans and would be required to comply with the same federal, state, and local regulations related to the transport, use, storage, and disposal of any hazardous materials. Therefore, the Shared Passenger Track Alternatives would not result in a cumulatively considerable contribution to a significant impact.

O&M activities related to Shared Passenger Track Alternative A would occur near sites of known or unknown contamination. Preconstruction investigation, remedial treatment (e.g., excavation of contaminated media), or other corrective measures such as vapor barriers and ventilation infrastructure implemented during construction or as part of the design targeted at reducing risk associated with existing contamination would minimize risk associated with PEC sites prior to and during the operational period. Prior to construction, Phase I environmental site assessments and soil testing would have already occurred during the right-of-way acquisition phase, pursuant to **HMW-IAMF#1**, rendering the potential disruption or exacerbation of a known or unknown site of contamination during operation to minor levels. Parcels that require a Phase II environmental site assessment would be identified using information and data obtained from the Phase I environmental site assessments. Preconstruction site characterization would inform the selection of appropriate building materials and engineering controls to be implemented during construction to isolate or remove hazards. Clear protocols for managing residual contamination and for O&M of engineering controls would further reduce risks of operation of the HSR on PEC sites over the life of the project. When hazards are mapped and recorded, appropriate procedures and management plans can be developed for routine maintenance, substantial renovations, and emergency response, and to protect human health and the environment.

O&M of projects within the cumulative RSA could result in long-term risks associated with the handling of hazardous materials or waste within 0.25 mile of a school. As discussed in Section 3.10, there are five schools near optional stations. Handling of hazardous materials for O&M of the HSR system would occur primarily at the 26th Street LMF. No educational facilities are within 0.25 mile of the proposed 26th Street LMF.

CEQA Conclusion

The Shared Passenger Track Alternatives in combination with other reasonably foreseeable projects could contribute incrementally to the transport, storage, use, and disposal of hazardous materials within the cumulative RSA. However, these incremental contributions are tightly controlled by existing

regulations, and there would not be a significant cumulative impact under CEQA to which the project would contribute. The project will incorporate **HMW-IAMF#1**, **HMW-IAMF#2**, **HMW-IAMF#3**, **HMW-IAMF#4**, **HMW-IAMF#5**, **HMW-IAMF#6**, **HMW-IAMF#7**, **HMW-IAMF#8**, **HMW-IAMF#9**, **HMW-IAMF#10**, **HYD-IAMF#1**, **HYD-IAMF#3**, **GEO-IAMF#1**, **GEO-IAMF#3**, and **SS-IAMF#4** to minimize impacts from the Shared Passenger Track Alternatives. However, even with adherence to IAMFs, impacts under CEQA from handling hazardous materials within 0.25 mile of a school could still potentially be significant. Implementation of **HMW-MM#2** would reduce construction impacts occurring within 0.25 mile of a school to less-than-significant levels. **HMW-MM#2** requires coordination with applicable regulatory agencies, which would reduce the impact of building near two specific Superfund sites; however, even with mitigation, impacts would remain significant and unavoidable. Given this, the Shared Passenger Track Alternatives would result in a significant cumulative impact under CEQA related to hazardous materials and would result in a cumulatively considerable contribution to a significant impact.

Draft EIR/EIS page 3.19-89, in Section 3.19.4.11, Socioeconomics and Communities, was revised to update expected employment growth.

Project operation would result in a 0.15 percent (direct and indirect) employment growth effect compared to the forecasted growth under the No Project Alternative. Unplanned population growth indirectly or directly attributed to the project or other reasonably foreseeable projects within the cumulative RSA would also occur.

Draft EIR/EIS page 3.19-91, in Section 3.19.4.12, Station Planning, Land Use, and Development, was revised with the title of LU-IAMF#1 and to reflect the changes to acquisitions (associated with removal of a parcel) anticipated in Buena Park. Refer to Section 16.1.1 for more information on this parcel.

As presented in Table 3.13-5, implementation of the Shared Passenger Track Alternatives would permanently convert approximately 240.08 acres and 278.75 acres of existing and planned land uses to transportation use under Shared Passenger Track Alternatives A and B, respectively. With inclusion of the Norwalk/Santa Fe Springs HSR Station Option or the Fullerton HSR Station Option, additional conversion to transportation use would be necessary. This has the potential to result in altered land use patterns and incompatibility with other nearby land uses, especially in the event that project-specific impacts accumulate with acquisitions and conversions from other reasonably foreseeable projects in the cumulative RSA. However, the vast majority of land that would be permanently converted by the project is in industrial or mixed-commercial uses, typical for lands along the Los Angeles – San Diego – San Luis Obispo Rail Corridor. Because there would be a relatively small amount of land acquired, the land to be acquired is along the Los Angeles – San Diego – San Luis Obispo Rail Corridor, and the land to be acquired is bounded by land use types that are generally compatible with transportation uses, there would be little to no potential for land use conversion to result in any permanent alteration of land use patterns. Construction of the Shared Passenger Track Alternatives, in combination with cumulative projects, may require permanent land acquisition but would not indirectly result in permanent altered land use patterns or incompatible land uses. Construction of the project would minimize, but not avoid, changes to existing land uses. Incorporation of **LU-IAMF#1, Passenger Rail Station Area Development**; and **LU-IAMF#2, Station Area Planning and Local Agency Coordination**, as part of the project will ensure that station area planning development principles and guidelines, and local agency coordination, have been applied to station area planning prior to HSR operations. Impacts related to roadway closure or modifications from the Shared Passenger Track Alternatives and cumulative projects would be less than significant under CEQA.

Draft EIR/EIS page 3.19-95, in Section 3.19.4.13, Parks, Recreation, and Open Space, was revised to include a reference to OCVIBE.

Construction of the Shared Passenger Track Alternatives in combination with planned and future infrastructure and development projects in the cumulative RSA, including the adjacent Burbank to Los Angeles Project Section and OCVIBE development, could temporarily increase noise, vibration, or fugitive dust emissions; degrade visual resources; diminish access or use of park, recreation, and open space resources; or require acquisitions of property from park and recreation areas. The

presence of HSR construction equipment and activity would temporarily detract from regular use of the resources. Construction of the Shared Passenger Track Alternatives would temporarily diminish access to several parks, recreation, and open space resources. There would also be one permanent easement or property acquisition related to recreational resources.

16.5.19.1 Citation/Reference-Related Revisions

Draft EIR/EIS page 3.19-65, in the CEQA Conclusion section, in a table source for Table 3.19-6, Local Policies Regarding Protected Trees in the Shared Track Alternatives and Tree Protections, was revised from "City of Montebello 2024" to "City of Montebello 2025."

16.6 Chapter 4: Section 4(f) and Section 6(f) Evaluations

The Authority updated Chapter 4 to include changes related to the design refinements, updates in the environmental process and consultation efforts since release of the Draft EIR/EIS, and the addition of two Section 6(f) resources. To allow for greater clarity in the presentation of the information, the revised Chapter 4 has been included in its entirety in Volume 1 of this Final EIR/EIS. Refer to Volume 1 for the revisions to Chapter 4.

16.7 Chapter 5: Community Analysis

Draft EIR/EIS page 5-1, in Section 5.1, Introduction, was revised to remove the word "preliminary" from the conclusions. The Authority has reviewed public comments received during outreach and the public comment period, and taken them into consideration to finalize conclusions of Chapter 5, Community Analysis. The conclusions presented in Chapter 5 are now final.

Section 5.4, Affected Environment, describes the affected environment for communities in the project corridor. Section 5.5, Inclusive Public Engagement, summarizes public outreach activities done to date. Section 5.6, Assessment of Impacts, discusses the environmental and health impacts on communities. Section 5.7, Summary of Disproportionately High and Adverse Effects Prior to Consideration of Measures to Minimize Harm, summarizes disproportionately high and adverse environmental and health impacts on communities. Section 5.8, Community Analysis–Specific Measures to Minimize Harm, describes measures that the Authority would implement to minimize or avoid impacts on minority communities and low-income populations. Finally, Section 5.9, Conclusion, presents the final community analysis finding.

Draft EIR/EIS page 5-8, in Section 5.2.2.3, California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund (Senate Bill 535, De León), was revised to correct a typographical error in the bill's title.

5.2.2.3 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund (Senate Bill 535, De León)

Draft EIR/EIS page 5-10, in Section 5.2.3, Regional and Local, Table 5-1, Regional and Local Plans and Policies, has been revised to update the City of Los Angeles General Plan title. Only the revised row of the table is provided below.

Table 5-1 Regional and Local Plans and Policies

Policy Title	Summary
City of Los Angeles General Plan (2024), Mobility Element 2035 (2024)	▪ Mobility Plan Policy 4.3: Ensure the fair and equal treatment of people of all races, cultures, incomes and education levels with respect to the development and implementation of citywide transportation policies and programs. ▪ Mobility Plan Policy 5.1: Encourage the development of a sustainable transportation system that promotes environmental and public health.

Draft EIR/EIS page 5-133, in Section 5.6.3.3, Noise and Vibration, under Operation, Shared Passenger Track Alternative A, Operational Noise Impacts, was revised to clarify the number of benefited receivers (36, instead of 33 as stated in the Draft EIR/EIS).

Installing a sound barrier in accordance with **N&V-MM#3** will provide effective noise mitigation for 36 of the 59 residences.

Draft EIR/EIS page 5-133, in Section 5.6.3.3, Noise and Vibration, Table 5-21, Post-Mitigation Operational Noise Impacts, was revised to clarify the number of remaining residences with a severe noise impact (23, instead of 26 as stated in the Draft EIR/EIS) and remove the three residences from E Sycamore Street to Lincoln Avenue in central Anaheim. Only revised rows are presented below.

Table 5-21 Post-Mitigation Operational Noise Impacts

Location	Community/ Neighborhood	Severe Noise Impacts	Census BGs Affected	Minority?	Low-Income?
Total	**N/A**	**23**	**N/A**	**100%**	**90.0%**

BG = block group; N/A = not applicable

Draft EIR/EIS page 5-135, in Section 5.6.3.4, Electromagnetic Fields and Electromagnetic Interference, Construction, Shared Passenger Track Alternative A was revised to add DNB Engineering as a sensitive receptor. This revision did not change any impact conclusion in the Draft EIR/EIS, either in Section 3.5 or Chapter 5.

As discussed in Impact EMF/EMI-1, many types of construction equipment, in addition to heavy construction equipment, contain generators or electric motors that generate EMFs. Substantial EMF fluctuations caused by construction vehicle movements would be limited to within 50 feet of the construction footprint, and radio communications systems would comply with Federal Communications Commission regulations designed to prevent EMI. Regarding magnetically sensitive equipment, magnetic field strengths from large electric welders could be in the range of 1 to 5 milligauss at a distance of 50 feet, so transient interference with magnetically sensitive equipment is possible. The potential for impacts applies at Nutrilite Health Institute in the northeast Buena Park neighborhood (BG 60591106073, low income) and DNB Engineering in south-central Fullerton (BG 60590110001, minority and low income). EMF fluctuations caused by construction vehicle movements would be limited to within 50 feet of the construction easement and, with incorporation of **EMF/EMI-IAMF#2** and implementation of **EMF/EMI-MM#1**, effects would not be adverse.

Although the receptors potentially affected by Shared Passenger Track Alternative A would be in low-income and minority communities, with implementation of **EMF/EMI-MM#1**, all construction-period effects would be reduced to have no adverse effects on EMF/EMI. Therefore, with **EMF/EMI-MM#1**, there would not be a DHAE related to EMF/EMI during construction.

Draft EIR/EIS page 5-136, in Section 5.6.3.4, Electromagnetic Fields and Electromagnetic Interference, Operation, Shared Passenger Track Alternative A, was revised to add DNB Engineering as a sensitive receptor. This revision did not change any impact conclusion in the Draft EIR/EIS, either in Section 3.5 or Chapter 5.

Five potentially affected facilities were identified in the project section that are believed to be currently operating magnetically sensitive equipment or police and fire radio services: Nutrilite Health Institute in the northeast Buena Park neighborhood (BG 60591106073, low income), DNB Engineering in south-central Fullerton (BG 60590110001, minority and low income), Los Angeles Fire Department, Station 17 in the Redondo Junction Neighborhood (BG 60372060511), Fullerton Municipal Airport in the Almond neighborhood (BG 60590018011), and Fullerton Fire Department in downtown Fullerton

(BG 60590113001, low income). The potential for interference with high-tech equipment will be addressed through **EMF/EMI-IAMF#2**, intended to prevent EMI with identified neighboring uses. In addition, the Authority will coordinate with third parties to identify nearby sensitive equipment with the potential to be affected by the HSR system and, if necessary for specific sensitive equipment, identify appropriate mitigation to avoid these effects, including performing tests to confirm equipment is free from impacts (**EMF/EMI-MM#1**). Interference with police and fire radio services would be avoided because the project will use dedicated frequency blocks and procurement of communications equipment meeting Federal Communications Commission regulations.

Although the receptors potentially affected by Shared Passenger Track Alternative A would be in low-income and minority communities, with implementation of **EMF/EMI-MM#1**, all operational effects would be reduced to have no adverse effects on EMF/EMI in communities. Therefore, with **EMF/EMI-MM#1**, there would not be a DHAE related to EMF/EMI during operations.

Draft EIR/EIS page 5-138, in Section 5.6.3.5, Hazardous Materials and Wastes, Construction, Shared Passenger Track Alternative A, Construction Near Sites of Potential Environmental Concern or Cortese List Sites, has been revised to clarify the extent of the Orange County North Basin Superfund site.

The Orange County North Basin site is a Superfund site (listed in September 2020) that features a contaminated groundwater plume that extends to mixed residential, commercial, and industrial areas in Anaheim, Fullerton, and Buena Park, and has affected the Orange County Groundwater Basin. In the past, the plume was also partially beneath part of Placentia, but the plume has since moved southwest. This Superfund site is likely associated with Autonetics/Raytheon at 311 S Highland Avenue and Fullerton Manufacturing/Raytheon at 310 E Walnut Avenue in the southeast and downtown neighborhoods of Fullerton. The site is in BG 60590112001 (low income) and BG 60590116022 (minority).

Draft EIR/EIS page 5-141, in Section 5.6.3.5, Hazardous Materials and Wastes, Construction, Shared Passenger Track Alternative A, Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School, has been revised to add HMW-MM#2, consistent with Section 3.10. This change has not altered the impact conclusion.

However, **HMW-MM#1** limits the use of extremely hazardous substances in quantities equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code (as defined in 40 Code of Federal Regulations Part 355.61) within 0.25 mile of a school. Prior to construction activities, signage will be installed to delimit work areas within 0.25 mile of a school, informing the contractor not to bring extremely hazardous substances into the area. This mitigation measure for hazardous materials is consistent with California Public Resources Code Section 21151.4. **HMW-MM#2** requires the Authority to coordinate with the regulatory oversight agencies and the responsible parties on the design of the Shared Passenger Track Alternatives and the HSR station options. **HMW-MM#2** also requires the Authority to engage with public interested parties at specific design milestones. Therefore, potential controls intended for the protection of human health and the environment in proximity to schools and compliance with applicable cleanup requirements would be implemented as necessary. Implementation of **HMW-MM#2** would address potential impacts associated with construction activities occurring within the Orange County North Basin Superfund site footprint, and within 0.25 mile of a school. No schools are currently within 0.25 mile of the Exide site. Therefore, implementation of **HMW-MM#2** would only apply to the Orange County North Basin Superfund site footprint. **HMW-MM#1** and **HMW-MM#2** would be applied equally to all block groups listed within 0.25 mile of a school in Table 5-24. With implementation of **HMW-MM#1** and **HMW-MM#2**, the effect of hazardous materials in proximity to schools will be reduced and there would be no adverse effect. Therefore, after implementation of **HMW-MM#1** and **HMW-MM#2**, there would not be a DHAE on minority and low-income populations related to exposure of hazardous materials during construction.

Draft EIR/EIS page 5-142, in Section 5.6.3.5, Hazardous Materials and Wastes, Construction, Shared Passenger Track Alternative B, Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School, has been updated to reflect the consideration of increased demolition compared to Shared Passenger Track Alternative A. These changes have not altered any impact conclusion.

Impacts for Shared Passenger Track Alternative B would be similar to those of Shared Passenger Track Alternative A because the same 40 educational facilities are within the RSA (the RSA for schools is the project footprint plus a 0.25-mile buffer) for Shared Passenger Track Alternative B. Although the 26th Street LMF would not be built, the buildings in that area would still be demolished under Shared Passenger Track Alternative B to build other project elements. Additional buildings would be demolished to build the 15th Street LMF; therefore, the amount of demolition waste would be greater for Shared Passenger Track Alternative B, which would possibly increase the volume of hazardous materials, substances, or waste being handled within 0.25 mile of a school. Therefore, impacts on communities would be similar to those of Shared Passenger Track Alternative A and would represent a potential DHAE on low-income and minority communities in the south Montebello, south Pico Rivera, Los Nietos (Whittier), central Norwalk, east Norwalk, southwest La Mirada, west Fullerton, south-central Fullerton, North-central Anaheim, and southeast Anaheim neighborhoods. Shared Passenger Track Alternative B will incorporate the same IAMFs and would implement the same mitigation measure used for Shared Passenger Track Alternative A (**HMW-IAMF#5**, **HMW-IAMF#6**, **HMW-IAMF#7**, **HMW-IAMF#8**, **HMW-MM#1**, and **HMW-MM#2**), which will minimize impacts to less-than-adverse levels. Therefore, after implementation of **HMW-MM#1** and **HMW-MM#2**, there would not be a DHAE on communities related to exposure of hazardous materials during construction.

Draft EIR/EIS page 5-143, in Section 5.6.3.5, Hazardous Materials and Wastes, Construction, High-Speed Rail Station Option: Norwalk/Santa Fe Springs, Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School, has been updated to include HMW-MM#2. These changes have not altered any impact conclusion.

Impacts for the Norwalk/Santa Fe Springs HSR Station Option, which is in the minority community of east Norwalk/southwest Santa Fe Springs, would be the same as those described for the Shared Passenger Track Alternatives. There are no additional schools within the station area RSA when compared to Shared Passenger Track Alternatives A and B. The project will incorporate the same IAMFs and would implement the same mitigation measure used for the Shared Passenger Track Alternatives (**HMW-IAMF#4**, **HMW-IAMF#5**, **HMW-IAMF#6**, **HMW-IAMF#7**, **HMW-IAMF#8**, **HMW-MM#1**, and **HMW-MM#2**), which will minimize impacts on schools near the stations. With incorporation of IAMFs and implementation of mitigation measures, the risk of a hazardous materials spill would be reduced and the project would not adversely affect the community of east Norwalk/southwest Santa Fe Springs. Therefore, there would not be a DHAE related to exposure of hazardous materials during construction.

