APPENDIX 4-D: U.S. DEPARTMENT OF THE INTERIOR CONCURRENCE LETTER

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
1323 Club Drive
Vallejo, CA 94592

February 3, 2026

IN REPLY REFER TO:
ER 25/0589
4111

Stefan Galvez
Director of Environmental Services
California High-Speed Rail Authority
770 L Street Sacramento, CA 95814

Subject: U.S. Department of the Interior Comments on Draft Section 4(f) Evaluation for the Los Angeles to Anaheim Project Section, California High Speed Rail Project, Draft EIR/EIS

Dear Stefan Galvez:

The U.S. Department of the Interior (Department), as required by the Department of Transportation Act of 1966 (49 U.S.C. §303 and 23 U.S.C. §138), has reviewed the December 2025 California High Speed Rail Authority's (CHSRA) draft evaluation under Section 4(f) for the proposed Los Angeles to Anaheim section of the California High Speed Rail Project. The project proposes to modify 30 miles of an existing railroad corridor for high-speed rail service between Los Angeles Union Station in Los Angeles, California and the Anaheim Regional Transportation Intermodal Center in Anaheim, California.

Following review pursuant to Section 106 of the National Historic Preservation Act, the CHSRA determined that both Shared Passenger Track Alternatives A and B would result in *de minimis* impacts to one recreation resource (Union Pacific Trail Phase II) and one historic property (Rio Hondo). Temporary occupancies of seven recreational resources (Rio Hondo River Trail, Rio Hondo River Bike Path, San Gabriel River Trail, San Gabriel River Bike Path, Coyote Creek North Fork Bikeway, Coyote Creek Main Branch Bikeway Extension, and Brea Creek Bastanchury Corridor) and one historic property (Hunt Foods and Industries Office and Library) do not qualify as a Section 4(f) use as they meet the criterion for temporary occupancy exception under 23 Code of Federal Regulations (CFR) 774.13(d). There are no national historic landmarks or national park units in the vicinity of the project area. In the project proposal, CHSRA has processes in place for evaluation and consulting on unevaluated and as yet unidentified archaeological resources. CHSRA did not identify any Section 6(f) properties in the resource study area.

The Department, through the National Park Service, concurs with CHSRA's finding of *de minimis* impacts for the Los Angeles to Anaheim section of the California High-Speed Rail Project. If you have specific questions related to our comments, please contact Danette Woo at

Danette_Woo@nps.gov. For all other questions, please contact me at Viktoriya_Sirova@ios.doi.gov.

Sincerely,

VIKTORIYA SIROVA

Digitally signed by VIKTORIYA SIROVA
Date: 2026.02.03 11:52:19 -08'00'

Viktoriya Sirova
Regional Environmental Officer

Electronic distribution: Stefan.galvez@hsr.ca.gov, Los.Angeles_Anaheim@hsr.ca.gov

cc: Barbara Rice, NPS Program Manager: Barbara_rice@nps.gov
Anna Rothleutner, NPS Project Specialist: Anna_rothleutner@nps.gov
Danette Woo, NPS Regional Environmental Coordinator: Danette_Woo@nps.gov