Draft EIR/EIS page 5-143, in Section 5.6.3.5, Hazardous Materials and Wastes, Construction, High-Speed Rail Station Option: Fullerton, Handling of Hazardous Materials, Substances, or Waste within 0.25 Mile of a School, has been updated to reflect the consideration of increased demolition compared to Shared Passenger Track Alternative A and the Norwalk/Santa Fe Springs HSR Station Option. These changes have not altered any impact conclusion.

Impacts for the Fullerton HSR Station Option, which is partially in minority and low-income BGs in downtown Fullerton, would be similar to those described for the Shared Passenger Track Alternatives in the station area. Construction of the HSR platform, facilities, and parking would be in a larger area than would be modified under the Shared Passenger Track Alternatives, which would possibly increase the volume of hazardous materials, substances, or waste being handled within 0.25 mile of a school. However, there are no additional schools within the station area RSA when compared to Shared Passenger Track Alternatives A and B. The project will incorporate the same IAMFs and would implement the same mitigation measure used for the Shared Passenger Track Alternatives (**HMW-IAMF#4**, **HMW-IAMF#5**, **HMW-IAMF#6**, **HMW-IAMF#7**, **HMW-IAMF#8**, **HMW-MM#1**, and **HMW-MM#2**), which will minimize impacts on schools near the station. With incorporation of IAMFs

and implementation of mitigation measures, the risk of a hazardous materials spill would be reduced and the project would not adversely affect populations in downtown Fullerton. Therefore, there would not be a DHAE related to exposure of hazardous materials during construction.

Draft EIR/EIS pages 5-150 and 5-151, in Section 5.6.3.7, Socioeconomics and Communities, Construction, Shared Passenger Track Alternative A, Changes in Employment, were revised with updated discussion of jobs. The Authority updated the project section's costs (both capital and O&M) to reflect the 2026 Business Plan. These cost updates require the following revisions to the discussion of jobs below. As presented below, the updated job figures do not alter any impact conclusion.

As discussed in Section 3.12 (Impact SO-5), construction of Shared Passenger Track Alternative A has the potential to stimulate short-term employment and would support 56,900[5] additional job-years in the two affected counties.[6] Of the total created annual job-years, 29,020 would be direct and 27,880 would be indirect and induced. Given the number of unemployed workers in the RSA, there would be an ample supply of local residents to fill many of the new jobs. These benefits would be experienced by communities throughout Los Angeles and Orange Counties; however, they would primarily be experienced by low-income and minority communities, who are predominant throughout the counties. Because there would not be an adverse impact, there would be no DHAE related to changes in employment.

[5] Employment effects are rounded up to the nearest 10 jobs, and totals may not add because of rounding. Job estimates were scaled to reflect an estimate for savings that could be reasonably accrued from standard value engineering review. The savings estimate is based on actual Authority engineering design review of the project section. More detail on the type of refinements considered as value engineering is found in the Preliminary Engineering for Project Definition General Notes.
[6] An "annual job-year" is equivalent to one person fully employed for 1 year.

Draft EIR/EIS page 5-154, in Section 5.6.3.7, Socioeconomics and Communities, Operation, Shared Passenger Track Alternative A, Changes in Employment During Operation, was revised with updated discussion of jobs. The Authority updated the project section's operational costs to reflect the 2026 Business Plan. These cost updates require the following revisions to the number of jobs (from 680 in the Draft EIR/EIS to 410).

As discussed in Section 3.12 (Impact SO-11), operation and maintenance of Shared Passenger Track Alternative A are projected to result in employment growth and the creation of 410 direct, indirect, and induced jobs in Los Angeles and Orange Counties by 2040, which could employ members from communities throughout the RSA. In addition, increased accessibility is expected to result in 4,900 additional jobs in Los Angeles County by 2040. In the project section, these benefits would be experienced by communities throughout Los Angeles and Orange Counties. Therefore, there would not be a DHAE from changes in employment during operation.

Draft EIR/EIS page 5-155, in Section 5.6.3.8, Parks, Recreation, and Open Space, Construction, Shared Passenger Track Alternative A, was revised to correct typographical errors in an impact abbreviation, revising from "TR" to "PR."

As discussed in Section 3.15, Shared Passenger Track Alternative A would result in an adverse effect related to: diminished access to or established use of the recreational resources in Table 5-30 (Impact PR-4) and permanent easements or acquisitions of property from parks and recreation (Impact PR-5).

Draft EIR/EIS page 5-157, in Section 5.6.3.8, Parks, Recreation, and Open Space, Construction, Shared Passenger Track Alternative A, was revised to update the Impact PR-4 discussion regarding access impacts on resources resulting from construction activities.

Shared Passenger Track Alternative A will be designed to maintain access to existing park, recreation, and open space facilities in communities during construction through incorporation of **PK-IAMF#1**. However, as discussed in Section 3.15, the project would require temporary construction easements that would temporarily diminish access to resources in Table 5-30. The Authority would implement **PR-MM#1**, which requires the preparation of a technical memorandum documenting how connections to the unaffected trail portions and nearby roadways would be maintained during

construction. The contractor would be required to prepare this technical memorandum prior to any ground-disturbing activities affecting trails. In addition, **PR-MM#2** would ensure that connections to recreational resource portions or nearby roadways are maintained during and after construction. These mitigation measures would be applied equally to all communities in the RSA. Although the majority of parks affected by Shared Passenger Track Alternative A are in low-income and minority communities, with implementation of **PR-MM#1** and **PR-MM#2**, all construction-period effects would be reduced to have no adverse effects on parks and recreation in communities. Therefore, with **PR-MM#1** and **PR-MM#2**, there would not be a DHAE related to diminished access to parks, recreation, and open space during construction.

Draft EIR/EIS page 5-168, in Section 5.6.3.11, Cumulative Effects, has been revised to include the following clarification regarding the cumulative context.

Past development in the cumulative RSA has affected the communities within the RSA. The Authority acknowledges that the low-income populations and minority populations and communities along the project alignment have historically experienced adverse effects from a variety of transportation projects, including passenger and freight rail corridors, freeways, and highways. The RSA has experienced continued population growth and urban development over the past few decades, and impacts along existing linear facilities linear facilities, highways, state routes, railroad alignments, roadways and canals, and urban uses is expected to continue. Jurisdictions within the RSA are moving forward with implementation of transit-oriented and high-density development in urban areas including new housing and commercial development in accordance with plans and policies, which would accommodate projected population and employment growth. Under the cumulative condition, ongoing growth trends within the cumulative RSA are expected to continue, resulting in dense urban and suburban areas where established railroad and transportation corridors exist. Together the development of the Shared Passenger Track Alternatives; development planned under general plans of the Counties of Los Angeles and Orange and the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Whittier, Buena Park, Fullerton, Anaheim, Orange, and unincorporated community of West Whittier–Los Nietos; as well as adjacent HSR sections and relevant planned and future residential, commercial, industrial, and transportation projects identified in Appendices 3.19-A and 3.19-B of Volume 2, constitute the cumulative condition relevant to minority and low-income communities.

Draft EIR/EIS page 5-170, in Section 5.6.3.11, Cumulative Effects under Operation, Operational Noise and Vibration, has been revised to clarify the number of benefited receivers and remaining residences with a severe noise impact.

As discussed in Section 3.19, during operations, the Shared Passenger Track Alternatives would result in an adverse impact from severe noise and vibration impacts at noise-sensitive receptors. **N&V-MM#3** and **N&V-MM#4** would be implemented, but severe noise impacts would remain at 23 locations and vibration impacts would remain for 517 residences.

Draft EIR/EIS page 5-175, in Section 5.7.1, Operational Air Quality, was revised to reflect updates to AQ-MM#4.

To help mitigate this impact, the Authority would implement **AQ-MM#4**, which requires that an operational HRA be conducted prior to the commencement of project operations. **AQ-MM#4** also requires the Authority to complete additional CEQA review, NEPA review, or both, as necessary, and for the analysis and incorporation of additional feasible mitigation to reduce risks to the greatest extent practicable prior to project operations. However, because the potential increase in activity at Hobart Yard is unknown, the effectiveness of **AQ-MM#4** cannot be determined precisely.

Draft EIR/EIS page 5-175, in Section 5.7.2, Operational Noise and Vibration, has been revised to clarify the number of benefited receivers (36 instead of 33) and remaining residences with a severe noise impact (23 instead of 26).

Operation of HSR trains would result in operational noise levels exceeding the severe impact criteria at 59 residences. Installing a sound barrier in accordance with **N&V-MM#3** will provide effective noise mitigation for 36 of the 59 residences, but severe impacts would remain at 23 locations.

Draft EIR/EIS pages 5-175 and 5-176, in Section 5.7.3, Hazardous Materials and Wastes, has been revised to clarify the extent of the Orange County North Basin Superfund site.

As discussed in Section 3.10, the project involves construction near potential environmental concern sites, including potential impacts associated with the Exide and Orange County North Basin Superfund sites. The Exide property at 2700 S Indiana Street is in the Hobart neighborhood of Vernon in BG 60379800161, a minority community. The Orange County North Basin site is a Superfund site (listed in September 2020) that features a contaminated groundwater plume that extends to mixed residential, commercial, and industrial areas in Anaheim, Fullerton, and Buena Park, and has affected the Orange County Groundwater Basin. In the past, the plume was also partially beneath part of Placentia, but the plume has since moved southwest. This Superfund site is likely associated with Autonetics/Raytheon at 311 S Highland Avenue and Fullerton Manufacturing/ Raytheon at 310 E Walnut Avenue in the southeast and downtown neighborhoods of Fullerton. The site is in BG 60590112001 (low income) and BG 60590116022 (minority). Even with **HMW-IAMF#1**, **HMW-IAMF#3**, **HMW-IAMF#4**, **HMW-IAMF#6**, **HMW-IAMF#9**, and **GEO-IAMF#3**, risks associated with construction near the Superfund sites represent an adverse impact on minority communities in the Hobart and south-central Fullerton neighborhoods.

Draft EIR/EIS page 5-177, in Section 5.7.4, Business Displacements, Table 5-35, Block Groups Affected by Preliminary Disproportionately High and Adverse Effect Findings, was revised to remove "preliminary" from the table title, to remove a duplicative row (Lincoln Ave to E Santa Ana St (Anaheim)), and to reflect updates to the noise analysis.

Table 5-35 Block Groups Affected by Disproportionately High and Adverse Effect Findings

Location	Neighborhood	BG	Component
Operational Noise			

Draft EIR/EIS page 5-178, in Section 5.7.5, Project Benefits, was revised with updated discussion of jobs. The Authority updated the project section's costs (both capital and O&M) to reflect the 2026 Business Plan. These cost updates require the following revisions.

Project construction would stimulate short-term employment during construction and would create an estimated 56,900 additional direct, indirect, and induced job-years in Los Angeles and Orange Counties, which are composed mostly of low-income and minority communities. In addition, spending on construction equipment and materials during construction would result in a temporary sales tax revenue increase of roughly $1.5 million for the two-county region. Project operation would bring social benefits to communities and the region by improving access to job and community amenities. Ongoing operation and maintenance of the Shared Passenger Track Alternatives would add roughly 410 jobs to the two-county region by 2040. Over 4,900 additional jobs could be added by 2050 as a result of long-term economic effects associated with increased accessibility in areas surrounding HSR stations.

Draft EIR/EIS page 5-181, in Section 5.9, Preliminary Conclusion, was revised with finalized conclusions. The Authority has reviewed public comments received during outreach and the public comment period, and taken them into consideration to finalize the conclusions of Chapter 5. The conclusions presented in Chapter 5 are now final.

5.9 Conclusion

The Shared Passenger Track Alternatives would likely result in a limited set of DHAEs on low-income and minority communities residing or conducting business in the project section. Mitigation measures would be implemented to reduce effects, but effects from operational air quality, operational noise and vibration, and displacements would remain high and adverse.

The low-income and minority communities within the RSAs would experience beneficial effects resulting from the project, including transit improvements that would provide improved access to jobs and community amenities, new employment opportunities, reduced air quality-related emissions, improved bicycle and pedestrian facilities, and improved access and safety through grade separation of current at-grade crossings. Many of these benefits would be experienced more greatly than the rest of the general public because of the proximity of these low-income and minority communities to the proposed project corridor.

The FRA and the Authority have conducted targeted outreach activities for residents and business in the project section since 2015. Chapter 9 documents inclusive public engagement in project planning activities, including Appendix 9-A, which lists meetings held as a part of the Authority's outreach effort. In addition, Appendix 9-B includes the Inclusive Public Engagement Plan that documents the Authority's specific approach to outreach activities. Based on outreach conducted to date, concerns include impacts from construction, noise and vibration, business and residential displacements, and station connectivity.

When considering IAMFs, proposed mitigation measures, and benefits of the project, the Authority has determined that the Shared Passenger Track Alternatives would result in disproportionately high and adverse environmental effects on minority and low-income communities related to operational air quality, operational noise and vibration, hazardous materials and wastes, and business displacements in the following communities: southwest West Whittier–Los Nietos CDP, Hobart in Vernon and Commerce, west Commerce, east Commerce, Downey and McCampbell in Pico Rivera, northeast Buena Park, southeast Santa Fe Springs, northern Santa Fe Springs, Almond in Fullerton, southeast Fullerton, downtown Fullerton, central Anaheim, and southeast Anaheim.

The Authority took into account the input of minority populations and low-income populations during the ongoing and continuing engagement and outreach, including regarding measures to minimize harm as well as comments from minority populations and low-income populations on the Draft EIR/EIS. Comments received during the public comment period on the Draft EIR/EIS were taken into consideration, and did not change the conclusions reached in the Draft EIR/EIS.

16.8 Chapter 6: Project Costs and Operations

The Authority updated the project section's capital cost and O&M cost as part of the 2026 Business Plan, resulting in revisions to the project section's costs. To allow for greater clarity in the presentation of the information, the revised Chapter 6 has been included in its entirety in this Final EIR/EIS. Refer to Chapter 6 for the revisions related to the 2026 Business Plan cost update.

16.9 Chapter 7: Other National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) Considerations

Draft EIR/EIS page 7-2, in Section 7.1.1, Adverse Effects that Cannot Be Avoided Under NEPA, has been revised to reflect updates to Section 3.4.

- **Section 3.4, Noise and Vibration**

  Under Impact N&V-4, predicted operational noise levels would exceed severe impact criteria at 59 residences and moderate impact criteria at 443 residences. **N&V-MM#3, Implement California High-Speed Rail Project Noise Mitigation Guidelines**, which requires the installation of an impervious sound barrier with a setback of approximately 12 feet (or less if feasible) from the proposed northbound track centerline, and with a height of 8 feet above the top-of-rail elevation, would reduce impacts. The sound barrier would be approximately 875 feet long, extending from 150 feet south of E Cyprus Street to near E Sycamore Street in Anaheim,

and would provide effective noise mitigation for 36 of the 59 affected residences. Because a sound barrier would not meet the mitigation guidelines for the remaining 23 residences with severe noise impacts, these residences would have residual severe noise impacts. For these locations, other measures included in **N&V-MM#3** would include noise abatement at receiver locations (for example, sound insulation of buildings) and easement acquisition. However, some residences would still experience noise exceedances. Therefore, these residences would still experience adverse impacts under NEPA.

Draft EIR/EIS page 7-6, in Section 7.1.1, Adverse Effects that Cannot Be Avoided Under NEPA, has been revised to reflect updates to Section 3.4.

- **Operational Noise and Vibration:** Operation of HSR trains would result in operational noise levels exceeding the severe impact criteria at 59 residences in the project section, which are disproportionately in minority and low-income communities. Installing a sound barrier in accordance with **N&V-MM#3** would provide effective noise mitigation for 36 of the 59 residences. Because a noise barrier would not meet the mitigation guidelines for the remaining 23 residences with severe noise impacts, the project would have residual severe noise impacts on minority and low-income neighborhoods. Therefore, operational noise would result in a disproportionately high or adverse effect on minority populations in the McCampbell neighborhood in Pico Rivera, and minority and low-income populations in Central Anaheim. In addition, operational vibration would result in a permanent impact for 517 residences. To reduce impacts, the Authority would implement **N&V-MM#4** for all communities in the resource study area, which includes vehicle suspension enhancements, special track support systems, building modifications, and other measures. Although **N&V-MM#4** will reduce vibration impacts, adverse effects on minority and low-income populations would remain. Therefore, operational vibration would have a disproportionately high or adverse effect in the following communities: minority populations in the McCampbell neighborhood in Pico Rivera and minority and low-income populations in Northeast Buena Park and Central Anaheim.

Draft EIR/EIS pages 7-6 and 7-7, in Section 7.1.1, Adverse Effects that Cannot Be Avoided Under NEPA, have been revised to reflect updates to Section 3.3.

- **Operational Air Quality:** The project would add storage and staging tracks adjacent to Hobart Yard. Specific information about future freight activity is unknown and it is possible that project operation, including train movements on the new tracks adjacent to Hobart Yard, could pose health risk from exposure to DPM. Because Hobart Yard is in the low-income and minority communities of Hobart/west Commerce, east Commerce, and Hobart in Vernon, there would be a potential disproportionately high and adverse effect from exposure to DPM emissions. **AQ-MM#4** requires that an operational HRA be conducted prior to the commencement of project operations. **AQ-MM#4** also requires the Authority to complete additional CEQA review, NEPA review, or both, as necessary, and for the analysis and incorporation of additional feasible mitigation to reduce risks to the greatest extent practicable prior to project operations. However, because the potential increase in activity at Hobart Yard and on the adjacent tracks is unknown, the effectiveness of **AQ-MM#4** cannot be determined precisely. Without knowing if there is a potential health risk impact, or the level of this impact, the Authority is unable to identify or implement other feasible mitigation measures. In the absence of certainty, exposure to DPM emissions would result in a disproportionately high and adverse effect for purposes of this analysis. However, the future operational HRA may determine that impacts are below the SCAQMD project-level thresholds and no additional on-site or off-site mitigation measure would be required. In this case, there would not be a disproportionately high and adverse effect from exposure to DPM emissions.

Draft EIR/EIS pages 7-7 and 7-8, in Section 7.1.2, Significant and Unavoidable Impacts Under CEQA, has been revised to reflect updates to AQ-MM#4 and to Section 3.4.

- **Section 3.3, Air Quality and Global Climate Change**

  Under Impact AQ-1, the emissions of criteria pollutants would exceed SCAQMD daily significance thresholds. Under Impact AQ-2, the project would generate emissions of criteria pollutants (e.g., exceed SCAQMD and General Conformity thresholds) and as a result could impede implementation of ozone plans in the South Coast Air Basin. **AQ-MM#1**, **AQ-MM#2**, and **AQ-MM#3** would be implemented to reduce impacts.

  Under Impact AQ-15, potential additional DPM emissions at nearby sensitive receptors would cause a health risk impact. **AQ-MM#4** would be implemented.

  AQ-MM#1 is the purchase of emission reduction credits, or another mechanism approved by SCAQMD to offset emissions. **AQ-MM#2** would reduce the impact of construction emissions from project-related on-road vehicles and off-road equipment. **AQ-MM#3** requires best industry practices for large stationary equipment (e.g., combustion equipment, paint booths, wastewater treatment), or alternative equipment would be used, to the extent practicable, to reduce emissions of criteria pollutants. **AQ-MM#4** requires that a supplemental operational HRA for Hobart Yard be conducted prior to commencement of project operations. **AQ-MM#4** also requires the Authority to complete additional CEQA review, NEPA review, or both, as necessary, and for the analysis and incorporation of additional feasible on- and off-site mitigation to reduce risks to the greatest extent practicable prior to project operations. Although these measures would reduce adverse effects, until the contractual agreements between the Authority and SCAQMD called for in **AQ-MM#1** are in place, and the purchase of emission offsets is secured, this represents a significant and unavoidable impact because emissions of nitrogen oxides from construction equipment and vehicles would continue to exceed SCAQMD daily significance thresholds and the project would contribute a significant level of regional air pollution in the South Coast Air Basin. In addition, because the level of activity for the storage and support track at Hobart Yard is unknown, there is still the potential that nearby sensitive receptors would be exposed to DPM emissions that would result in a health risk impact exceeding the SCAQMD project-level thresholds, even with implementation of **AQ-MM#4**. Therefore, even with implementation of mitigation, impacts would remain significant and unavoidable.

- **Section 3.4, Noise and Vibration**

  Under Impact N&V-4, project impacts would have permanent predicted operational noise levels that would exceed severe impact criteria at 59 residences in the project section. **N&V-MM#3**, which requires the installation of an impervious sound barrier with a setback of approximately 12 feet (or less if feasible) from the proposed northbound track centerline, and with a height of 8 feet above the top-of-rail elevation, would reduce impacts. The sound barrier would be approximately 875 feet long, extending from 150 feet south of E Cyprus Street to near E Sycamore Street in Anaheim, and would provide effective noise mitigation for 36 of the 59 affected residences. Because a sound barrier would not meet the mitigation guidelines for the remaining 23 residences with severe noise impacts, these residences would have residual severe noise impacts. For these locations, other measures included in **N&V-MM#3** would be implemented, including noise abatement at receiver locations (for example, sound insulation of buildings) and easement acquisition. However, some residences would still experience noise exceedances. Therefore, even with implementation of mitigation, impacts would remain significant and unavoidable.

Draft EIR/EIS pages 7-9 and 7-10, in Section 7.1.2, Significant and Unavoidable Impacts Under CEQA, has been revised to reflect updates to Section 3.19.

- **Section 3.19, Cumulative Impacts**
  - **Hazardous Materials and Wastes**: Because of the extensive nature of potential impacts associated with the two Superfund sites and because completion of remediation activities at

each site is currently unknown, substantial exposure to contaminants associated with these sites could occur during construction of the Shared Passenger Track Alternatives. The Authority would implement **HMW-MM#2**, which requires the Authority to coordinate with the regulatory oversight agencies and the responsible parties on the design of the Shared Passenger Track Alternatives and HSR station options. **HMW-MM#2** would also require the Authority to engage with public interested parties at specific design milestones. However, even with implementation of mitigation, the project-level impact would remain significant. Given this, the Shared Passenger Track Alternatives, in combination with reasonably foreseeable projects within the cumulative resource study area, would result in a significant cumulative impact and the project would have a cumulatively considerable contribution.

16.10 Chapter 8: Preferred Alternative

Draft EIR/EIS page 8-9, in Section 8.2.6, Regional and Other Public Agencies, has been revised to add Orange County Flood Control District as a CEQA responsible agency.

The Authority consulted additional regional and other public agencies during project planning and the development of this Draft EIR/EIS. In particular, the Authority has been coordinating with Metro and is, under NEPA Assignment and the Memorandum of Understanding between the Authority, California State Transportation Agency, and Metro, the federal lead agency for the Metro Link US Project EIS. Metro previously certified a Final EIR for the Link US Project in June 2019. The Link US Project will add run-through tracks to LAUS by extending tracks south of U.S. Highway 101, as well as develop a new passenger concourse at LAUS. The proposed HSR station at LAUS would be within the Link US Project limits of disturbance and would only include raising the train platforms and adding overhead contact system infrastructure at LAUS as part of HSR's Burbank to Los Angeles Project Section, which has already been environmentally approved. The Authority has also coordinated with the Los Angeles County Flood Control District, Orange County Flood Control District, South Coast Air Quality Management District, Southern California Regional Rail Authority (Metrolink), San Bernardino County Transportation Authority, and Orange County Transportation Authority regarding environmental and engineering issues and constraints. These agencies are anticipated to serve as CEQA responsible agencies for the project section.

Draft EIR/EIS page 8-14, in Section 8.4, Preferred Alternative, was revised with updated capital costs. The Authority updated the project section's costs (both capital and O&M) to reflect the 2026 Business Plan.

The Authority's Preferred Alternative for the project section is Shared Passenger Track Alternative A (Figure 8-1) because it best meets the project's purpose and need by serving the most potential passengers in the most cost-effective manner while also reducing impacts on the environment, existing rail operations, and communities. Estimated capital costs are $8,780 million for each alternative, excluding the cost of early action projects (costs are in 2025$).[7] The Preferred Alternative does not include either of the HSR station options considered (Norwalk/Santa Fe Springs and Fullerton).

[7] The capital costs presented in this EIR/EIS reflect the capital costs that were developed for the 2026 Business Plan.

Draft EIR/EIS pages 8-29 and 8-30, in Section 8.4.1.1, High-Speed Rail Project Section Stations, have been revised to reflect recent changes in the ARTIC area.

The HSR station would be built within the existing ARTIC site area, which is currently under redevelopment as part of the OCVIBE Master Site Plan. The proposed HSR station platform and facilities at ARTIC would be at grade, with two new HSR tracks, and a single 1,410-foot center platform for HSR, south of and parallel to the existing Metrolink/Amtrak tracks and platforms. The HSR platform would be accessed through an extension of ARTIC's existing pedestrian bridge from the northeast and through an extension of two existing pedestrian tunnels on the western end of the ARTIC platforms. The new station building would be at the southern end of the pedestrian bridge. The existing Metrolink/Amtrak parking lot north of Angel Stadium would be reconfigured into a pickup/drop-off area and connected to the existing access road from Katella Avenue. The project

would maintain the two existing access points between the Santa Ana River Trail and ARTIC. The Authority notes the proposed "OC River Walk" project could make pedestrian connectivity enhancing improvements in the vicinity of ARTIC and the Santa Ana River Trail. The existing pick-up/drop-off area and bus bays north of the existing ARTIC building are proposed to be relocated as part of the OCVIBE project; the Authority would coordinate with the city to share this relocated pick-up/drop-off area with HSR passengers.

Draft EIR/EIS page 8-30, in Section 8.4.1.2, Maintenance Facility, was revised to remove an inaccurate description of the LMF location.

The project section would include one HSR vehicle maintenance and layover facility, with the proposed LMF location at 26th Street. Chapter 2, Figure 2-41 depicts the location of the LMF for the Preferred Alternative.

Draft EIR/EIS page 8-31, in Section 8.4.1.2, Maintenance Facility, was revised to reflect the LMF design refinements, including a revised figure.

The 26th Street LMF would have an overall size of 49 acres and be roughly bounded by the BNSF mainline and storage tracks and Hobart Yard on the north, a relocated 26th Street on the south, Downey Road on the west, and Interstate 710 on the east. 26th Street is currently located on the southern portion of the BNSF Hobart Yard and would be relocated to the southern portion of the right-of-way. Refer to Figure 8-6 for the footprint of the 26th Street LMF. There would be 10 yard tracks to allow for the storage of 20 single trainsets, along with a shop building that can accommodate five tracks.

A five-track, 1,410-foot-long shop building with 10 trainset spots would also be provided while still maintaining wider access roads and providing additional parking near the shop with 100 spaces.

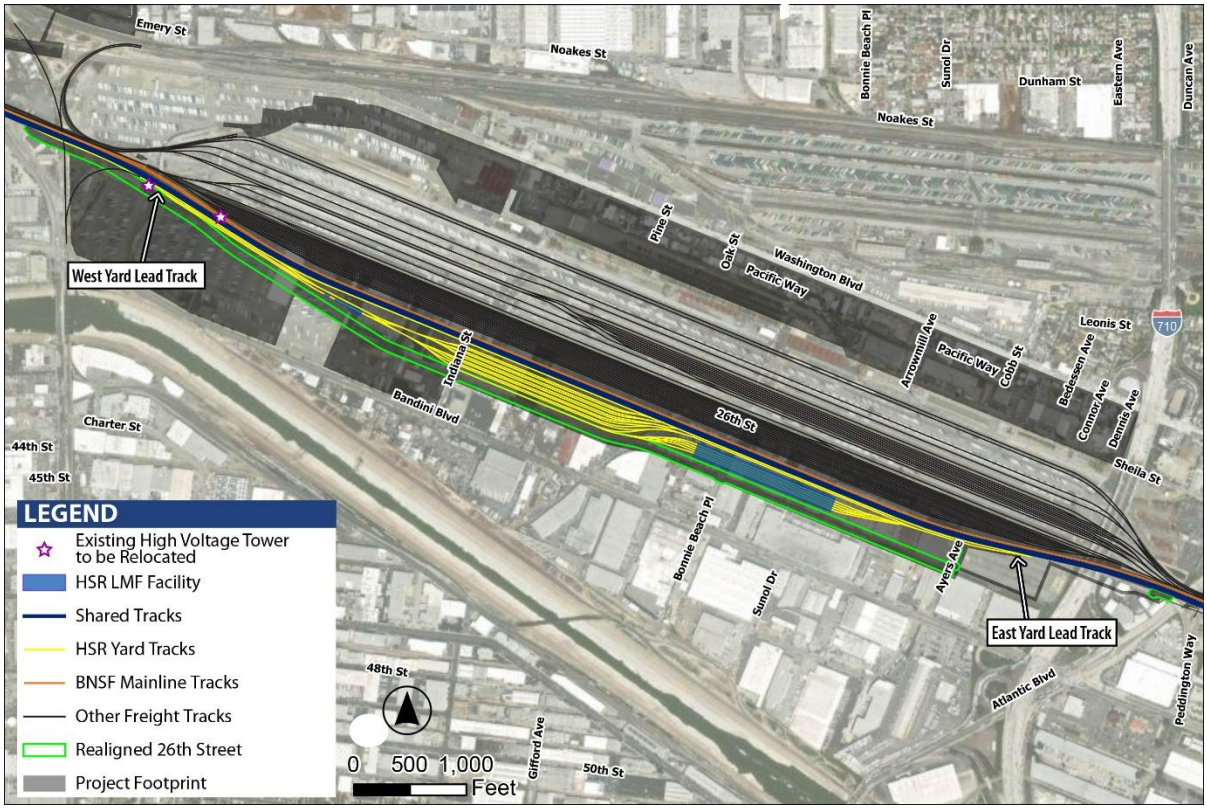


Figure 8-6 26th Street Light Maintenance Facility Footprint

Draft EIR/EIS page 8-32, in Section 8.4.2, Identification of the Preferred Alternative, was revised to remove a bullet point on LMF storage differences. The LMF design refinements resulted in the two LMF sites having the same amount of train storage. A footnote to the Preliminary Engineering Project Definition (PEPD) ROW Requirements Report was added to the first bullet point on the 26th Street LMF.

- The 26th Street LMF would use land that would be acquired to build other elements of the project, such as the Hobart Yard modifications, and it would not require acquisition of additional property. This would minimize displacement and cost impacts[7] compared to obtaining new right-of-way, as would be needed for the 15th Street LMF option.
- The 26th Street LMF would be a double-ended yard with two-way access to mainline tracks from both the north and south, providing greater operational flexibility and redundancy. The 15th Street LMF would only provide one-way access for trains from the mainline tracks, increasing the chance of track fouling and decreasing operational efficiency.

16.11 Chapter 9: Public and Agency Involvement

Draft EIR/EIS page 9-3, in Chapter 9, Public and Agency Involvement, was revised to add the following text at the end of the section describing updates following the release of the Draft EIR/EIS.

Once the Draft EIR/EIS was available for review and comment, project staff directed members of the public to the appropriate chapter(s) that addressed their questions, and to maps, relevant hyperlinks, or page numbers of specific sections. Outreach staff logged outstanding questions for direct follow-up with the individual or organization that had inquired or had logged public comments and concerns that may be the subject of future public meetings. Upon request, project staff hosted meetings and briefings or scheduled virtual office-hour appointments.

Because CEQA and NEPA both require the environmental review process to consider public comments, the Authority has responded to these comments on the Draft EIR/EIS. Comments received on the Draft EIR/EIS and the Authority's responses to those comments are provided in Volume 4 of this Final EIR/EIS.

Draft EIR/EIS page 9-30, in Section 9.4.4, Section 106, National Historic Preservation Act, and Assembly Bill 52 Consultation, was revised to add the following text at the end of the section.

The Final EIR/EIS reflects the final status of SHPO review of these additional technical reports and the resulting Memorandum of Agreement. Refer to Section 3.17 for additional information on the Section 106 process and cultural resources outreach to government agencies, Native Americans, and other interested parties to meet the requirements of NEPA, CEQA, and Section 106.

Draft EIR/EIS page 9-33, in Section 9.4.6, Agency Meetings and Consultation, was revised to add Orange County Flood Control District and Los Angeles County Flood Control District to the list of responsible agencies under CEQA.

Responsible agencies under CEQA for the project section are the California Department of Fish and Wildlife, California Department of Transportation, California Public Utilities Commission, California State Water Resources Control Board, South Coast Air Quality Management District, Department of Toxic Substances Control, Metro, Los Angeles County Flood Control District, Orange County Transportation Authority, Orange Control Flood Control District, Riverside County Transportation Commission, and Southern California Regional Rail Authority (Metrolink). The Authority also consulted with public transit agencies within 0.5 mile of the project including Metro, City of Los Angeles Department of Transportation, Metrolink, Orange County Transportation Authority, and San Bernardino County Transportation Authority. Appendix 9-A includes a list of key public and agency

[7] Refer to the Preliminary Engineering for Project Definition (PEPD) Right of Way Requirement Report (Authority 2026).

meetings. Section 9.4.4.1, California Native American Heritage Commission, through Section 9.4.6.4, California Endangered Species Act Consultation, describe agency meetings and consultations held during development of the technical analyses for this Draft EIR/EIS.

16.11.1 Citation/Reference-Related Revisions

Draft EIR/EIS page 9-29, in Section 9.4.4, Section 106, National Historic Preservation Act, and Assembly Bill 52 Consultation, was revised from "(Authority 2020)" to "(Authority 2020a)."

Draft EIR/EIS page 9-30, in Section 9.4.4, Section 106, National Historic Preservation Act, and Assembly Bill 52 Consultation, was revised from "(Authority 2020)" to "(Authority 2020b)" when referring to the *Revised Cultural Resources Areas of Potential Effect and Newly Evaluated Resources Memoranda* and from "(Authority 2020)" to "(Authority 2020a)" when referring to the *Los Angeles to Anaheim Project Section High-Speed Rail Passenger Rail Corridor Finding of Effect*.

16.12 Chapter 10: EIR/EIS Distribution

Draft EIR/EIS page 10-1, in Section 10, EIR/EIS Distribution, has been revised to reflect distribution of the Final EIR/EIS and to reflect changes to elected officials.

The distribution of the Los Angeles to Anaheim Project Section Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) emphasizes the use of electronic media to ensure cost-effective, broad availability to the public and interested parties. The Final EIR/EIS (Volume 1), technical appendices (Volume 2), alignment plans (Volume 3), and comments received on the Draft EIR/EIS and responses to those comments (Volume 4) are available on the California High-Speed Rail Authority's website (www.hsr.ca.gov). Electronic copies of the Final EIR/EIS (all volumes) and supporting technical reports are available upon request to all members of the public by calling (877) 669-0494. Electronic copies of the Final EIR/EIS (all volumes) and electronic copies of the supporting technical reports are available for review at the office of the California High-Speed Rail Authority (770 L Street, Suite 620, Sacramento, CA 95814) and its Southern California Regional Office (355 S Grand Avenue, Suite 2050, Los Angeles, CA 90071). Electronic copies of the Final EIR/EIS can also be reviewed at the libraries listed in Section 10.1, Repository Locations.

All persons, agencies, and organizations listed in Sections 10.2, Federal Agencies, through 10.8, Schools and Districts, of this chapter have been informed of the availability of and locations to obtain the Final EIR/EIS. With the exception of newly elected officials, all people, agencies, and organizations listed below previously received notice of availability of the Draft EIR/EIS and have been notified of the availability of the Final EIR/EIS. Elected officials were updated to reflect the results of elections since publication of the Draft EIR/EIS, and 26 new officials have been informed of the availability of the Final EIR/EIS. Notice of availability of the Combined Final EIS/Record of Decision will be published in the *Federal Register* in compliance with the National Environmental Policy Act. Repositories and cooperating federal agencies were sent copies of the Final EIR/EIS (all volumes) in compliance with the National Environmental Policy Act and California Environmental Quality Act. Electronic copies also were filed with the California State Clearinghouse in compliance with the California Environmental Quality Act and through the e-NEPA electronic filing system in compliance with the National Environmental Policy Act. A copy of the Public Notice was displayed at the County Clerk offices for Los Angeles and Orange Counties, either in hardcopy or electronic format on their website.

All Draft EIR/EIS commenters received notification of the availability of the Final EIR/EIS (refer to Chapter 17, Introduction to Volume 4, for the lists of commenters), at a minimum.

A notification letter in English and public notice in English, Spanish, and Korean, with other languages available on request, were mailed to owners and occupants of properties within 500 feet of the project alignment and 0.5 mile from proposed grade separations. Materials in other languages were made available on request.

The Executive Summary also has been translated into the primary languages used throughout the Los Angeles to Anaheim area, specifically Spanish and Korean. In addition to the persons, agencies, and organizations listed in this chapter, additional local elected officials, agency representatives, and

all others on the project mailing list have been mailed a notification that includes information on how to access the Final EIR/EIS.

Draft EIR/EIS page 10-1, Section 10.1, Repository Locations, was revised to remove the Buena Park Library District because of the closure of the library for renovations.

Draft EIR/EIS page 10-2, Section 10.1, Repository Locations, was revised to reflect a change in repository locations because of the temporary closure from construction of the Rivera Library.

10.1.11 Pico Rivera

County of Los Angeles Public Library—Pico Rivera Library
9001 Mines Ave, Pico Rivera, CA 90660
(562) 942-7394

Draft EIR/EIS pages 10-7 through 10-9, Section 10.4, Elected Officials, were revised to reflect results of elections and changes to positions since the publication of the Draft EIR/EIS. Only revisions to elected officials are included below.

10.4.4 Mayors

The Honorable Mayor Kevin Lainez, City of Commerce

The Honorable Mayor Anthony Otero, City of La Mirada

The Honorable Mayor Georgina Tamayo, City of Montebello

The Honorable Mayor Jennifer Perez, City of Norwalk

The Honorable Mayor Joe Angel Zamora, City of Santa Fe Springs

The Honorable Mayor Melissa Ybarra, City of Vernon

10.4.5.1 City of Anaheim

The Honorable Mayor Pro Tem Carlos A. Leon

10.4.5.3 City of Buena Park

The Honorable Vice Mayor Lamiya Hoque

The Honorable Council Member Joyce Ahn

10.4.5.4 City of Commerce

The Honorable Mayor Pro Tem Mireya Garcia

The Honorable Council Member Ivan Altamirano

10.4.5.5 City of Fullerton

The Honorable Mayor Pro Tem Nicholas Dunlap

The Honorable Council Member Dr. Shana Charles

10.4.5.6 City of La Mirada

The Honorable Mayor Pro Tem Steve De Ruse

The Honorable Council Member Ed Eng

10.4.5.8 City of Montebello

The Honorable Mayor Pro Tem Danielle Romero

The Honorable Council Member Ric Alonzo

The Honorable Council Member Salvador Melendez

10.4.5.9 City of Norwalk

The Honorable Vice Mayor Margarita L. Rios

The Honorable Council Member Tony Ayala

10.4.5.11 City of Pico Rivera

The Honorable Mayor Pro Tem Dr. Monica Sanchez

The Honorable Council Member John R. Garcia

10.4.5.12 City of Santa Fe Springs

The Honorable Mayor Pro Tem Annette Rodriguez

The Honorable Council Member William K. Rounds

10.4.5.13 City of Vernon

The Honorable Mayor Pro Tem Jesus Rivera

The Honorable Council Member Judith Merlo

The Honorable Council Member Monica Rodriguez

16.13 Chapter 11: List of Preparers

There were no changes made to Chapter 11, List of Preparers.

16.14 Chapter 12: References/Sources Used in Document Preparation

Various citations and references throughout the document changed as a result of plan or policy updates. Additionally, new citations were added in development of revised Draft EIR/EIS text for the Final EIR/EIS. This section presents only revised references presented by chapter or section. These changes are also reflected throughout the errata changes above.

16.14.1 Revised and New References and Sources

In development of the Final EIR/EIS, the following references were revised or added to Chapter 12.

Summary

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16.14.2 Deleted and Superseded References and Sources

In development of the Final EIR/EIS, in-text citations for the following references were updated in or removed from revised text. Therefore, many references in Chapter 12 were deleted or superseded by the updated references in the previous section. They are listed below for informational purposes.

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Natural Resources Conservation Service (NRCS). 2019. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed October 2019).

Section 3.12 Socioeconomics and Communities

City of Anaheim. 2017. *Platinum Triangle Master Land Use Plan*. February 28, 2017. https://www.anaheim.net/DocumentCenter/View/2879/Cover-and-Table-of-Contents?bidId= (accessed June 2024).

Section 3.13 Station Planning, Land Use, and Development

City of Anaheim. 2017. *Platinum Triangle Master Land Use Plan*. February 28, 2017. https://www.anaheim.net/DocumentCenter/View/2879/Cover-and-Table-of-Contents?bidId= (accessed June 2024).

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Section 3.16 Aesthetics and Visual Quality

City of Anaheim. 2017. *Platinum Triangle Master Land Use Plan*. February 28, 2017. https://www.anaheim.net/DocumentCenter/View/2879/Cover-and-Table-of-Contents?bidId= (accessed June 2024).

Section 3.17 Cultural Resources

City of Anaheim. 2010b. *Anaheim Colony Historic District Preservation Plan*. Community Development Department.

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Chapter 6 Project Costs and Operations

California High-Speed Rail Authority (Authority). 2017. *Operating and Maintenance Cost for Use in EIR/EIS Project-Level Analysis*. February 6.

———. 2025. *Los Angeles to Anaheim Project Section Preliminary Engineering for Project Definition Record Set Capital Cost Estimate Report.*

Office of the Inspector General, U.S. Department of Transportation. 2011. *HSIPR Best Practices: Operating Costs Estimation*. June. https://www.oig.dot.gov/sites/default/files/2023-11/OIG-HSR-Best-Practice-Operating-Cost-Report.pdf (accessed March 2025).

16.15 Chapter 13: Glossary of Terms

There were no changes made to Chapter 13, Glossary of Terms.

16.16 Chapter 14: Index

There were no changes made to Chapter 14, Index.

16.17 Chapter 15: Acronyms and Abbreviations

Several new acronyms and abbreviations were used in development of revised Draft EIR/EIS text and responses to comments. Only new rows of the table are presented below.

Term	Definition
AREP	Anaheim Real Estate Partners
BIG Project	Barstow International Gateway Project
CALGreen	California Green Building Standards Code
CERP	Community Emissions Reduction Plan
ITP	Incidental Take Permit
LACSD	Los Angeles County Sanitation District
LADOT	Los Angeles Department of Transportation
LEED	Leadership in Energy and Environmental Design
Metropolitan	Metropolitan Water District of Southern California
RCTC	Riverside County Transportation Commission
SJVAB	San Joaquin Valley Air Basin
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act

16.18 Appendix 1-A: Changes in Project Benefits and Impacts

Draft EIR/EIS Appendix 1-A, page 1-A-1, in Section 1, Background, has been revised to add a paragraph at the end of the section to acknowledge the release of the 2026 Business Plan, and explain why the Draft EIR/EIS analysis remained valid with the use of 2023 Project Update Report data.

After the release of the Draft EIR/EIS on December 5, 2025, the 2026 Business Plan was released and then approved on June 1, 2026. The 2026 Business Plan ridership estimates were marginally lower than the 2024 Business Plan estimates, by approximately 0.11 million; in comparison, the decrease between the 2023 Business Plan and 2024 Business Plan was 2.9 million (an approximately 9 percent decrease). The difference between the 2026 Business Plan and the 2023 Project Update Report remained approximately 9 percent. Therefore, the Authority determined that the Draft EIR/EIS approach of using data from the 2023 Project Update Report and 2024 Business Plan remained valid, and no updates were needed for the analysis to reflect 2026 Business Plan ridership estimates. Additionally, the 2026 Business Plan changed the operating assumptions, from 164 revenue service trains per day to 148 trains per day. The reduction in service frequency would lessen potential adverse impacts such as noise and vibration or safety and security; therefore, the Authority did not revise these analyses to reflect the 2026 Business Plan operating assumptions, because the Draft EIR/EIS presents a slightly more conservative assessment of adverse impacts for these topics.

Draft EIR/EIS Appendix 1-A, page 1-A-5, in Section 3.1, Air Quality and Global Climate Change, Table 2, Summary of 2040 Regional Carbon Dioxide Equivalent Emissions Changes from Operation (tons per year) with 2023 Project Update Report Ridership Estimates, has been revised to correct the CO_2e values to be consistent with the values from Table 3.3-33 in Section 3.3 of the Draft EIR/EIS.

Table 2 Summary of 2040 Regional Carbon Dioxide Equivalent Emissions Changes from Operation (tons per year) with 2023 Project Update Report Ridership Estimates

Alternative/Option	CO_2e
Shared Passenger Track Alternatives A and B	-616,807
With inclusion of Norwalk/Santa Fe Springs HSR Station Option	-633,617
With inclusion of Fullerton HSR Station Option	-629,643

CO_2e = carbon dioxide equivalent; HSR = high-speed rail

16.19 Appendix 2-A: Impact Avoidance and Minimization Features

Draft EIR/EIS Appendix 2-A, page 2-A-2, AQ-IAMF#2: Selection of Coatings, was revised to be consistent with the description of the IAMF in the Draft EIR/EIS, which clarified that the coatings used will be consistent with SCAQMD Rule 1113.

AQ-IAMF#2: Selection of Coatings

During construction, the Authority-designated contractor will use:

- Low-volatile organic compound paint that contains less than 10 percent of volatile organic compound contents (volatile organic compound, 10 percent).
- Super-compliant or Clean Air paint that has volatile organic compound content consistent with South Coast Air Quality Management District Rule 1113, as applicable. If not available, the Authority-designated contractor will document the lack of availability, recommend alternative measure(s) to comply with Rule 1113 or disclose absence of measure(s) for full compliance and obtain concurrence from the Authority.

Draft EIR/EIS Appendix 2-A, page 2-A-3, AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment, was revised to replace CARB's Emission Factors (EMFAC) 2017 with the latest USEPA-approved EMFAC.

AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment

Prior to issuance of construction contracts, the Authority or contract administrator will incorporate the following material-hauling truck fleet mix requirements into the contract specifications:

1. All on-road trucks used to haul construction materials, including fill, ballast, rail ties, and steel, will consist of an average fleet mix of equipment model year 2020 or newer, but no less than the average fleet mix for the current calendar year as set forth in the database included in the latest USEPA-approved Emission Factors (EMFAC) at the time of emissions inventory development.
2. The Authority-designated contractor will provide documentation to the Authority of efforts to secure such a fleet mix.
3. The Authority-designated contractor will keep a written record of equipment usage during project construction for each piece of equipment and provide the Authority with monthly reports of vehicle miles traveled (through the Environmental Mitigation Management and Assessment system) and annual reports documenting compliance.

The Authority assumes this measure would not be applicable to BNSF Railway–led Project components.

Draft EIR/EIS Appendix 2-A, page 2-A-36, TR-IAMF#13: Stakeholder Coordination with Transportation Agencies, was revised to clarify the activities that will be completed as a result of future stakeholder coordination.

TR-IAMF#13: Stakeholder Coordination with Transportation Agencies

As design of the project section progresses, the Authority will continue to coordinate with agencies that provide existing or planned rail services and bus services, or maintain operating rights within the corridor, including BNSF Railway, Southern California Regional Rail Authority (Metrolink), Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, National Railroad Passenger Corporation (Amtrak), Orange County Transportation Authority, and Riverside County Transportation Commission. The purpose of this ongoing stakeholder coordination is to ensure that the design, construction, and operation of the project section does not negatively affect existing and planned rail service, including bus routes that service existing and planned rail stations. The Authority will work with the agencies to define roles and responsibilities within the shared corridor, including operational and maintenance responsibilities. The Authority, California State Transportation Agency, or both will lead this coordination, which will take place when funding for advanced design is identified.

Elements to be included in the future agreements include, but are not limited to:

- An operating plan acceptable to all parties, which includes train counts, operating slots, dispatching, and maintenance responsibilities
- Updated modeling for the new operating plan
- Plans for capital and O&M cost sharing
- Plans for right-of-way adjustments and ownership

Draft EIR/EIS Appendix 2-A, page 2-A-26, LU-IAMF#1: Passenger Rail Station Area Development: General Principles and Guidelines, and LU-IAMF#2: Station Area Planning and Local Agency Coordination, was revised to clarify that these IAMFs would apply to non-HSR passenger rail stations.

LU-IAMF#1: Passenger Rail Station Area Development: General Principles and Guidelines

Increases benefits and reduces land use impacts at HSR stations by implementing the Authority's station area development principles and guidelines; it will concentrate activity conveniently to stations, increase the use of the HSR system, generating additional HSR ridership and revenue to benefit the entire state, and accommodate new growth on a smaller project footprint. At modified/relocated passenger rail stations, relevant portions of the Authority's station area development principles and guidelines will be applied, specifically as related to ensuring connectivity.

Prior to O&M, the Authority-designated contractor will prepare a memorandum for each station (proposed HSR stations and modified/relocated existing passenger rail stations) describing how Authority's station area development principles and guidelines are applied to achieve the anticipated benefits of station area development. Refer to HSR Station Area Development General Principles and Guidelines, February 3, 2011.

LU-IAMF#2: Station Area Planning and Local Agency Coordination

Prior to O&M, the Authority-designated contractor will prepare a memorandum for each station (proposed HSR stations and modified/relocated existing passenger rail stations) describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations. Refer to HSR Station Area Development: General Principles and Guidelines, February 3, 2011.

Draft EIR/EIS Appendix 2-A, page 2-A-29, SS-IAMF#2: Safety and Security Management Plan, was revised to add that the Authority would also coordinate with rail operators and right-of-way owners to ensure that the HSR construction and operations are consistent with their safety and security plans.

SS-IAMF#2: Safety and Security Management Plan

- Implement fire/life safety and security programs that promote fire and life safety and security in system design, construction, and implementation. The fire and life safety program is coordinated with local emergency response organizations, rail operators, and right-of-way owners, to provide them with an understanding of the rail system, facilities, and operations, and to obtain their input for modifications to emergency response operations and facilities, such as evacuation routes. The Authority-designated contractor will establish fire/life safety and security committees throughout the project section.

16.20 Appendix 2-B: Applicable Design Standards

There were no changes made to Appendix 2-B of the Draft EIR/EIS.

16.21 Appendix 2-C: Buena Park Metrolink Station Relocation and Commerce Metrolink Station Relocation Analysis

Draft EIR/EIS Appendix 2-C, page 4-4, in Section 4.2.1, Transportation and Land Use, has been revised to reflect that southbound Beach Boulevard adjacent to the station alternative site has an existing Class II bicycle lane.

Overall transit accessibility would be similar to that of the existing station with the rerouting. The cumulative change in route length for OCTA routes that serve the station would be minimal. Buses would access a designated transit plaza and bus bays using River Way, Cascade Way, and Beach Boulevard. In addition, OCTA has identified Beach Boulevard between Fullerton Park-and-Ride and Downtown Huntington Beach as a transit opportunity corridor. More specifically, rapid bus is being considered that may merit future investment in high-capacity or rapid transit service such as streetcar, bus rapid transit, or rapid bus (OCTA 2018). Bicyclists and pedestrians would access the station using River Way, Cascade Way, and Beach Boulevard. There are no planned bicycle facilities adjacent to this station alternative, and, other than the existing Class II bicycle lane along southbound Beach Boulevard, there are no existing bicycle facilities adjacent to the station alternative. River Way,

Cascade Way, and Beach Boulevard have pedestrian sidewalks. This station alternative has a Walk Score of 75, or very walkable (Walk Score 2025c).

16.22 Appendix 2-D: Station Access Methodology Report

There were no changes made to Appendix 2-D of the Draft EIR/EIS.

16.23 Appendix 2-E: Operations and Service Plan

There were no changes made to Appendix 2-E of the Draft EIR/EIS.

16.24 Appendix 3.1-A: Regional and Local Policy Inventory and Consistency Analysis

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-13, Transportation, City of Los Angeles, has been revised to reflect corrections to policy document dates and text.

Policy	Consistency
City of Los Angeles General Plan (2024), Mobility Plan 2035 (2016)	
The City of Los Angeles General Plan, last updated in 2024, is a dynamic document consisting of several elements, including the Land Use Element, which consists of the plans for each of the city's 35 community plan areas. Recently adopted elements are Mobility Plan 2035 (2016), an update to the 1999 Transportation Element of the General Plan, and the Plan for a Healthy Los Angeles (2015), a new Health and Wellness Element of the General Plan. Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. The plan has a stated objective to reduce VMT per capita by 5% every 5 years, to 20% by 2035. Mobility Plan 2035 includes goals that are equal in weight and define the city's high-level mobility priorities: ▪ Safety first ▪ Access for all Angelinos ▪ World class infrastructure ▪ Collaboration, communication, and informed choices ▪ Clean environments and healthy communities	--

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-16, Transportation, City of Los Angeles, has been revised to reflect corrections to policy document text and to remove a footnote regarding a plan update.

Policy	Consistency
Boyle Heights Community Plan (2024)	
Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The plan supports transportation improvements identified through the Mobility Plan 2035 and includes the following relevant goals and policies: ▪ LU Policy 13.4 Ensure that continued investment in infrastructure and amenities along the Los Angeles River results in sustainable economic development with equitable outcomes for current residents of Boyle Heights. ▪ MC Goal 1: An integrated street and transit network that provides safe and efficient mobility options for all users. ▪ MC Policy 1.3: Ensure that major destinations, including public facilities and open spaces, within the community are sufficiently equipped with bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage. ▪ MC Policy 1.4: Enhance connectivity around major transit stations and intersections by pursuing opportunities to provide efficient and intuitive pathways through large blocks that follow desired pedestrian routes. ▪ MC Goal 2: A street network that offers a safe and pleasant environment for all users of sidewalks and the public right of way. ▪ MC Policy 2.4: Improve the pedestrian experience under freeway overpasses and bridges by incorporating pedestrian lighting, landscaping, and public art.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-25, Transportation, City of Anaheim, has been revised to reflect corrections to policy document text and to include additional consistency analysis.

Policy	Consistency
City of Anaheim General Plan (2025)	
The City of Anaheim General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation. The plan also seeks to:	--

Policy	Consistency
▪ Provide adequate parking, encourage alternative means of transportation, and contribute toward air quality improvements ▪ Maintain an established ICU LOS threshold of D for major intersection and a peak hour ICU LOS of E or better for CMP intersections (the plan does not specify criteria for roadway segments) ▪ Provide grade separations at Orangethorpe Avenue, La Palma Avenue, Ball Road, Cerritos Avenue, and State College Boulevard	**Consistent.** The Shared Passenger Track Alternatives would provide efficient movement of people via public transportation, which would reduce total vehicle emissions and energy use, and improve air quality. The Shared Passenger Track Alternatives would also constitute an alternative to vehicular transportation, which would help the city maintain vehicular traffic thresholds. The Shared Passenger Track Alternatives would provide new grade separations at Cerritos Avenue and State College Boulevard and do not introduce any new elements to the corridor that preclude the city from pursuing its other planned grade separations.

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-103, Biological Resources, Los Angeles County 2035 General Plan, has been revised to reflect corrections to policy document text.

Policy	Consistency
Los Angeles County 2035 General Plan (2025)	
Policies set forth by the county in the general plan are intended to protect significant agricultural resource areas, preserve SEAs, and protect the quality of the coastal environment. The general plan includes a Conservation and Natural Resources Element that addresses open space resources, biological resources, local water resources, agricultural resources, mineral and energy resources, scenic resources, and historic, cultural, and paleontological resources. The general plan also aims to protect watersheds, streams, and riparian vegetation and maintain natural watershed processes by regulating development in tributary watersheds. The SEA Program was established by the Los Angeles County General Plan in 1982. In 2015, the Board of Supervisors approved the Antelope Valley Area Plan and the General Plan 2035, which created the boundaries and categories for the currently designated SEAs. The SEA Program is intended to aid applicants and staff with implementation of the General Plan goals and policies, zoning code regulations, and LA County Planning procedures. The General Plan establishes the location of the SEAs, the description of SEAs (e.g., habitat types, unique resources), and program policies. The SEA Ordinance, a component of the County Zoning Code (Title 22), is the implementation tool of the SEA Program, which establishes the permitting standards and process for development within SEAs. The general plan has identified 21 SEAs and seven Coastal Resource Areas that represent a wide range of biotic communities and have stringent development standards. The Wildlife RSA does not occur in or adjacent to designated County SEAs, Coastal Resource Areas, or other open space–related resources.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-133, Hydrology and Water Resources, City of Los Angeles, has been revised to the applicable articles of the Los Angeles Municipal Code.

Policy	Consistency
Los Angeles Municipal Code (2025)	
Los Angeles Municipal Code: Chapter VI, Article 4.4, Section 64.72: Stormwater Pollution Control Measures for Development Planning and Construction Activities; Chapter IX, Article 1, Division 70: Grading, Excavations, and Fills	**Consistent.** The project would not conflict with any of the articles contained within the corresponding chapters. Development of the Shared Passenger Track Alternatives would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that will be incorporated into the design of the Shared Passenger Track Alternatives. This IAMF will reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit.

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-199, Hazardous Materials and Wastes, City of Fullerton, has been revised to add The Fullerton Plan's Master Element C: The Fullerton Community (2012).

Policy	Consistency
Master Element C discusses elements of the city that contribute to a safe, healthful, and enriching quality of life for residents and visitors. Master Element C contains city policies associated with public safety and public health.	**Consistent.** The Shared Passenger Track Alternatives would contribute to a safe, healthful, and enriching quality of life for residents and visitors by providing safe, efficient movement of people and access to regional and statewide transit systems, reducing vehicle miles traveled.

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-211, Safety and Security, City of Los Angeles, has been revised to add City of Los Angeles Vision Zero (2015).

Policy	Consistency
The City of Los Angeles *Vision Zero* is an initiative that establishes the city's goal of eliminating traffic deaths in Los Angeles by 2025 and includes the following goals: ▪ Goal 1: Reduce citywide traffic deaths by 20 percent by 2017, prioritizing pedestrian deaths involving older adults and children. ▪ Goal 2: Eliminate traffic deaths citywide by 2025.	**Consistent.** The Shared Passenger Track Alternatives would improve safety and reliability for vehicles, pedestrians, and cyclists by upgrading or introducing tracks, bridges and other structures. HSR operations would follow safety and security plans developed by the Authority in cooperation with the FRA, including a system safety program plan and a safety and security certification program, a threat and vulnerability assessment, a preliminary hazard analysis, a vehicle hazard analysis, a fire life safety program, and a system security plan. During project operation, the Shared Passenger Track Alternatives would use existing overcrossings and undercrossings within Los Angeles to cross roadways and would, therefore, maintain safe separation from Los Angeles' roadway system, thereby supporting the reduction of traffic-related deaths. Therefore, the Shared Passenger Track Alternatives would be consistent with these goals.

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-247, Socioeconomics and Communities, City of Los Angeles, has been revised to reflect corrections to policy document text.

Mobility Plan (2016)

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-248, Socioeconomics and Communities, City of Los Angeles, has been revised to reflect corrections to policy document text and to remove a footnote regarding a plan update.

Policy	Consistency
Boyle Heights Community Plan (2024)	
Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The plan supports transportation improvements identified through MP 2035 and includes the following relevant policy: ▪ LU 13.4 Ensure that continued investment in infrastructure and amenities along the Los Angeles River results in sustainable economic development with equitable outcomes for current residents of Boyle Heights.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.
Public Transportation Element (2024)	

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-277, Station Planning, Land Use, and Development, City of Los Angeles, has been revised to reflect corrections to policy document text and to remove a footnote regarding a plan update.

Policy	Consistency
Boyle Heights Community Plan (2024)	
Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The plan supports transportation improvements identified through Mobility Plan 2035 and includes the following relevant goals and policies: ▪ LU 6.1 Promote developments around transit stations that add value to the community by providing a mix of multi-unit housing, neighborhood-serving commercial uses, and community amenities. ▪ LU 6.3 Maximize the benefits of transit by concentrating higher residential and employment densities within several blocks of each of the community's major transit stations. ▪ LU 13.4 Ensure that continued investment in infrastructure and amenities along the Los Angeles River results in sustainable economic development with equitable outcomes for current residents of Boyle Heights ▪ MC 1.4 Enhance connectivity around major transit stations and intersections by pursuing opportunities to provide efficient and intuitive pathways through large blocks that follow desired pedestrian routes. ▪ PO 3.4 Provide convenient and visually interesting paths of travel for pedestrians from nearby neighborhoods and transit stations to destinations along the River.	**Consistent.** The Shared Passenger Track Alternatives would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled.

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-308, Parks, Recreation, and Open Space, City of Los Angeles, has been revised to reflect corrections to policy document text and to remove a footnote regarding a plan update.

Policy	Consistency
Boyle Heights Community Plan (2024)	

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-320, Aesthetics and Visual Quality, City of Los Angeles, has been revised to remove a footnote regarding a plan update.

Policy	Consistency
Boyle Heights Community Plan (2024)	

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-345, Cultural Resources, City of Los Angeles, has been revised to remove a footnote regarding a plan update.

Policy	Consistency
Boyle Heights Community Plan (2024)	

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-345, Cultural Resources, City of Los Angeles, has been revised reflect the most recent adoption date of a planning document.

Policy	Consistency
Adaptive Reuse Ordinance (2025)	

Draft EIR/EIS Appendix 3.1-A, page 3.1-A-353, Cultural Resources, City of Anaheim, has been revised to remove the text describing the Historic Move-On Home Program.

Policy	Consistency

16.24.1 Citation/Reference-Related Revisions

The following policies were revised throughout Appendix 3.1-A to correct the names and dates of certain plans and municipal codes and to present grading codes as parts of the municipal codes instead of separately.

"*Platinum Triangle Master Land Use Plan (2017)*" was revised to "*Platinum Triangle Master Land Use Plan (2025)*" on pages 3.1-A-269, 3.1-A-300, and 3.1-A-339.

"*City of Anaheim Grading Code (2005)*" was revised to "*City of Anaheim Grading Code (Chapter 17 of the Anaheim Municipal Code [2025])*" on page 3.1-A-158.

"*City of Bell Municipal Code (2024)*" was revised to "*City of Bell Municipal Code (2025)*" on pages 3.1-A-50, 3.1-A-140, 3.1-A-179, 3.1-A-251, and 3.1-A-279.

"*City of Bell Grading Code (2023)*" was revised to "*City of Bell Grading Code (Chapter 15 of the City of Bell Municipal Code [2025])*" on page 3.1-A-140.

"*City of Buena Park Grading Code (2010)*" was revised to "*City of Buena Park Grading Code (Chapter 5.86.010 of the Buena Park Municipal Code [2025])*" on page 3.1-A-154.

"*Commerce Municipal Code (2024)*" was revised to "*Commerce Municipal Code (2025)*" on pages 3.1-A-54, 3.1-A-81, 3.1-A-141, 3.1-A-177, 3.1-A-254, 3.1-A-280, and 3.1-A-346.

"*City of Fullerton Grading Code (2019)*" was revised to "*City of Fullerton Grading Code (Chapter 14.03 of the City of Fullerton Municipal Code [2025]*" on page 3.1-A-156.

"*La Mirada Code of Ordinances (2024)*" was revised to "*La Mirada Municipal Code (2025)*" on pages 3.1-A-61, 3.1-A-81, 3.1-A-116, 3.1-A-150, 3.1-A-166, 3.1-A-191, 3.1-A-260, and 3.1-A-289.

"*City of La Mirada Grading Code (2021)*" was revised to "*City of La Mirada Grading Code (Chapter 17.04 of the La Mirada Municipal Code (2025)*" on page 3.1-A-150.

"*City of Los Angeles Grading Code (2020)*" was revised to "*City of Los Angeles Grading Code (Chapter 70 of the Los Angeles Municipal Code [2025])*" on page 3.1-A-134.

"*City of Los Angeles Low-Impact Development Ordinance (2015)*" was revised to "*City of Los Angeles Low-Impact Development Ordinance (part of the Los Angeles Municipal Code [2025])*" on page 3.1-A-134.

"*Montebello Municipal Code (2024)*" was revised to "*Montebello Municipal Code (2025)*" on pages 3.1-A-55, 3.1-A-82, 3.1-A-114, 3.1-A-143, 3.1-A-164, 3.1-A-181, 3.1-A-255, and 3.1-A-281.

"*Norwalk Municipal Code (2024)*" was revised to "*Norwalk Municipal Code (2025)*" on pages 3.1-A-60, 3.1-A-81, 3.1-A-148, 3.1-A-166, 3.1-A-190, 3.1-A-260, 3.1-A-288, and 3.1-A-314.

"*Orange Municipal Code (2024)*" was revised to "*Orange Municipal Code (2025)*" on pages 3.1-A-271, and 3.1-A-301.

"*City of Pico Rivera Hazard Mitigation Plan (2024)*" was revised to "*City of Pico Rivera Hazard Mitigation Plan (2025)*" on page 3.1-A-187.

"City of Santa Fe Springs Grading Code (2023)" was revised to *"City of Santa Fe Springs Grading Code (part of the Code of Santa Fe Springs [2025])*" on page 3.1-A-147.

"*The Code of the City of Vernon (2024)*" was revised to "*The Code of the City of Vernon, California (2025)*" on pages 3.1-A-51, 3.1-A-138, 3.1-A-163, 3.1-A-175, 3.1-A-250, and 3.1-A-278.

"*City of Vernon Grading Code (2024)*" was revised to "*City of Vernon Grading Code (Chapter 15 of The Code of the City of Vernon, California [2025])*" on page 3.1-A-138.

"*Los Angeles County Code of Ordinances*" was revised to "*Los Angeles County Code*" on pages 3.1-A-48, 3.1-A-104, 3.1-A-105, 3.1-A-106, 3.1-A-130, 3.1-A-160, 3.1-A-208, 3.1-A-246, 3.1-A-305, and 3.1-A-342.

"*Los Angeles County Grading Code (2022)*" was revised to "*Los Angeles County Grading Code (Chapter 26 of the Los Angeles County Code [2025])*" on page 3.1-A-130.

"*Los Angeles County Low-Impact Development Ordinance (2019)*" was revised to "*Los Angeles County Low-Impact Development Ordinance (part of the Los Angeles County Code [2025])*" on page 3.1-A-131.

"*Codified Ordinances of the County of Orange (2024)*" was revised to "*Codified Ordinances of the County of Orange (2025)*" on pages 3.1-A-64, 3.1-A-152, 3.1-A-168, 3.1-A-193, 3.1-A-261, and 3.1-A-290.

"*Orange County Grading and Excavation Code (2017)*" was revised to "*Orange County Grading and Excavation Code (included in the Codified Ordinances of the County of Orange [2025])*" on page 3.1-A-153.

16.24.1.1 Revised and New References and Sources

In development of the Final EIR/EIS, the following references have been revised or added to Draft EIR/EIS Appendix 3.1-A, References, which begins on page 3.1-A-361.

City of Anaheim. 2025. *The Platinum Triangle Master Land Use Plan*. Last amended: April 22, 2025. https://www.anaheim.net/DocumentCenter/View/2879/Cover-and-Table-of-Contents?bidId= (accessed June 2024).

City of Bell. 2025. *Bell Municipal Code.*

City of Commerce. 2025. *Commerce Municipal Code.* www.municode.com/library/ca/commerce/codes/code_of_ordinances?nodeId=COMMERCE_CALIFORNIAMUCO.

City of La Mirada. 2025. *La Mirada Municipal Code*. Section 21.70.080. Originally adopted 1969 with revisions adopted through 2024. https://codelibrary.amlegal.com/codes/lamirada/latest/lamirada_ca/0-0-0-15074.

City of Los Angeles. 2009. *City of Los Angeles Green Streets Policy & Green Alleys Design Guidelines Standards.*

———. 2024. *City of Los Angeles General Plan*, Mobility Plan 2035. Amendments most recently adopted in 2024. https://planning.lacity.gov/plans-policies/general-plan-overview (accessed January 2024).

City of Montebello. 2025. *Montebello Municipal Code*. https://library.municode.com/ca/montebello/codes/code_of_ordinances.

City of Norwalk. 2025. Norwalk Municipal Code.

City of Orange. 2025. *Orange Municipal Code*. https://ecode360.com/OR5214 (accessed August 2025).

City of Pico Rivera. 2025. *City of Pico Rivera Hazard Mitigation Plan.*

City of Vernon. 2025. *The Code of the City of Vernon, California*. https://ecode360.com/VE5027.

County of Los Angeles. 2025. *Los Angeles County Code*. Through ordinance No. 2025-0039, adopted July 29, 2025. https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances.

County of Orange. 2025. *Codified Ordinances of the County of Orange*.

16.24.1.2 Deleted References and Sources

In development of the Final EIR/EIS, the following references for grading codes (which are now presented as parts of the municipal codes) were removed from revised text and therefore have been deleted from Draft EIR/EIS Appendix 3.1-A, References, which begins on page 3.1-A-361. They are listed below for informational purposes, but this text has been removed from the Draft EIR/EIS.

City of Anaheim. 2005. *City of Anaheim Grading Code.* Chapter 17.04: Grading, Excavation, Fills.

City of Bell. 2023. City of Bell Grading Code. Chapter 15.04: Building Laws.

City of Buena Park. 2010. *City of Buena Park Grading Code.* Chapter 15.86.010.

City of Fullerton. 2019. *City of Fullerton Grading Code.* Chapter 14.03: Building Code.

City of La Mirada. 2021. *City of La Mirada Grading Code.* Chapter 17.04: Building Code.

City of Los Angeles. 2015. City of Los Angeles Low-Impact Development Ordinance.

———. 2020. *City of Los Angeles Grading Code.* Chapter 70.

City of Santa Fe Springs. 2023. *City of Santa Fe Springs Grading Code.* Title XV: Land Usage.

City of Vernon. 2024. *City of Vernon Grading Code*. Title 15: Building and Construction.

County of Los Angeles. 2019. *Los Angeles County Low-Impact Development Ordinance*.

County of Los Angeles. 2022. *Los Angeles County Grading Code.* Chapter 26: Building Code, Appendix J, Grading.

County of Orange. 2017. *Orange County Grading and Excavation Code.* Subarticles 5, 11, and 13.

16.25 Appendix 3.1-B: Los Angeles to Anaheim: Footprint Mapbook

Draft EIR/EIS Appendix 3.1-B page 25, has been revised to remove the full acquisition of the parcel identified by Assessor's Parcel Number 066-581-05, consistent with the revision to sheet AR-B0601 of Volume 3.5: General and Stations. The removal of full acquisition of the parcel is in response to the parcel being identified during Section 4(f) consultation by Orange County Public Works as being planned for a connection to the Coyote Creek Main Branch Bikeway.

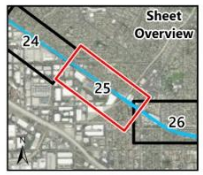
CALIFORNIA HIGH-SPEED RAIL PROJECT DRAFT EIR/EIS
LOS ANGELES TO ANAHEIM PROJECT SECTION

APPENDIX 3.1-B
Los Angeles to Anaheim: Footprint Mapbook



October 2026

0 250 500
Feet
0 100 200
Meters



Shared Tracks
Parcel (APN Displayed)
HSR Station Site (Permanent)

Project Footprint by Category Type

Stations
- Permanent (non-HSR station)

Systems
- Permanent (access road, radio site, TPSS, paralleling station, OCS)
- Temporary (utility easement)

Hydrology
- Permanent (canal relocation, drainage basin, access road)
- Temporary (construction easement, utility easement, utility relocation)

Structures
- Permanent (tunnel portal, bridge, bridge access, elevated structure)
- Temporary (construction easement, staging)

Track
- Permanent (tracks, grading, freight rail relocation, interlocking site)
- Temporary (construction easement)

Roadway
- Permanent (permanent access, access road, underpass, station)
- Temporary (construction easement)

Utilities
- Permanent (TPSS)
- Temporary (relocation of natural gas, petroleum, transmission, or water line; utility relocation, easements)

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CALIFORNIA High-Speed Rail Authority

Shared Passenger Track Alternative A

16.26 Appendix 3.2-A: Vehicle Miles Traveled Memorandum

There were no changes made to Appendix 3.2-A of the Draft EIR/EIS.

16.27 Appendix 3.2-B: Traffic Mitigation Locations

Draft EIR/EIS Appendix 3.2-B, Figure 1: Operation Mitigation Measure, has been revised to depict the correct location of the proposed mitigation measure (represented by the yellow box) at the East Street/Lincoln Avenue intersection.



Shared Passenger Track Alternatives A/B
Shared Passenger Track Alternatives A/B with Fullerton HSR Station Option
Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option

Figure 1: Operation Mitigation Measure
INT G44 East St / Lincoln Ave

16.28 Appendix 3.2-C: 2015 Baseline Conditions Traffic Counts Validation

There were no changes made to Appendix 3.2-C of the Draft EIR/EIS.

16.29 Appendix 3.2-D: Horizon Year 2040 Post-Mitigation Level of Service

There were no changes made to Appendix 3.D-C of the Draft EIR/EIS.

16.30 Appendix 3.4-A: Noise & Vibration Mitigation Guidelines

There were no changes made to Appendix 3.4-A of the Draft EIR/EIS.

16.31 Appendix 3.5-A: Preconstruction Electromagnetic Measurement Survey

There were no changes made to Appendix 3.5-A of the Draft EIR/EIS.

16.32 Appendix 3.6-A: Water Use and Energy Analysis Technical Appendix

There were no changes made to Appendix 3.6-A of the Draft EIR/EIS.

16.33 Appendix 3.10-A: Potential Environmental Concern Sites and Figures

There were no changes made to Appendix 3.10-A of the Draft EIR/EIS.

16.34 Appendix 3.11-A: Safety and Security Data

There were no changes made to Appendix 3.11-A of the Draft EIR/EIS.

16.35 Appendix 3.11-B: Existing and Proposed Railroad Crossings

There were no changes made to Appendix 3.11-B of the Draft EIR/EIS.

16.36 Appendix 3.11-C: Airport Obstructions

There were no changes made to Appendix 3.11-C of the Draft EIR/EIS.

16.37 Appendix 3.12-A: Relocation Assistance Benefits

There were no changes made to Appendix 3.12-A of the Draft EIR/EIS.

16.38 Appendix 3.12-B: Public Facility Tables

There were no changes made to Appendix 3.12-B of the Draft EIR/EIS.

16.39 Appendix 3.12-C: Public Facility Maps

There were no changes made to Appendix 3.12-C of the Draft EIR/EIS.

16.40 Appendix 3.12-D: Bikeway Maps

Draft EIR/EIS Appendix 3.12-D, Figure 3.12-D-1, Bikeways within the Populations and Communities Resource Study Area, beginning on page 3.12-D-2, was revised for consistency with Section 3.12 and Section 3.15. Consequently, another sheet was added to the figure to facilitate illustrating these revisions.

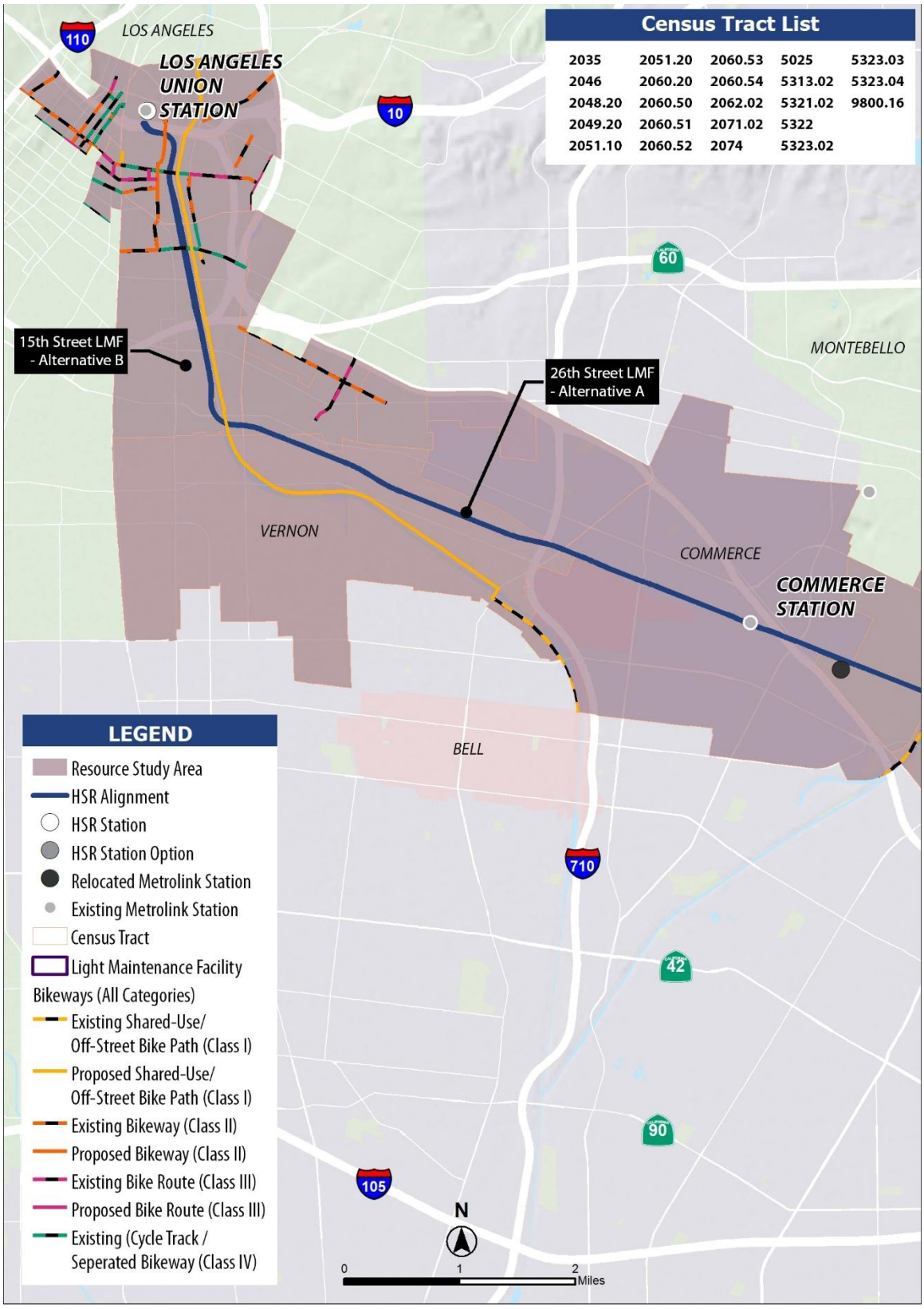


Figure 3.12-D-1 Bikeways within the Populations and Communities Resource Study Area, Sheet 1 of 3

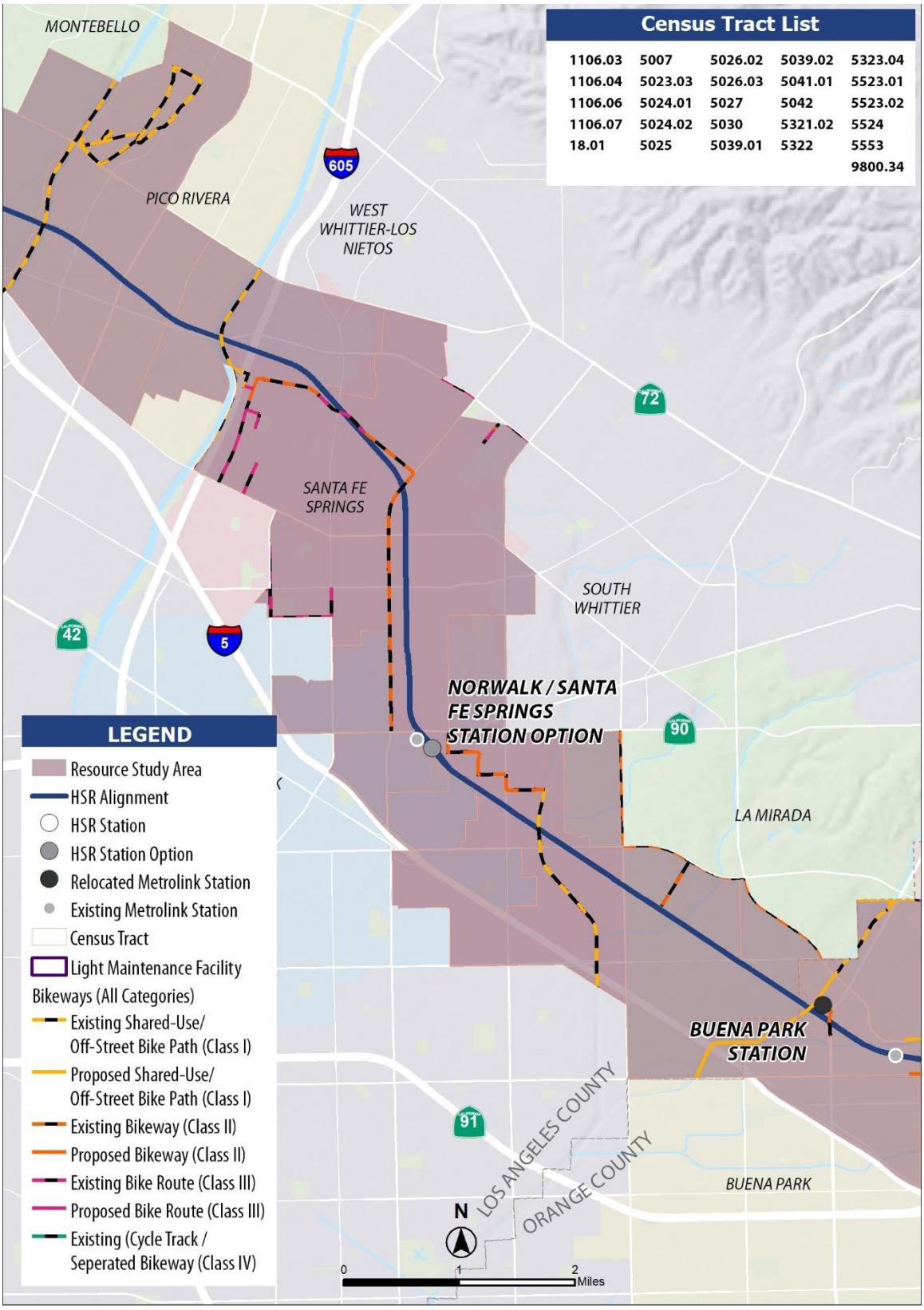


Figure 3.12-D-1 Bikeways within the Populations and Communities Resource Study Area, Sheet 2 of 3

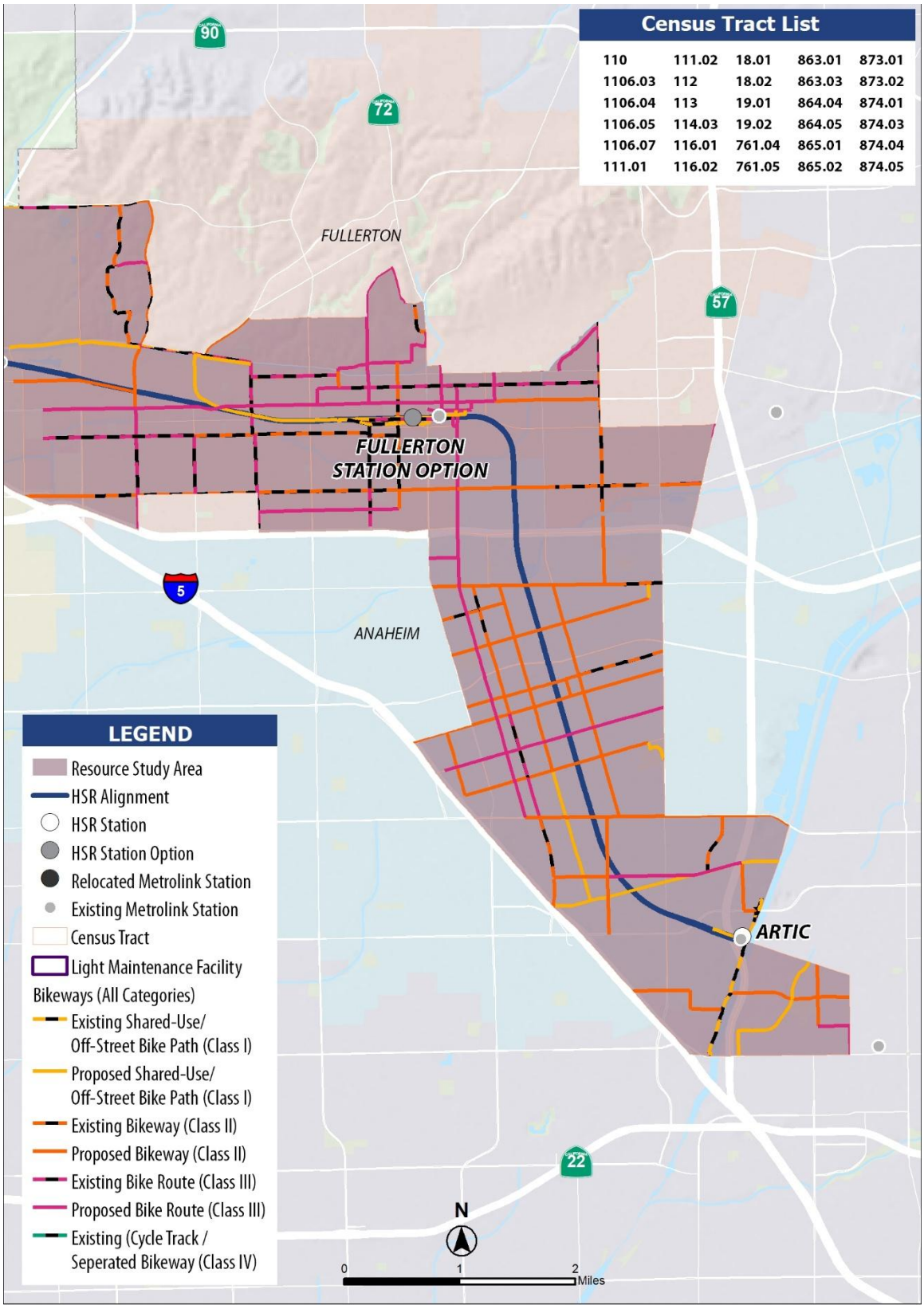


Figure 3.12-D-1 Bikeways within the Populations and Communities Resource Study Area, Sheet 3 of 3

16.41 Appendix 3.12-E: Business Displacement Maps

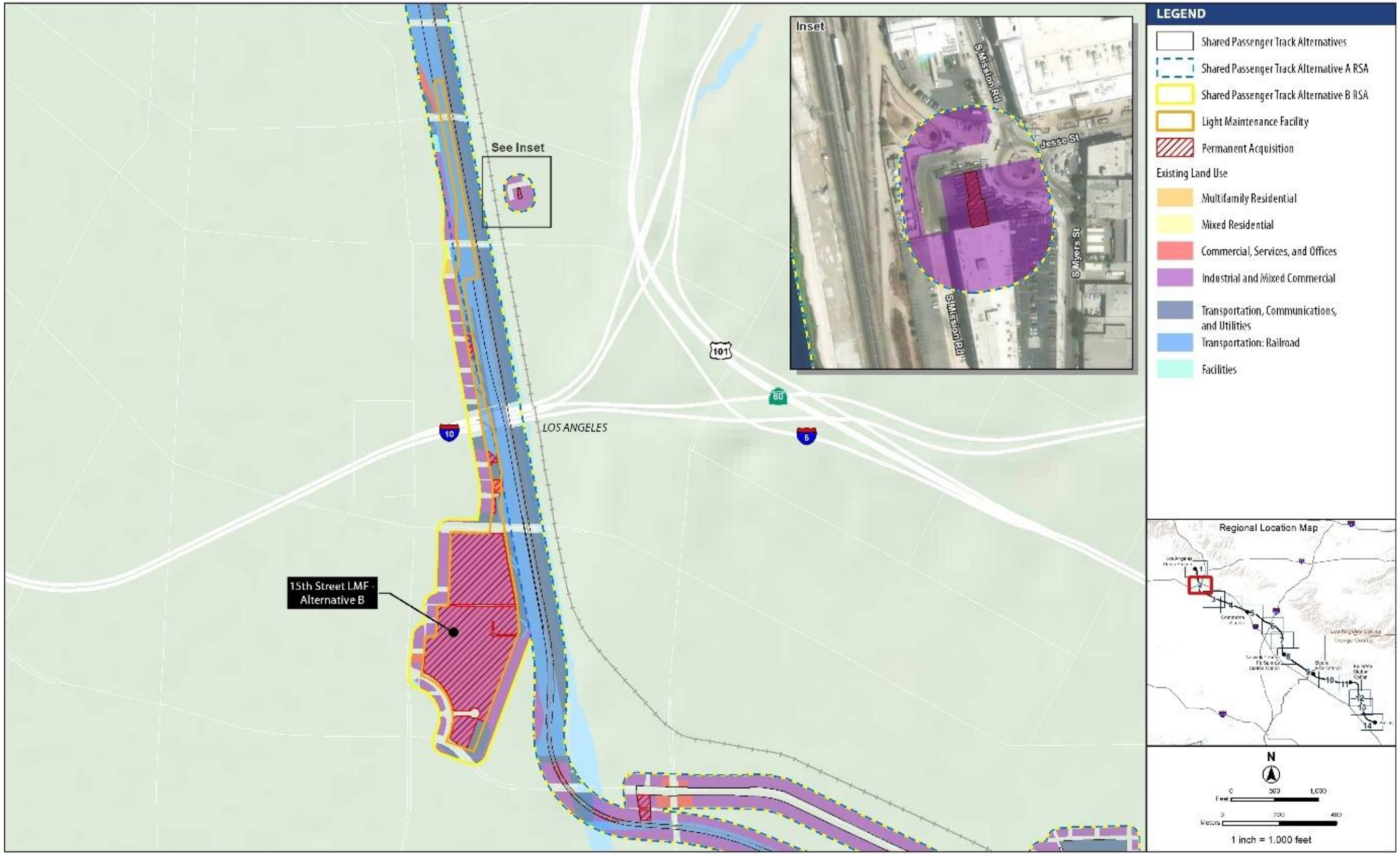
There were no changes made to Appendix 3.12-E of the Draft EIR/EIS.

16.42 Appendix 3.12-F: Children's Health and Safety Risk Assessment

There were no changes made to Appendix 3.12-F of the Draft EIR/EIS.

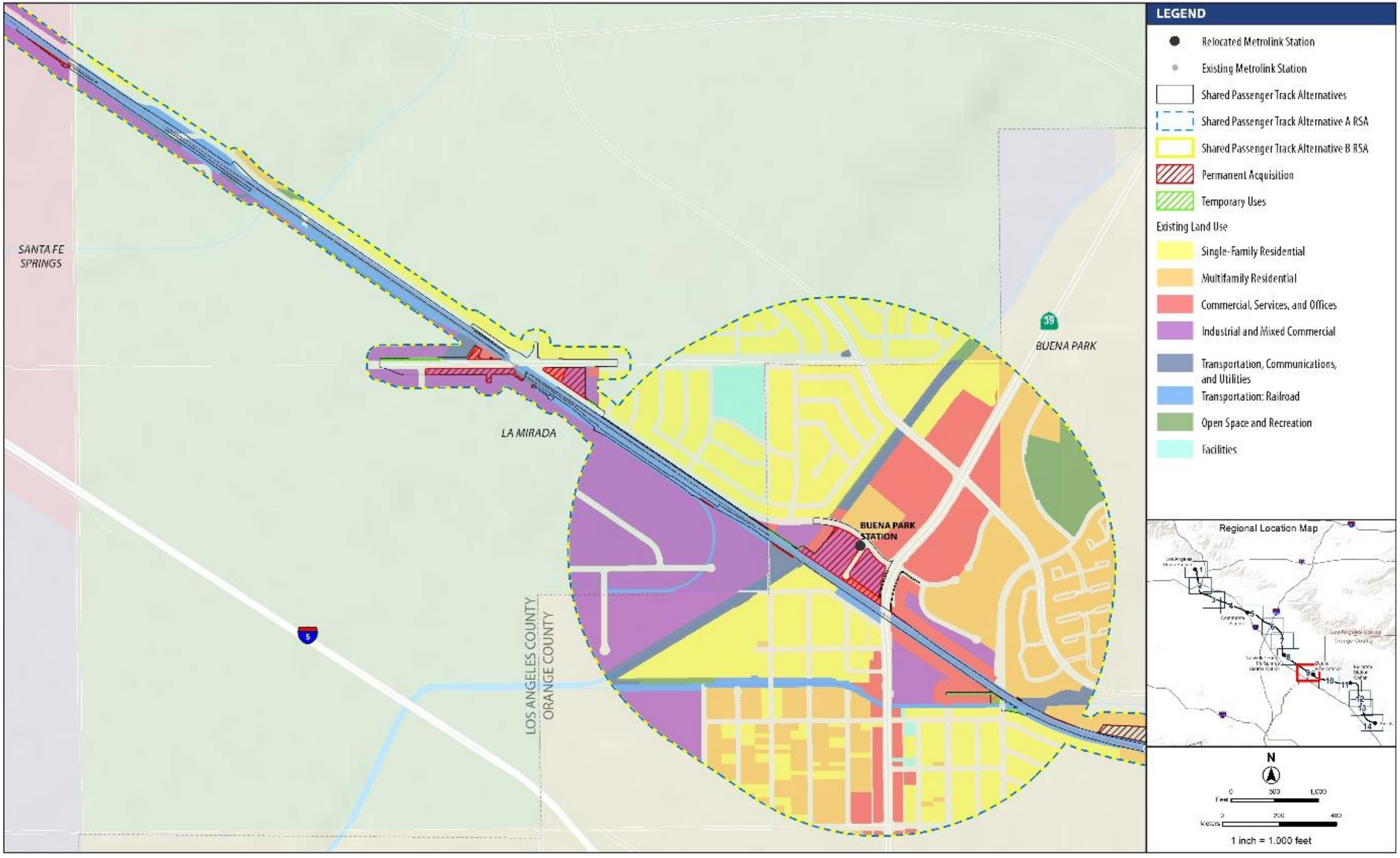
16.43 Appendix 3.13-A: Existing Land Uses and Zoning of Project Temporary Uses and Permanent Acquisitions Figures

Draft EIR/EIS Appendix 3.13-A, Figure 3.13-A1, Sheet 2 of 14, and Figure 3.13-A2, Sheet 2 of 14, were revised where the roadway configuration around the radio site has changed. Additionally, Figure 3.13-A1, Sheet 9 of 14, and Figure 3.13-A2, Sheet 9 of 14, were revised to reflect changes to the temporary construction easement required in Buena Park. The Authority revised the project footprint to remove one parcel in Buena Park that had been identified for full acquisition and use as a construction laydown area. The Authority made this design refinement following Section 4(f) consultation with Orange County Public Works in July 2026 after receiving updated information regarding the design of the planned Coyote Creek Main Branch Bikeway Extension (refer to Section 16.1.1 for more information on this change).



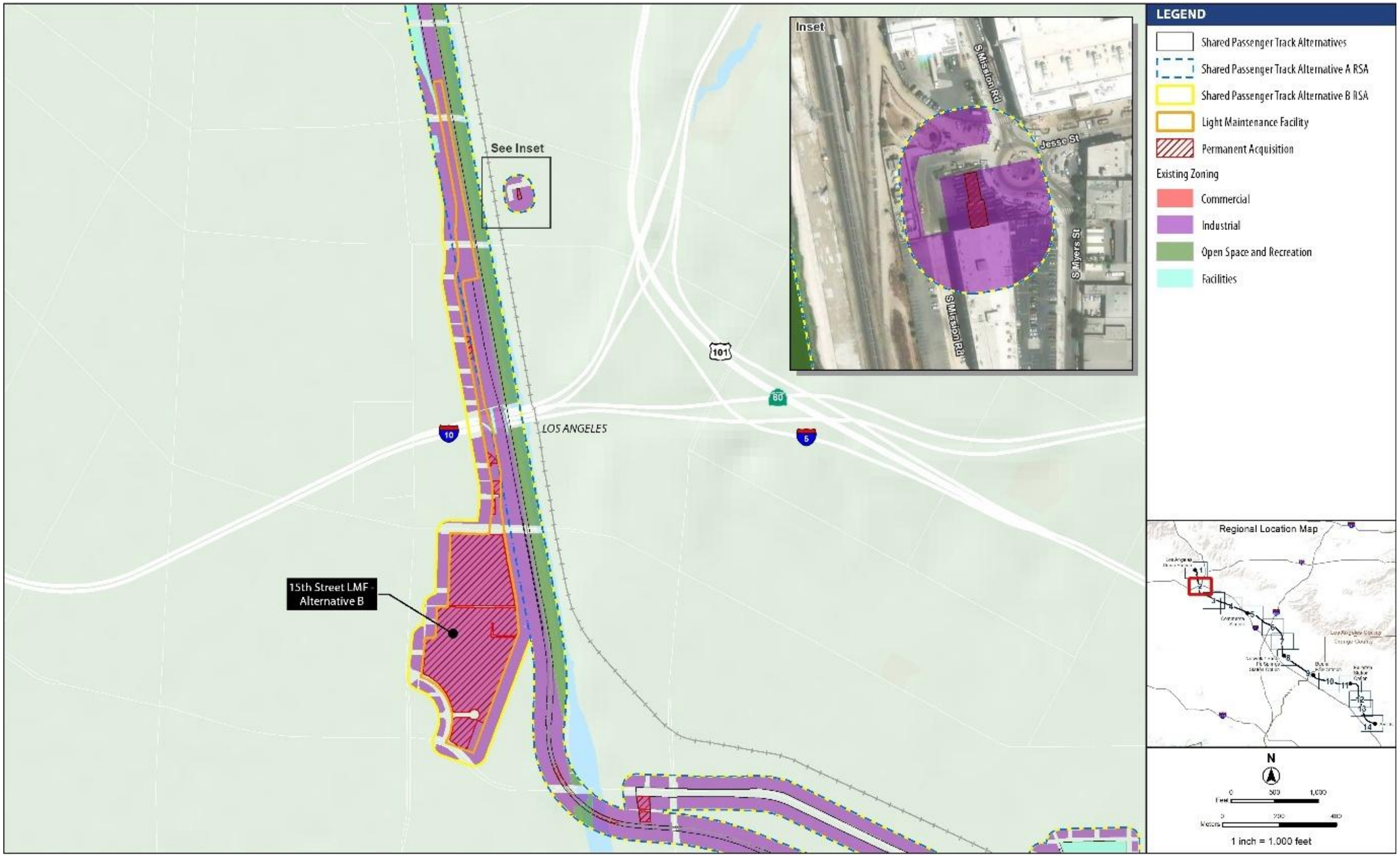
Sources: ESRI 2022; SCAG 2024a, 2024b

Figure 3.13-A1 Existing Land Use, Sheet 2 of 14



Sources: ESRI 2022; SCAG 2024a, 2024b

Figure 3.13-A1 Existing Land Use, Sheet 9 of 14



Sources: ESRI 2022; SCAG 2024a, 2024b

Figure 3.13-A2 Existing Zoning, Sheet 2 of 14



Sources: ESRI 2022; SCAG 2024a, 2024b

Figure 3.13-A2 Existing Zoning, Sheet 9 of 14

In the figure sources for Draft EIR/EIS Appendix 3.13-A, all instances of "Los Angeles County Assessor 2022" were revised to "SCAG 2024a," and all instances of "SCAG 2023" were revised to "SCAG 2024b." In addition, in Draft EIR/EIS Appendix 3.13-A, page 3.13-A-33, References, the full reference for Los Angeles County Assessor 2022 was replaced with the full reference for SCAG 2024a, and the SCAG 2024 full reference was revised to SCAG 2024b.

The following references were revised:

Southern California Association of Governments (SCAG). 2024a. 2019 Regional Land Use Information for Los Angeles County. Data updated September 3, 2024. https://hub.scag.ca.gov/datasets/3e9c888c6aae45ab8e140abeec42cd1e_0/about (accessed August 25, 2025).

Southern California Association of Governments (SCAG). 2024b. 2019 Regional Land Use Information for Orange County. Data updated September 3, 2024. https://hub.scag.ca.gov/datasets/b56dfdbd6770497ca800506928f36f1e_0/about (accessed August 25, 2025).

The following reference was deleted:

Los Angeles County Assessor. 2022. Los Angeles County Assessor Portal. https://portal.assessor.lacounty.gov/mapsearch?c=-118.24169999999799,34.05409999999941,11 (accessed April 2024).

16.44 Appendix 3.13-B: Land Use Tables

Draft EIR/EIS Appendix 3.13-B, page 3.13-B-2, Table 3.13-B1, Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions (acres), was revised to reflect changes to the temporary construction easement required in Buena Park (refer to Section 16.1.1 for more information on this change).

Table 3.13-B1 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]			Norwalk/Santa Fe Springs HSR Station Option			Fullerton HSR Station Option		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	25.01	1.42	23.58	25.32	1.42	23.90	-	-	-	0.32	-	0.32
Facilities[3]	7.81	0.01	7.80	7.81	0.01	7.80	9.49	-	8.17	-	-	-
Industrial and mixed commercial	203.99	2.73	201.26	242.35	2.73	239.62	31.26	-	13.32	3.87	-	3.87
Multifamily residential	0.26	0.19	0.07	0.26	0.19	0.07	-	-	-	-	-	-
Open space and recreation	3.62	0.04	3.58	3.62	0.04	3.58	-	-	-	-	-	-
Single-family residential	6.79	3.01	3.78	6.79	3.01	3.78	-	-	-	-	-	-
Transportation, communications, and utilities[4]	-	-	-	-	-	-	-	-	-	-	-	-
Transportation—railroad	-	-	-	-	-	-	-	-	-	-	-	-
Grand Total (acres)[1]	**247.48**	**7.40**	**247.48**	**286.15**	**7.40**	**278.75**	**21.48**	**0.00**	**21.48**	**4.19**	**0.00**	**4.19**

Source: Digital Map Products 2024
[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.
[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.
[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.
[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation—railroad are not relevant to the analysis.
HSR = high-speed rail

Draft EIR/EIS Appendix 3.13-B, page 3.13-B-13, Table 3.13-B12, Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Buena Park (acres), was revised to reflect changes to the temporary construction easement required in Buena Park (refer to Section 16.1.1 for more information on this change).

Table 3.13-B12 Existing Land Uses and Proposed Temporary Uses and Permanent Acquisitions in the City of Buena Park (acres)

Land Use	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Commercial, services, and offices	1.43	0.59	0.85	1.43	0.59	0.85
Facilities[3]	2.85	0	2.85	2.85	0	2.85
Industrial and mixed commercial	7.45	0.07	7.37	7.45	0.07	7.37
Mixed residential	0	0	0	0	0	0
Multifamily residential	0.02	0	0.02	0.02	0	0.02
Single-family residential	5.14	2.71	2.43	5.14	2.71	2.43
Open space and recreation	0	0	0	0.04	0	0
Transportation, communications, and utilities[4]	0	0	0	0	0	0
Transportation—railroad	0	0	0	0	0	0
Grand Total (acres)[1]	**16.89**	**3.38**	**13.51**	**16.89**	**3.38**	**13.51**

Source: Digital Map Products 2024

[1] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.

[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] Facilities land use designation includes public facilities, government offices, police and sheriff stations, fire stations, major medical health care facilities, religious facilities, public parking facilities, special use facilities, correctional facilities, special care facilities, other special use facilities, and other public facilities.

[4] For purposes of the land use compatibility analysis, the land designated as transportation, communications, and utilities as well as transportation–railroad have been filtered out of the permanent acquisitions. The analysis considers the permanent conversions of non-transportation-related land. Accordingly, the transportation-related land use designations of transportation, communications, and utilities and transportation–railroad are not relevant to the analysis

16.45 Appendix 3.13-C: Zoning Tables

Draft EIR/EIS Appendix 3.13-C, page 3.13-C-2, Table 3.13-C1, Existing Zoning and Proposed Temporary Uses and Permanent Acquisitions (acres), was revised to reflect changes to the temporary construction easement required in Buena Park (refer to Section 16.1.1 for more information on this change).

Table 3.13-C1 Existing Zoning and Proposed Temporary Uses and Permanent Acquisitions (acres)

Zoning	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]			Norwalk/Santa Fe Springs HSR Station Option			Fullerton HSR Station Option		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Agricultural	-	-	-	-	-	-	-	-	-	-	-	-
Commercial	7.09	0.33	6.76	7.09	0.33	6.76	-	-	-	-	-	-
Facilities[3]	3.69	0	3.69	3.69	0	3.69	3.60	-	3.60	-	-	-
Industrial	153.81	3.41	150.41	192.49	3.41	189.08	17.89	-	17.89	4.19	-	4.19
Mixed use	65.66	0.19	65.47	65.66	0.19	65.47	-	-	-	-	-	-
Multifamily residential	0.13	0.08	0.05	0.13	0.08	0.05	-	-	-	-	-	-
Single-family residential	7.89	3.12	4.77	7.89	3.12	4.77	-	-	-	-	-	-
Open space and recreation	8.45	0	8.45	8.45	0	8.45	-	-	-	-	-	-
Specific plan/special district	0.75	0.27	0.48	0.75	0.27	0.48	-	-	-	0	-	0
Grand Total (acres)[4]	**247.48**	**7.40**	**240.08**	**286.15**	**7.40**	**278.75**	**21.48**	**0**	**21.48**	**4.19**	**-**	**4.19**

Source: Digital Map Products 2024
[1] Zoning data were aggregated across the multiple jurisdictions into common zoning categories to present zoning information consistently among the different jurisdictions.
[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.
[3] The Facilities zoning designation includes educational facilities, institutional, government facilities, parking lots, police and fire, libraries, hospitals, healthcare facilities, churches, and correctional facilities.
[4] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.
HSR = high-speed rail

Draft EIR/EIS Appendix 3.13-C, page 3.13-C-12, Table 3.13-C12, Existing Zoning and Proposed Temporary Uses and Permanent Acquisitions in the City of Buena Park (acres), was revised to reflect changes to the temporary construction easement required in Buena Park (refer to Section 16.1.1 for more information on this change).

Table 3.13-C12 Existing Zoning and Proposed Temporary Uses and Permanent Acquisitions in the City of Buena Park (acres)

Zoning	Shared Passenger Track Alternative A[2]			Shared Passenger Track Alternative B[2]		
	Total	Temporary Uses	Permanent Acquisitions	Total	Temporary Uses	Permanent Acquisitions
Agricultural	0	0	0	0	0	0
Commercial	0	0	0	0	0	0
Facilities[3]	0	0	0	0	0	0
Industrial	10.79	0.72	10.08	10.79	0.72	10.08
Mixed use	0	0	0	0	0	0
Multifamily residential	0	0	0	0	0	0
Single-family residential	6.08	2.67	3.41	6.08	2.67	3.41
Open space and recreation	0.02	0	0.02	0.02	0	0.02
Specific plan/special district	0	0	0	0	0	0
Grand Total (acres)[4]	**16.90**	**3.39**	**13.51**	**16.90**	**3.39**	**13.51**

Source: Digital Map Products 2024

[1] Zoning data were aggregated across the multiple jurisdictions into common zoning categories to present zoning information consistently among the different jurisdictions.

[2] Includes the track alignment and other associated facilities, except for stations, including maintenance infrastructure, paralleling station, traction power station, and other facilities.

[3] The Facilities zoning designation includes educational facilities, institutional, government facilities, parking lots, police and fire, libraries, hospitals, healthcare facilities, churches, and correctional facilities.

[4] Values are rounded to the nearest hundredth; therefore, the grand totals are rounded as well.

16.46 Appendix 3.18-A: RIMS II Modeling Details

The Authority updated the project section's capital cost and O&M cost as part of the 2026 Business Plan, resulting in the following revisions to the project section's costs described in Appendix 3.18-A, RIMS II Modeling Details. To allow for greater clarity in the presentation of the information, the revised Appendix 3.18-A has been included in its entirety in this Final EIR/EIS. Refer to Appendix 3.18-A for the revisions related to the 2026 Business Plan cost update.

16.47 Appendix 3.19-A: Cumulative Plans and Nontransportation Projects List

Draft EIR/EIS Appendix 3.19-A, pages 3.19-A-8 and 3.19-A-14, Capital Improvement Plans/General Plans and Nontransportation Projects List, have been revised to add three projects and correct a project name. Only the revised rows of the table are provided below.

Capital Improvement Plans/General Plans and Nontransportation Projects List

Map ID	Project Name	Description	Project Type	Status/Timing	Potential Significant Unavoidable Impacts	Location/Address/Parcel if Available	Distance from Alignment
32	Fullerton Streetlights Replacement Project Source: https://www.cityoffullerton.com/government/departments/community-and-economic-development/planning-zoning/development-activity/streetlights-fullerton	Multifamily residential: 329 apartments.	Mixed-use	Currently undergoing plan check engineer review	None	223, 225, 229 E Orangethorpe Ave and 1101 and 1111 S Lemon St	0.48 mile
67	Atlas Fullerton Project Source: https://www.cityoffullerton.com/government/departments/community-and-economic-development/planning-zoning/development-activity	The project proposes to build a 329-unit, 5-story residential building wrapping a 567-space, 6-story parking structure with up to 6,500 square feet of retail on a 4.47-acre site.	Mixed-use	Construction and inspections under way	No environmental document is currently available.	NWC S Lemon Ave and E Orangethorpe Ave (223, 225, 229 E Orangethorpe Ave and 1101 and 1111 S Lemon St)	0.48 mile
68	Building Bridges to Transit Project Source: https://www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets_0.pdf	The project proposes construction of five transportation connections: two non-motorized multi-modal bridges, an elevated highline trail, a regional trail extension, and the realignment of an engineered riverbank to separate bicycle and pedestrian traffic.	Pedestrian Bridge, Trail	Planning/review	No environmental document is currently available.	South to southeast of Angel Stadium, ARTIC, and the Honda Center	Adjacent to ARTIC
69	River Park Source: https://ceqanet.lci.ca.gov/2022020391	The project proposes construction of an approximately 3-acre park located along the Santa Ana River Trail. Proposed features include walking trails, a nature-themed children's play area, exercise equipment, a small amphitheater, bench swings, shaded seating and picnic areas, and educational art installations.	Park	Construction of the park is anticipated to be completed in 2027.	None	Between Angel Stadium and the planned OC River Walk along the Santa Ana River	0.17 mile

16.48 Appendix 3.19-B: Cumulative Transportation Projects List

Draft EIR/EIS Appendix 3.19-B, page 3.19-B-3, was revised to include the BIG Project in the Transportation Projects List. Only the revised row of the table is provided below.

Transportation Projects List

Map ID	Project Name	Description	Project Type	Status/Timing	Potential Significant Unavoidable Impacts	Location/Address/ Parcel if Available	Distance from Alignment
--	Barstow International Gateway (BIG) Project	BNSF Railway plans to invest more than $1.5 billion to build a state-of-the-art master-planned rail facility in Southern California. The Barstow International Gateway will be an approximately 4,500-acre new integrated rail facility on the west side of Barstow, consisting of a rail yard, intermodal facility, and warehouses for transloading freight from international containers to domestic containers.	Master-planned rail facility	Draft EIR released in November 2025	Aesthetics, air quality, cultural resources, noise, transportation, tribal and cultural resources, utilities and service systems	Various locations	Multiple locations; Varies

16.49 Appendix 4-A: Park and Recreation Areas Evaluated for Section 4(f) Use

Draft EIR/EIS Appendix 4-A, page 4-A-3 was revised to update the table column headers to reflect that the Authority's Section 4(f) determinations are no longer preliminary, and are now final.

Draft EIR/EIS Appendix 4-A, page 4-A-7 has been updated to reflect that the planned Coyote Creek Main Branch Bikeway Extension would be built above the HSR alignment, rather than under the tracks, as described in the Draft EIR/EIS, and that the County of Orange is the OWJ.

Draft EIR/EIS Appendix 4-A, page 4-A-11 has been updated to reflect that Union Pacific Trail Phase II is no longer under construction, and was opened to the public on December 13, 2025, subsequent to publication of the Draft EIR/EIS, which was released on December 5, 2025.

Draft EIR/EIS Appendix 4-A, page 4-A-13 has been revised to remove the mention of a temporary construction easement on Citrus Park. A temporary construction easement is not needed, as described in Section 4.6.1.18.

Draft EIR/EIS Appendix 4-A, page 4-A-14 has been revised to add Meadow Park, P-20, as a resource, which was added as a park resource after publication of the Draft EIR/EIS.

Draft EIR/EIS Appendix 4-A, page 4-A-14 has been revised to add River Park, P-21, as a resource, which was added as a park resource after publication of the Draft EIR/EIS.

Only the revised rows of the table are provided below.

Resource Number	Property Name	Description	Official with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance from Project Footprint	Impact	Section 4(f) Use Determination
B-6	Coyote Creek Main Branch Bikeway Extension (planned)	Location: Along Coyote Creek from Knott Ave to La Mirada Blvd in Buena Park Size: Segments of the approximately 2.7-mile-long bikeway Features: Classified as a Class I bike path; dedicated path for bicycling, walking, running, and skateboarding uses The 2.7-mile planned bikeway extension joins the existing bikeway, which is connected to the 66-mile-long OC Loop. This planned segment of the path is proposed to close the gap from La Mirada Blvd to the Seal Beach Terminus to Coyote Creek North Fork. Completion of final design is anticipated in late 2025.	County of Orange	The resource is publicly owned and has been formally designated in the Coyote Creek Bikeway Master Plan (Coyote Creek Working Group 2008).	Within the project footprint and passing over the track alignment on an elevated structure. The bikeway would pass over the existing railway. Protective barriers would be installed on the bikeway over HSR right-of-way, which would require a TCE on this Section 4(f) resource. A bike ramp is also proposed from the relocated Buena Park Metrolink Station, which would connect with the elevated bikeway and would require a TCE on this Section 4(f) resource.	The project would require a temporary construction easement on this resource constituting a temporary occupancy. The relocated Buena Park Metrolink Station design accommodates a connection to the Coyote Creek Main Branch Bikeway Extension, such as a bicycle ramp up to the elevated structure. Installation of protective barriers on the bridge would be required. **Construction:** The temporary occupancy would meet the five conditions under 23 CFR Part 774.13(d) and would therefore not constitute a use (refer to Section 4.6.1). **Operation:** Users of this planned resource would experience intermittent increased noise levels as they near and pass over the alignment, however this increase is not anticipated to affect the regular use or enjoyment of this resource (refer to Section 3.4). Therefore, indirect dust, noise, visual, or access impacts (proximity impacts) would not substantially impair the resource because the resource is in an urban area and is already in proximity to a railroad, and these impacts would not be expected to meaningfully reduce the value of the resource. Therefore, no constructive use would result from the project.	No Use
B-8	Union Pacific Trail Phase II	Location: The trail runs along the Union Pacific Railroad-owned rail corridor in Fullerton. The path connects to the existing Union Pacific Trail to the east. Size: Approximately 0.5 mile long Features: Walking, bicycling, and running	City of Fullerton	The resource is publicly owned and has been formally designated on the City of Fullerton Recreational Trails map.	Within project footprint. West of Richmond Ave, the trail runs west along the existing railway alignment on the southern side of the tracks for approximately 0.25 mile. Upon completion of construction activities, a portion of the trail would be within the project footprint. Moving east approximately 0.25 mile, the trail would be located from Richmond Ave to Harbor Blvd and be as close as 115 feet to utility relocation.	**Construction:** Approximately 0.18 acre of the resource would be acquired for implementation of the project. Construction vehicles using Highland Avenue and Richman Avenue for grading and other related activities could result in diminished access to portions of the resource, because they would occur adjacent to the bicycle path, if the bicycle path is completed before construction begins. However, detours using existing roadways or other public rights-of-way would be provided during construction, and would include adequate signage, lighting, and other measures to meet public safety requirements. **Operation:** To accommodate the required rail corridor clearance, permanent fencing would be installed along the track in this area, resulting in a portion of the planned landscaping and bioswale to be permanently incorporated into the project, resulting in a permanent use. This would conflict with planned landscaping and require a minor realignment of approximately 110 feet of the trail to the south. With incorporate of PR-MM#4, Replacement of Property Acquired from Existing or Planned Multi-use Trails and Paths, the trail would remain functional after construction.	*De minimis* impact
P-17	Citrus Park	Location: 104 S Atchison St in Anaheim Size: Approximately 2.6 acres Features: Children's play area, barbeques, gazebo, basketball courts, and volleyball court	City of Anaheim	The resource is publicly owned and is open to the public.	Adjacent to the project footprint	The proposed work for the project would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. **Construction:** There could be short-term noise impacts (proximity impacts) on the resource from the use of construction equipment, ground disturbance, and other construction activities near the resource. However, these impacts would be intermittent and temporary and are not expected to result in substantial impairment of the resource. **Operation:** Operational noise would be audible to users of this resource from the additional HSR trains running along the tracks (refer to Section 3.4). However, operational noise is not anticipated to affect the regular use or enjoyment of this resource because the resource is in an urban area and is already in proximity to a railroad, and substantial impairment of the resource is not anticipated. Therefore, no constructive use would result from the project. No further analysis is required.	No Use

Resource Number	Property Name	Description	Official with Jurisdiction	Why It Qualifies Under Section 4(f)	Distance from Project Footprint	Impact	Section 4(f) Use Determination
P-20	Meadow Park (planned)	Location: Within the OCVIBE development between the Santa Ana River and S Douglass Road (public) Size: Approximately 5 acres Features: Children's nature-oriented active play area, a large event space that can be divided and used for multiple concurrent events, shade structures and shaded benches, walking paths, passive activity spaces for table games and outdoor classes, picnic areas, fitness zones/challenge courses, public art, pet stations, and pet-friendly facilities The park is anticipated to open in 2029.	City of Anaheim	The resource would be publicly owned and would be open to the public.	Approximately 70 feet from the project footprint and adjacent to ARTIC.	The proposed work for the project would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. **Construction:** There could be short-term noise impacts (proximity impacts) on the resource from the use of construction equipment, ground disturbance, and other construction activities near the resource. However, these impacts would be intermittent and temporary and are not expected to result in substantial impairment of the resource. **Operation:** Operational noise would be audible to users of this resource from the additional HSR trains running along the tracks (refer to Section 3.4). However, operational noise is not anticipated to affect the regular use or enjoyment of this resource because the resource is in an urban area and is already in proximity to a railroad. Noise and visual impacts would not be of a severity that the protected activities, features, or attributes that qualify Meadow Park for protection under Section 4(f) are substantially impaired. Therefore, no constructive use would result from the project. No further analysis is required.	No Use
P-21	River Park (planned)	Location: Within the OC River Walk Project along the Santa Ana River Size: Approximately 3 acres Features: Walking trails, a nature-themed children's play area, exercise equipment, a small amphitheater, bench swings, shaded seating and picnic areas, and educational art installations The park is anticipated to open in 2027.	City of Anaheim	The resource would be publicly owned and would be open to the public.	Approximately 436 feet from the project footprint.	The proposed work for the project would be completed outside the resource boundaries; therefore, no permanent use or temporary occupancy would result from the project. **Construction or Operation:** Indirect dust, noise, visual, or access impacts (proximity impacts) are not anticipated because of the distance of the resource from the project footprint, and the resource is separated from the project by several streets, SR 57, and commercial buildings. The anticipated noise levels would not be of a severity that substantially interferes with the use and enjoyment of the amphitheater during performances. This is consistent with the findings from Section 3.4. Therefore, no constructive use would result from the project. No further analysis is required	No Use

16.50 Appendix 4-B: Cultural Resources Evaluated for Section 4(f) Use

There were no changes made to Appendix 4-B of the Draft EIR/EIS.

16.51 Appendix 4-C: Coordination and Concurrence Letters

Since publication of the Draft EIR/EIS, the Authority received signed concurrence letters from officials with jurisdiction, which have been added to Appendix 4-C. Refer to Appendix 4-C of the Final EIR/EIS, with the title revised from "Coordination Letters" to "Coordination and Concurrence Letters."

16.52 Appendix 6-A: High-Speed Rail Operating and Maintenance Cost for Use in Environmental Impact Report/Environmental Impact Statement Project-Level Analysis

The Authority updated the project section's capital cost and O&M cost as part of the 2026 Business Plan, resulting in revisions to the project section's costs. To allow for greater clarity in the presentation of the information, the revised Appendix 6-A has been included in its entirety in this Final EIR/EIS. Refer to Appendix 6-A for the revisions related to the 2026 Business Plan cost update.

16.53 Appendix 6-B: Preliminary Engineering for Project Definition Record Set Capital Cost Estimate Report

The Authority updated the project section's capital cost and O&M cost as part of the 2026 Business Plan, resulting in revisions to the project section's costs. Because the 2026 Business Plan used a new bottoms-up cost estimating approach, Appendix 6-B of the Draft EIR/EIS has been replaced with a new document, which consists of the Authority's Capital Cost Basis of Estimate Report from the 2026 Business Plan update.

16.54 Appendix 9-A: Comprehensive List of Public and Agency Meetings

Draft EIR/EIS Appendix 9-A, Table 9A-1, Public and Agency Meetings, was updated. Since publication of the Draft EIR/EIS, the Authority has conducted the following additional public, stakeholder, and agency meetings. Only revised rows of the table are provided below.

Table 9A-1 Public and Agency Meetings

Date	Meeting	Purpose
8/30/2025	La Mirada Back to School and Car Show	Community information booth
9/3/2025	Little Tokyo Community Council Presentation	Presentation
9/3/2025	Virtual Community Meeting	Public meeting
9/10/2025	Department of Toxic Substances Control briefing	Agency staff briefing
9/20/2025	Los Nietos Library	Community information booth
9/20/2025–9/21/2025	Train Festival 2025: LA's Spirit in Motion!	Community information booth
12/3/2025	Group Legislative Briefing (virtual)	Legislative briefing
12/4/2025	Key Stakeholder Briefing: LA County and OC (virtual)	Key stakeholder briefing
12/6/2025	Montebello Woman's Club Christmas Craft Fair	Community information booth
12/6/2025	City of Bell Holiday Village	Community information booth
12/7/2025	City of Anaheim Christmas Tree Lighting	Community information booth
12/11/2025	Draft EIR/EIS Open House Meeting (virtual)	Public meeting
12/15/2025	City of Vernon coordination meeting	Agency staff briefing

Date	Meeting	Purpose
12/16/2025	ARTIC Station	Community information booth
12/16/2025	Gateway Cities Council of Governments coordination meeting	Agency staff meeting
12/22/2025	Las Posadas Commerce	Community information booth
12/30/2025	Norwalk/Santa Fe Springs Metrolink Station	Flyer distribution
12/30/2025	Santa Fe Springs businesses	Flyer distribution
1/3/2026	West Whittier–Los Nietos community neighborhood	Community information booth
1/5/2026	Fullerton Transportation Center	Community information booth
1/5/2026	Los Nietos Community and Senior Center	Community information booth
1/5/2026	Caltrans, District 12 Coordination Meeting	Agency staff coordination meeting
1/6/2026	Buena Park Metrolink Station	Community information booth
1/7/2026	La Mirada Library	Community information booth
1/7/2026	Draft EIR/EIS Open House/Public Hearing #1: Santa Fe Springs (in-person)	Public meeting
1/8/2026	City of Fullerton staff briefing	Agency staff briefing
1/9/2026	Montebello Senior Center	Community information booth
1/10/2026	University Gables Apartment Complex	Flyer distribution
1/12/2026	Commerce Metrolink Station	Community information booth
1/12/2026	Draft EIR/EIS Open House/Public Hearing #2: Anaheim (in-person)	Public meeting
1/13/2026	Ayers community neighborhood (Commerce)	Community information booth
1/14/2026	Los Nietos Library	Community information booth
1/17/2026	Pico Rivera Towne Center and public counter drops	Flyer distribution
1/18/2026	Rivera Park	Flyer distribution
1/21/2026	City of Norwalk Shopping Center	Flyer distribution
1/22/2026	Draft EIR/EIS Open House/Public Hearing #3: Commerce (in-person)	Public meeting
1/24/2026	La Mirada: Stater Bros. Center	Flyer distribution
1/30/2026	Smart & Final in Bell	Flyer distribution
1/26/2026	Draft EIR/EIS Public Hearing #4 (virtual)	Public meeting
2/2/2026	City of Commerce staff briefing	Agency staff briefing

ARTIC = Anaheim Regional Transportation Intermodal Center; BNSF = BNSF Railway; Caltrans = California Department of Transportation; EIR = environmental impact report; EJ = environmental justice; HSR = high-speed rail; LA = Los Angeles; LOSSAN = Los Angeles – San Diego – San Luis Obispo Rail Corridor; Metro = Los Angeles County Metropolitan Transportation Authority; OC = Orange County; OCTA = Orange County Transportation Authority; project section = Los Angeles to Anaheim Project Section; SCAG = Southern California Association of Governments; USACE = U.S. Army Corps of Engineers; USEPA = U. S. Environmental Protection Agency

16.55 Appendix 9-B: Inclusive Public Engagement Plan

There were no changes made to Appendix 9-B of the Draft EIR/EIS.

16.56 Volume 3

16.56.1 Volume 3.1: General, Track Alignment, and Right-of-Way

Sheet GE-B0101 of Volume 3.1, General, Track Alignment, and Right-of-Way, Note 14, has been revised to correct a typographical error by adding the word “allow.”

16.56.2 Volume 3.2: General, Aerial Structures, Tunnels, and Retaining Walls

Sheet GE-B0201 of Volume 3.2: General, Aerial Structures, Tunnels, and Retaining Walls, Note 14, has been revised to correct a typographical error by adding the word “allow.”

16.56.3 Volume 3.3: General and Grade Separations

Sheet GE-B0301 of Volume 3.3, General and Grade Separations, Note 14, has been revised to correct a typographical error by adding the word “allow”.

Sheet CV-T0471 of Volume 3.3, General and Grade Separations, has been revised to remove the callout that Sycamore Street would be permanently closed.

16.56.4 Volume 3.3A: General and State College Grade Separations (By OCTA)

There were no changes made to Volume 3.3A of the Draft EIR/EIS.

16.56.5 Volume 3.4: General, Utilities, Grading/Drainage, Traction Power, and Communication Towers

Sheet GE-B0401 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, Note 14, has been revised to correct a typographical error by adding the word “allow.”

Sheet UT-C1521 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, has been revised with the correct sewer service provider (Utility #9) from LACSD to the City of Vernon.

Sheet UT-C1522 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, has been revised with the correct storm drain owner (Utility #10) from LACSD to Not Used and sewer service provider (Utility #11) from LACSD to the City of Vernon.

Sheet UT-C1523 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, has been revised with the correct sewer service provider (Utility #9) from LACSD to the City of Vernon.

Sheet UT-C1529 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, of the Draft EIR/EIS has been revised to remove Utility #72.

Sheet UT-C1530 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, has been revised to remove the sewer service provider (Utility #72) from LACSD to Unknown.

Sheet UT-C1531 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, has been revised to remove the sewer service provider (Utility #72 and Utility #74) from LACSD to Unknown.

Sheet UT-C1534 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, has been revised with the correct sewer service provider (Utility #9 and Utility #10) from LACSD to Montebello Trunk.

Sheet UT-C1535 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, has been revised with the correct sewer service provider (Utility #6) from LACSD to the City of Montebello.

Sheet UT-C1536 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, EIR/EIS has been revised with the correct sewer service provider (Utility #12) from LACSD to the City of Montebello.

Sheet UT-C1558 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, has been revised with the correct electric service provider (Utility #7) from Southern California Edison to the Consolidated Sewer Maintenance District.

Sheet UT-C1565 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, has been revised with the correct sewer service provider (Utility #3) from Kinder Morgan to LACSD.

Sheet UT-C1618 of Volume 3.4, General, Utilities, Grading/Drainage, Traction Power, and Communication Towers, has been revised to correctly identify the Orange County Feeder ownership as City of Anaheim to Metropolitan Water District.

16.56.6 Volume 3.5: General and Stations

Sheet GE-B0501 of Volume 3.5: General and Stations, Note 14, has been revised to correct a typographical error by adding the word “allow.”

Sheet AR-B0601 of Volume 3.5: General and Stations, has been revised to remove the pedestrian tunnel footprint that had extended to Tulare Street and to remove full acquisition of the parcel identified by Assessor’s Parcel Number 066-581-05.

16.56.7 Volume 3.6: General and 15th Street LMF III and HSR Norwalk/Santa Fe Springs and Fullerton Station Options

Sheet GE-B0601 of Volume 3.6: General and 15th Street LMF III and HSR Norwalk/Santa Fe Springs and Fullerton Station Options, Note 14, has been revised to correct a typographical error by adding the word “allow.”

16.56.8 Volume 3.8: General and Link Union Station (Link US) by LA Metro

There were no changes made to Volume 3.8 of the Draft EIR/EIS.